TRAFFIC IMPACT STUDY

FOR

HIGHBRIDGE COMMONS

Village of Fayetteville

Onondaga County, New York

April 2019

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45 YEARS ANNIVERSARY

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EXECUTIVE SUMMARY

This Traffic Impact Study was performed to analyze the potential impacts the proposed project may have on the surrounding roadway network. The goal of this report is to define the current level-of-service of the existing roadway network, assess the impact of the proposed project on the existing roadway network, and recommend improvements from potential impacts as necessary.

The project site is located on the southeast corner at the intersection of Genesee Street (NYS Route 5) with Highbridge Street (County Route 109) and Limestone Plaza in the Village of Fayetteville in Onondaga County. The existing ± 1.84-acre site currently consists of 5 buildings: a car wash, an office building, a cellular phone store, a dry cleaner, and a dentist office. The existing access to the site is uncontrolled, unsafe, and problematic. The access along the east bound lanes of Genesee Street consists of 2 driveways, the first is a full access driveway and is 30 feet from the intersection of Highbridge and West Genesee Street, and is 95 feet wide. The second is adjacent to the first driveway separated by only 15 feet. This driveway is 35 feet wide and again has full access. Access from Highbridge Street is a full access driveway starting 40 feet from the intersection and continuing south 130 feet where it combines with Fitch Street, which is an additional 30 feet wide. None of the existing driveways meet current New York State Department of Transportation (NYSDOT) or Onondaga County Department of Transportation (OCDOT) standards for site access.

The proposed project plans to demolish the existing buildings and re-develop the site to accommodate a 5-story, multi-use building. The proposed development will provide parking and have access driveways on Genesee Street and Highbridge Road. A third access point from Thompson Street will be available, however, the location was considered to be minor access and not analyzed as part of this Traffic Study. The project will have access drives conforming to NYSDOT and OCDOT Standards, and will result in a reduction in the number of driveways and a reduction in allowed movements onto Genesee Street.

The signalized intersections of Genesee Street with Highbridge Street and Limestone Plaza, and Genesee Street with North Burdick Street were analyzed to determine the overall traffic impact on the surrounding roadway network. Traffic counts were manually collected for the weekday morning and evening peak hour, along with the Saturday-midday peak hour. This intersection was analyzed

using *Synchro 8 – Traffic Signal Software,* which is based on methods presented in the *2010 Highway Capacity Manual* (HCM).

The proposed development includes 5-story, multi-use building with a 2,335-square foot hair salon/retail, a 6,565-square foot quality restaurant, a 1,860-square foot drive-thru bank, and 41 residential apartments located on the second thru fifth floors. Trips attracted to this site were estimated using the Institute of Transportation Engineers *Trip Generation, 9th Edition,* Land Use 223 – Mid-Rise, 931 – Quality Restaurant, and 918 – Hair Salon. Trip generation rates (TABLE 1) estimate the number of vehicles entering and exiting the site during peak hours. Local trip rates for a drive-thru bank were physically counted on June 27, 2012, and for accuracy reasons, were used in lieu of the Trip Generation Manual. Those counts are included in APPENDIX D.

Pass-by trips are trips made to the project site by vehicles that are on the surrounding roadway network to begin with, and enter to the site as they pass-by on the adjacent roadway. The *ITE Trip Generation, 9th Edition,* provides a sample of pass-by percentages for some of the uses proposed on site. The manual provides small samples for both the bank and quality restaurant. An average of their samples were taken by throwing out the highest and lowest percentages, and averaging what remained. The average for a high quality restaurant was 51%, and 50% was used to remain conservative. The bank average was 46%, and 45% was used, again to remain conservative. These percentages were only applied to the peak PM hours of the Quality Restaurant due to the hours of operation. No pass-by percentages were available for Saturday for the high quality restaurant, so 50% was also applied to Saturday. The hair salon is operated by appointment only, so no pass-by was applied for this use. In addition, there is no pass-by for the residential portion of the building. The pass-by reductions can be seen in TABLE 2.

The estimated trips generated were distributed to the existing roadway network based on existing travel patterns in the area, and added to the 2015 existing traffic volumes, resulting in the full-build 2019 conditions (FIGURE 6). The combined traffic volumes were then analyzed to determine the projected level-of-service with the project developed. A summary of the intersection analysis is shown in TABLES 3, 4, and 5 for existing, and full-build conditions.

The analysis indicates that under full-build conditions, operations will be maintained equal to the existing level-of-service at the 2 study area intersections. All of the studied intersections and approaches under full-build conditions will operate at the same or very close to the level-of-service of the background conditions.

Furthermore, the proposed development will improve the overall safety on Genesee Street by eliminating the nonconforming uncontrolled access driveways that currently exist along the Genesee Street frontage and Highbridge Street. One driveway is proposed on Genesee Street, located 120 feet from the intersection of Highbridge and Genesee Streets, (an additional 90 feet of separation was provided versus the existing conditions) limited to a right in/right out, and conforming to current NYSDOT Standards. This will eliminate the amount of conflicted turning movements that will occur on Genesee Street, and will also increase the overall efficiency and traffic progression of Genesee Street in this area.

In addition to the improvement along Genesee Street, the nonconforming access along Highbridge Street will also be eliminated improving overall safety, reducing traffic congestion at the intersection. Fitch Street will remain with some modification as the one controlled conforming access point on Highbridge Street.

Overall, the proposed development will have no significant negative impact on the adjacent highway network.

I. INTRODUCTION

This report presents the methodology, data, results, and recommendations pertinent to determining the traffic impacts associated with the development of a 5-story, multi-use building. The project is in the Village of Fayetteville in Onondaga County, New York (FIGURE 1).

The project site is located at the southeast corner of the intersection of Genesee Street with Highbridge Street and Limestone Plaza. The existing ± 1.84-acre site currently consists of four buildings:

1. A ± 2,800-square foot car wash
2. A ± 1,800-square foot cellular phone store
3. A ± 2,000-square foot dry cleaners
4. A ± 2,300-square foot dentist office
5. A ± 5,800-square foot office building

The proposed project includes plans to demolish the existing buildings and re-develop the site to accommodate a ±13,900-square foot 5-story, multi-use building with a bank with drive-thru window. The uses within the 5-story, multi-use building are as follows:

- Hair Salon/Retail store — 2,335 square feet – first floor
- Quality Restaurant — 6,565 square feet – first floor
- Bank with Drive-thru — 1,860 square feet – first floor
- Apartments — 41 dwelling units – second thru fifth floor

As previously mentioned, there are 3 proposed access points to the developed site; one on Genesee Street, one on Highbridge Street, and one on Thompson Street. The access point on Thompson Street was considered to be minor and was not analyzed at this time. All the new trips were applied to the 2 main access points, which simulates the worst case scenario. The driveway on Genesee Street will be a right-in/right-out only and the driveway on Highbridge Street will continue to be a full access driveway. The proposed site plan is included in FIGURE 3.

The study considers the morning (AM), evening (PM), and Saturday peak hours to accurately reflect peak traffic directly related to the use of the restaurant, a hair salon, a bank, and residential apartments. This report analyzes traffic impacts at the intersections of Genesee Street with Highbridge Street and Limestone Plaza, and Genesee Street with North Burdick Street, along with the 2 major site access locations.

II. METHODOLOGY

The general purpose of a Traffic Impact Study is to serve as an assessment and planning tool that is used to determine the impacts of a project on the transportation network in appropriate proximity to the project. The methodology employed has evolved based on the guidance of the Institute of Transportation Engineers (ITE), which has published guidelines and methodologies for such studies.

The methodology involves a multi-step process intended to identify traffic impacts under no-build and build development scenarios. The various steps include:

- **Define Study Area and Scenario** including number and location of study intersections and network, analysis' periods, etc.

- **Collect Data** including current and historic traffic volumes, pedestrian volumes, accident statistics, highway geometry and lane use, sight distance, traffic control parameters, regional and area land uses, etc.

- **Determine Existing Conditions** based on various factors including, but not limited to, traffic levels, capacity/level-of-service analyses, travel time and delay.

- **Project Future Traffic** based on the following 2 steps:

    1. **Trip Generation** uses established trip generation rates, or local applicable data for the appropriate land uses.

    2. **Trip Distribution and Assignment** involves determining access points, origins and destinations of site oriented traffic, and routes to be used.

- **Develop Conclusions and Recommendations.** Identify the impacts of traffic on the various measures of effectiveness. Determine the feasibility of mitigating measures such as improved traffic control and signal timing, physical improvements such as additional lanes or highway improvements as needed.

III. ANALYSIS METHOD

The signalized intersections for this Traffic Impact Study were analyzed using *Synchro 8 – Traffic Signal Software.* Synchro is based on methods presented in the *2010 Highway Capacity Manual (HCM)*, Chapters 15, 16, and 17. Synchro analyzes signalized and unsignalized intersections to determine the level-of-service (LOS), which is defined in the HCM as a quality measure describing operational conditions within a traffic stream, in terms of speed and travel time, ability to maneuver, traffic interruptions, and comfort and convenience. LOS results are summarized with letter designations from "A" to "F", with LOS "A" representing the best conditions and LOS "F" representing the worst. The definitions of LOS for signalized and unsignalized intersections are included in APPENDIX A.

IV. EXISTING CONDITIONS

A. ROADWAY DESCRIPTION

Genesee Street (New York State Route 5) in the project vicinity is an east-west principle arterial with a 30-mph speed limit surrounded by retail, commercial, and residential land uses. In this study area, Genesee Street is a four-lane road with two lanes in each direction. In each direction, there is one thru-lane and one combination thru/right-turn lane. There is a "No Left Turn" onto Limestone Plaza for traffic traveling eastbound on Route 5. There is also a "No Left Turn" onto Highbridge for traffic traveling westbound on Route 5. This intersection is regularly traveled by those going to/from work and by those using the multiple commercial/retail centers in this area. According to NYSDOT traffic counts from May 7, 2007 and May 19, 2010 previously obtained through the NYSDOT Traffic Viewer Portal, the average annual daily traffic (AADT) is 28,418 vehicles (west of site)/20,968 vehicles (east of site) within the project's vicinity along Genesee Street (FIGURE 9A). An updated NYSDOT AADT map was procured for this report from the NYSDOT Traffic Viewer portal, and shows an overall decrease in traffic on Genesee Street with 22,620 vehicles (west side of the site), and 22,620 vehicles (east side of the site).

Highbridge Street (County Route 109) in the project vicinity is a north-south local route with a 30-mph speed limit surrounded mainly by residential property. At the intersection of Route 5, Highbridge Street has 2 northbound lanes, one left-turn lane, one thru/right-turn lane, and one lane for southbound traffic. According to NYSDOT traffic counts from May 19, 2010 previously obtained through the NYSDOT Traffic Viewer Portal, the Average Annual Daily Traffic (AADT) is 6,657 vehicles within the project's vicinity along Highbridge Street. Updated NYSDOT Traffic ADDT counts show a decrease to 5,127 vehicles in the project's vicinity on Highbridge Street.

Limestone Plaza in the project vicinity intersects Genesee Street at an angle and carries traffic from small businesses and residential areas. There are 2 westbound lanes, one is an exclusive right turn, the other is a shared right turn and left turn for those traveling to Highbridge Street, and one eastbound lane. No previous NYSDOT Traffic ADDT counts were previously available, however, updated counts show 3,057 vehicles on Limestone Plaza in the project's vicinity.

North Burdick Street in the project vicinity is a north-south minor arterial serving side entrances/exits to the Fayetteville Town Center and residential areas in the Town of Manlius. There are 3 southbound lanes at the intersection, one exclusive left, one exclusive right, and a shared through/left lane. There is also one northbound lane. According to NYSDOT traffic counts from May 19, 2010 previously obtained through the NYSDOT Traffic Viewer Portal, the Average Annual Daily Traffic (AADT) is 13,854 vehicles within the project's vicinity along North Burdick Street. Updated NYSDOT Traffic ADDT counts show similar traffic on North Burdick Street, with 13,565 vehicles within the project's vicinity.

South Burdick Street in the vicinity is a north/south local route serving access to residential areas in Fayetteville. There is one northbound lane at the intersection in which all turning movements are made from. In addition, there is one southbound lane.

B. EXISTING TRAFFIC VOLUMES AND OPERATING CONDITIONS

Turning movement traffic data was manually collected and analyzed at the intersection of Genesee Street and Highbridge Street/Limestone Plaza and North Burdick Street. Traffic counts were taken on Thursday, March 19, 2015, between 7:00 and 9:00 AM, and between 4:00 and 6:00 PM, and on Saturday 2015, between 11:00 AM and 1:00 PM.

The counts show the heaviest intersection volumes (peak hour) at the intersection of West Genesee Street and Burdick Street are between 8:00 and 9:00 AM, between 4:45 and 5:45 PM, and between 11:45 AM and 12:45 PM- Saturday.

The peak hour for the West Genesee Street and Highbridge Street intersection are between 7:45 and 8:45 AM, between 5:00 and 6:00 PM, and between 11:45 AM and 12:45 PM on Saturday. In addition, it was noted that a considerable number of vehicles were making the forbidden left turn from Genesee Street westbound onto Highbridge Street. For this reason, and because the State DOT will remove the no left turn sign upon request from the Village of Fayetteville, this report analyzed the intersection including left turns from Genesee Street westbound.

The existing intersection turning movements for the above-mentioned peak periods are shown in FIGURE 2.

The following levels-of-service currently exist at the intersections within the project vicinity:

			AM	PM	Saturday
•	West Genesee Street/Highbridge Street	LOS -	C	C	C
•	West Genesee Street/Burdick Street	LOS -	B	C	C

C. GAP ANALYSIS

A Gap Analysis was performed for the existing tee intersection at Fitch Street and Highbridge Street to determine if adequate gaps exist for vehicles exiting the property. Highbridge Street is a major 2-lane road and Fitch Street is a minor street. To perform this analysis, the intersection was videotaped from 7:00 AM to 9:00 AM and again from 4:00 PM to 6:00 PM on Thursday, December 3, 2015. Conditions were cloudy, with some light rain. The tape was then reviewed and the time of day of all gaps were noted with the number of seconds of each gap (APPENDIX G). These records were then broken down into 15-minute intervals (Tables 6-9). Since there were insufficient vehicles exiting Fitch Street to determine a minimum acceptable gap time from actual usage of the intersection, the minimum gaps for left and right turns onto Highbridge Street was taken from the following table in the Highway Capacity Manual (HCM):

	Two-Lane Major Road	
Vehicle Maneuver	**Base Critical Gap**	**Follow-up Time**
Right-turn from Minor Street	6.2 seconds	3.3 seconds
Left-turn from Minor Street	7.1 seconds	3.5 seconds

Following review of the HCM formula for calculating minimum critical gap, and determining that no adjustment factors applied to this intersection, we selected the base critical gap of 6.2 seconds for a right turn from the minor street, and 7.1 seconds for left turns from the minor street. In addition, in the absence of heavy vehicles leaving the site during the peak hour, no adjustments were necessary for follow-up time, and therefore the base time used for follow-up traffic is 3.3 seconds for right turns and 3.5 seconds for left turns from the minor street. These times were selected based on exhibits in the HCM (Exhibits 19-10 and 19-11 – 2010 Edition) for base critical gaps and follow up times.

As stated above, TABLES 6 thru 9 show the number of minimum acceptable gaps, as well as the total number of gaps and the time of day of each gap. During the AM peak hour of traffic (7:45 – 8:45) there were a total of 147 acceptable gaps for right turns from Fitch Street and 146 acceptable gaps for left turns. The average gap time was 19.7 seconds for right turns during this time period and 17.2 seconds for left turns. There was a potential capacity of 745 cars turning right or 576 cars turning left from Fitch Street resulting in a minimum of 576 movements leaving the site. During the PM peak hour of traffic (5:00 – 6:00) there were a total of 159 acceptable gaps for right turns from Fitch Street and 156 acceptable gaps for left turns. The average gap time was 19.7 seconds for right turns during this time period and 15.3 seconds for left turns. There was a potential capacity of 801 cars turning right or 532 cars turning left from Fitch Street resulting in a minimum of 532 movements leaving the site. During these same peak periods, queue lengths for the signal at Genesee Street blocked the existing Fitch Street driveway 10 times during the AM peak and 3 during the PM peak. These queues are included in the Gap Analysis Data as complete blockages of Fitch Street to demonstrate the worst case conditions for the intersection.

D. PEDESTRIAN FACILITIES

Pedestrian facilities in the form of sidewalks and crosswalks with "walk/don't walk" indicators are present along Genesee Street in the project area. Pedestrian crosswalks are provided across the westerly and southerly side of the intersection at Genesee Street and Highbridge Street. Pedestrian crosswalks are provided across the easterly and northerly side at the intersection of Genesee Street and North Burdick Street. Pedestrian travel was observed to be very light at the times of the study and not considered to be an impact for intersection analysis. In addition, there is a pedestrian walkway/sidewalk that crosses under Genesee Street east of Highbridge Street, starting on the southern side of Genesee Street running adjacent to the proposed project location and traveling along Limestone Creek to Limestone Plaza.

V. PROPOSED DEVELOPMENT

A. DESCRIPTION

The existing ±1.84-acre site currently consists of 5 retail/commercial/professional buildings and parking lot. The proposed project includes plans to demolish the 5 existing buildings on the site and redevelop the site to accommodate a 5-story, multi-use building. Access to the proposed development will be provided by two entrances. The proposed driveway on Genesee Street will have a right-in/right-out only lane and the driveway on Highbridge Street will have one exit lane and one entrance lane. A site plan of the proposed development is shown in FIGURE 3.

B. SITE GENERATED TRIPS

1. Existing

This analysis does not consider traffic that would be generated by the existing land uses on the site (dentist, dry cleaner) that are not operating, but does include vehicle trips that the existing uses currently generate (car wash, Verizon store, office building).

2. Proposed

To determine the amount of traffic that will be generated by the proposed uses onsite, Trip Generation, 9th Edition, published by the Institute of Transportation Engineers (ITE) was used as a reference. The trip generation rates estimate the number of vehicles entering and exiting the site during the peak travel hours. The ITE Trip Generation Manual, Land Use Code 223 (Mid-Rise Apartments), Land Use Code 931 (Quality Restaurant), and Land Use Code 918 (Hair Salon) accurately describes the proposed development. The morning, evening, and Saturday trip rates were calculated using the average rates shown in the ITE Trip Generation Manual. A bank with a drive-thru is also proposed onsite, and due to inaccuracies in the Trip Generation Manual, actual counts were taken to determine the peak hour for this use.

TABLE 1 below summarizes the average trip rates for the AM, PM, and Saturday peak hours for the proposed development using volumes generated during the peak hour of adjacent street traffic. All trip generation calculations and data are included in APPENDIX D. The 2 fast-food restaurants parcels have been combined under one Land Use Code:

TABLE 1
SITE GENERATED TRIPS

Land Use Code	Description	Size	AM Peak			PM Peak			Saturday Peak		
		(s.f.)	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
223	Mid-Rise Apartments	41 dwellings	4	8	12	9	7	16	9	7	16
918	Hair Salon/ Retail	2,335	-	-	-	1	2	3	4	5	12
931	Quality Restaurant	6,565	-	-	-	33	16	49	42	29	71
N/A	Bank with Drive-thru	1,860	12	90	22	20	16	36	46	48	94

C. DETERMINATION OF PASS-BY TRIPS

A percentage of the site generated traffic will be attracted from the traffic already passing the site, traveling to and from other destinations (i.e. home, work, or other shopping destinations). This traffic would be traveling on the highway system whether or not the site is developed, and is referred to as "pass-by" traffic. Pass-by trips were calculated by the land use of the Quality Restaurant and Bank with Drive-thru. Pass-by trips were calculated for the peak AM hour using only the bank with a drive-thru window, while the pass-by trips for the peak PM and Saturday peak hours were calculated using the Quality Restaurant and the Bank. This was done due to the hours of operation of the quality restaurant. TABLE 2 shows the pass-by trip reduction applied to the site generated volumes and the resulting "new" trip generations that will be added to the existing highway system for each peak period:

TABLE 2

ITE Code	Description	Pass-by %	AM	PM	Saturday
931	Quality Restaurant	50	-	25	36
N/A	Bank with Drive-thru	45	74	16	42

D. SITE TRAFFIC DISTRIBUTION

The site traffic distribution on the transportation network is dependent on the origins and destinations of that traffic and the location of the access serving the proposed site. It is anticipated that the trips attracted to this development will coincide with existing travel patterns in the area. Distribution of new vehicle trips going to and from the proposed site, shown in FIGURE 6, was developed based on existing traffic patterns on the adjacent roadways.

E. FULL-BUILD CONDITIONS (2016)

Proposed design year conditions are developed for each peak period by combining the existing 2015 traffic counts with the site generated volumes. The combined design hour volumes represent the full-build conditions in 2016, and are shown in FIGURE 8.

A capacity analysis was performed using the Synchro 8 software, and per the methodology described earlier in Section II. The final results of this analysis are shown in TABLES 3, 4, and 5. All the Capacity Analysis Reports are attached in APPENDICES B and C.

VI. CONCLUSIONS

Genesee Street at Highbridge Street/Limestone Plaza

This analysis indicates that from existing conditions to full-build conditions, level-of-service remains similar for the AM, PM, and Saturday peak periods. Results are as follows:

	Existing 2015	Full Build Out 2016
AM	**C**	**C**
PM	**C**	**C**
Saturday	**C**	**C**

Genesee Street at North Burdick Street

This analysis indicates that from existing conditions to proposed conditions, level-of-service remains similar for all peak periods. This intersection will continue to operate at a level-of-service similar to existing conditions under the 2016 full-build condition. Results are as follows:

	Existing 2015	Full Build Out 2016
AM	**B**	**B**
PM	**C**	**C**
Saturday	**C**	**C**

Route 5 at Towne Center Road

Visual inspections were performed at this intersection to determine if counts and further analysis was warranted. Due to the proximity to our site, and the analysis performed at the Burdick Street and Route 5 intersection which yielded results of little or no impact, we determined that there would be no significant impact to this intersection and that no further analysis was warranted at this time.

Genesee Street/Highbridge Street Driveways

Analysis shows there are no significant delays in traffic entering or exiting the site at the proposed driveways. The right-in and right-out from Genesee Street will cause no delay and the access point for traffic entering Genesee Street and Highbridge Street will allow drivers to exit the site efficiently using the existing traffic signal, without excess delay based on their individual travel origin and destination.

The proposed development will also improve the site access points. Currently, access from Genesee Street consists of 2 driveways, totaling more than 130 feet of open access which encroaches to within 30 feet of the intersection at Highbridge and West Genesee Street, and allows traffic the ability to enter and exit in an uncontrolled manner, with no designated entrance or exit. This type of entrance is unsafe and nonconforming to the NYSDOT Standards. The proposed plan will only allow a right-in/right-out movement at a single location from Genesee Street, conforming to current NYSDOT Standards, and increasing separation from the intersection by over 90 feet. This will also improve safety and operation by reducing the number of conflicting movements near the intersection.

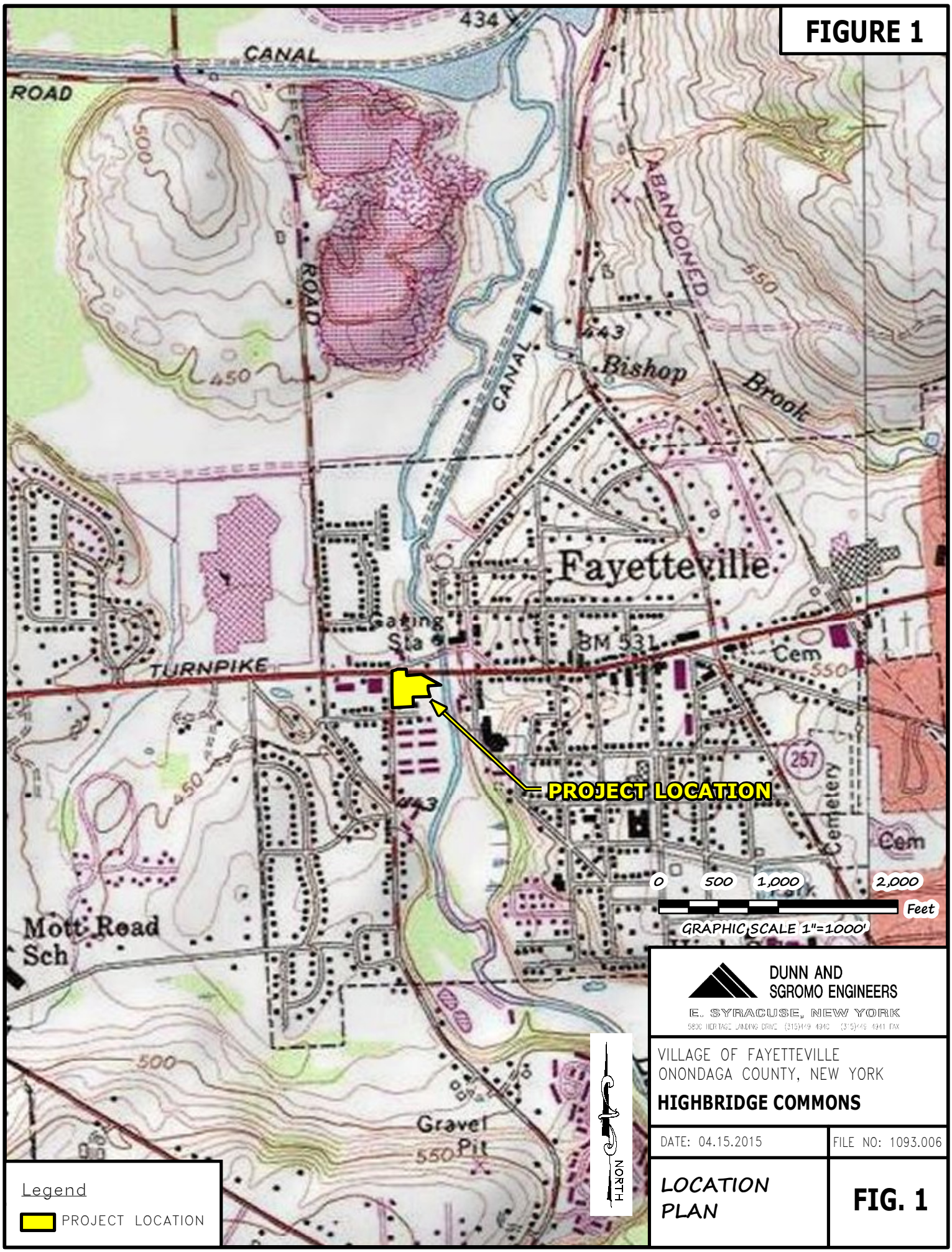
The existing access point on Highbridge Street is similar to the one on Genesee Street, with over 100 feet of driveway opening within 40 feet of an intersection, allowing full uncontrolled access, and conforms to neither NYSDOT nor OCDOT Standards. In addition, by connecting to Fitch Street, it renders controlled access useless allowing uncontrolled ingress and egress from Fitch Street. The proposed Site Plan will allow for controlled and efficient ingress/egress. This will be a significant improvement for traffic at the intersection.

VII. RECOMMENDATIONS

No other mitigation measures are recommended to maintain satisfactory operations at the study area intersections. The proposed development will have no significant impact on the adjacent highway network.

FIGURES

FIGURE 1



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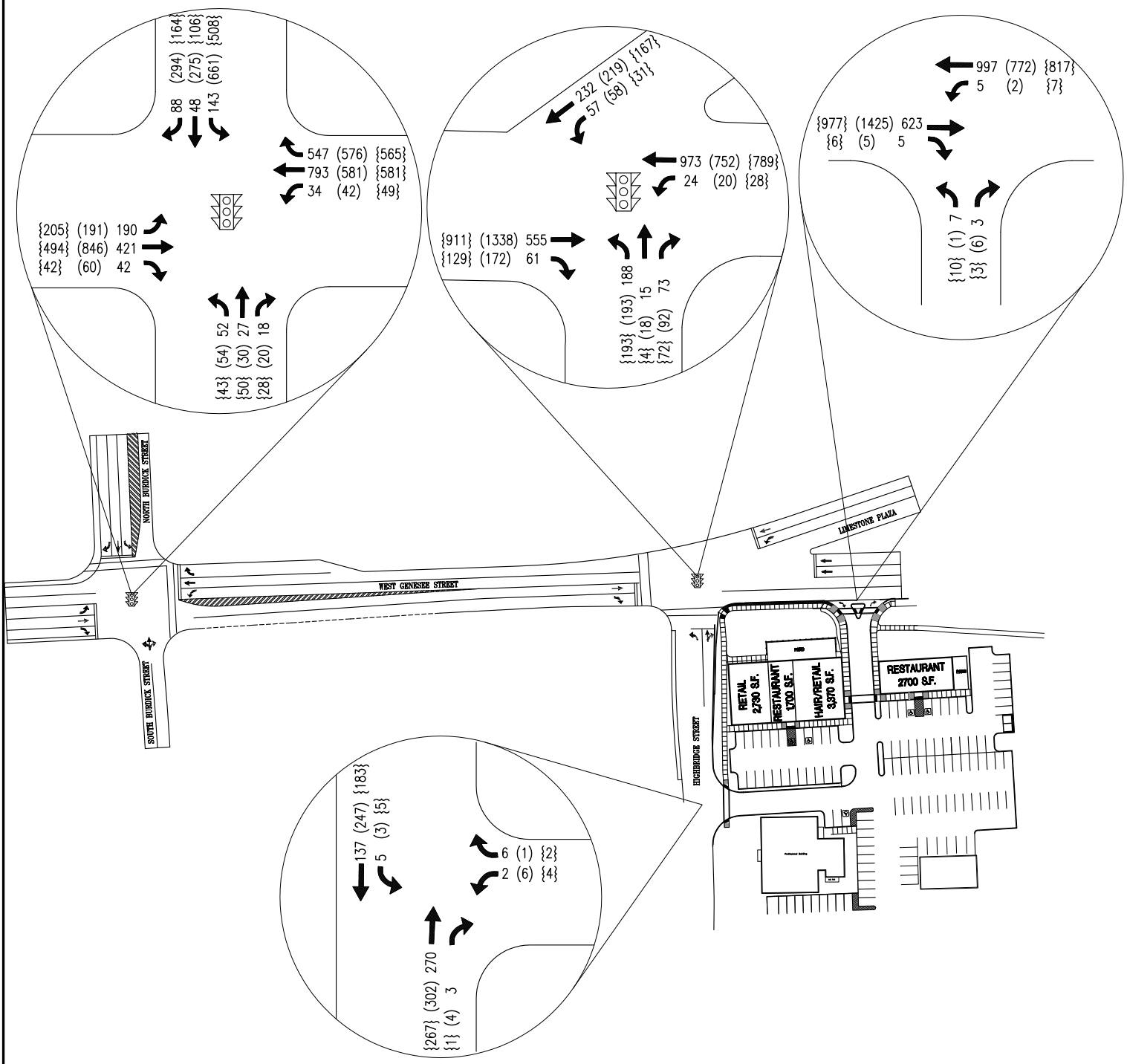
ONONDAGA COUNTY, NEW YORK

HIGHBRIDGE COMMONS

DATE: 04.15.2015	FILE NO: 1093.006
LOCATION PLAN	**FIG. 1**

FIGURE 2



LEGEND

AM VEHICLES – XX
PM VEHICLES – (XX)
SAT. VEHICLES – {XX}

NORTH

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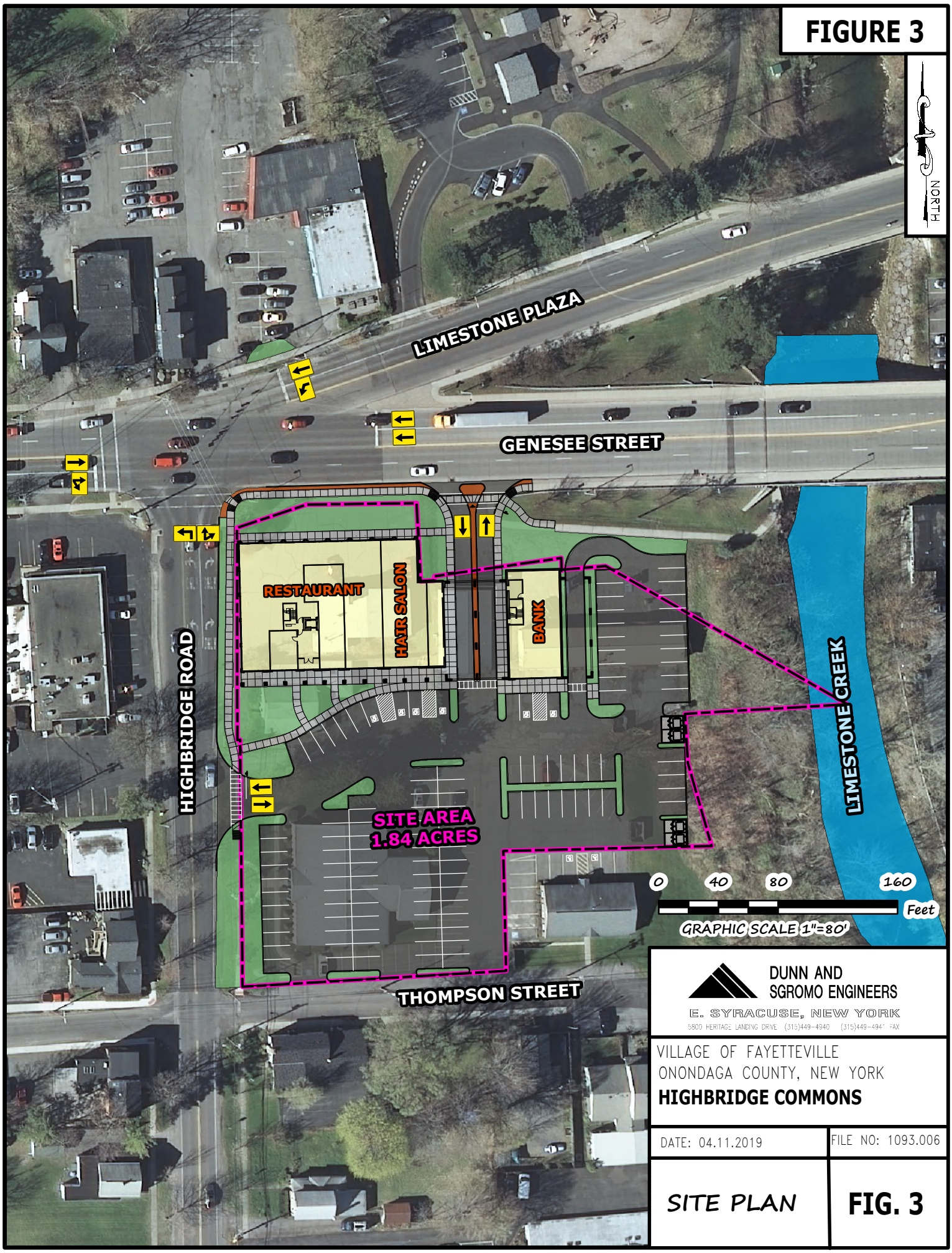
HIGHBRIDGE COMMONS

DATE: 08.18.2015 | FILE NO: 1093.006

EXISTING PEAK HOUR TRAFFIC VOLUMES-2015

FIG. 2

FIGURE 3



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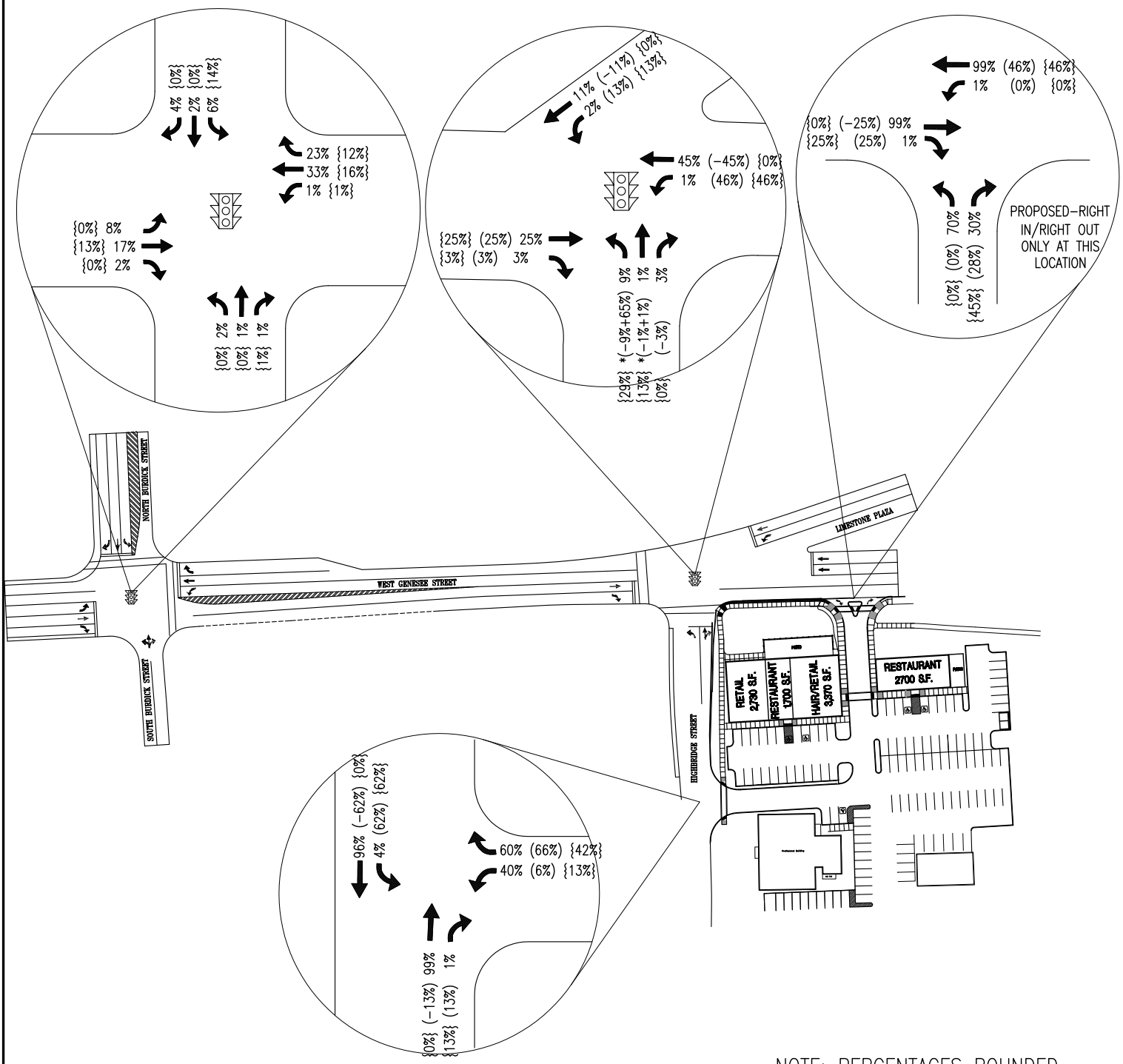
DATE: 04.11.2019	FILE NO: 1093.006
SITE PLAN	FIG. 3

Path: Q:\CADD Files\PROJECTS\Hart Companies - 1093\006 - Fayetteville Site - Troop K\ADMINISTRATIVE\Reports\Traffic\TRAFFIC STUDY 04.11.2019\FIGURES\FIG.3.mxd Date Saved: 4/11/2019 3:20:43 PM

FIGURE 4A



NOTE: PERCENTAGES ROUNDED

* NEGATIVE PERCENTAGES REPRESENT PASS–BY ENETRING THE SITE FROM THE SOUTH AND POSITIVE PERCENTAGES REPRESENT PASS–BY EXITING THE SITE.

LEGEND

TRIP DISTRIBUTION–XX
PASS–BY DISTRIBUTION–(XX)
NEW TRIP DISTRIBUTION–{XX}

NORTH

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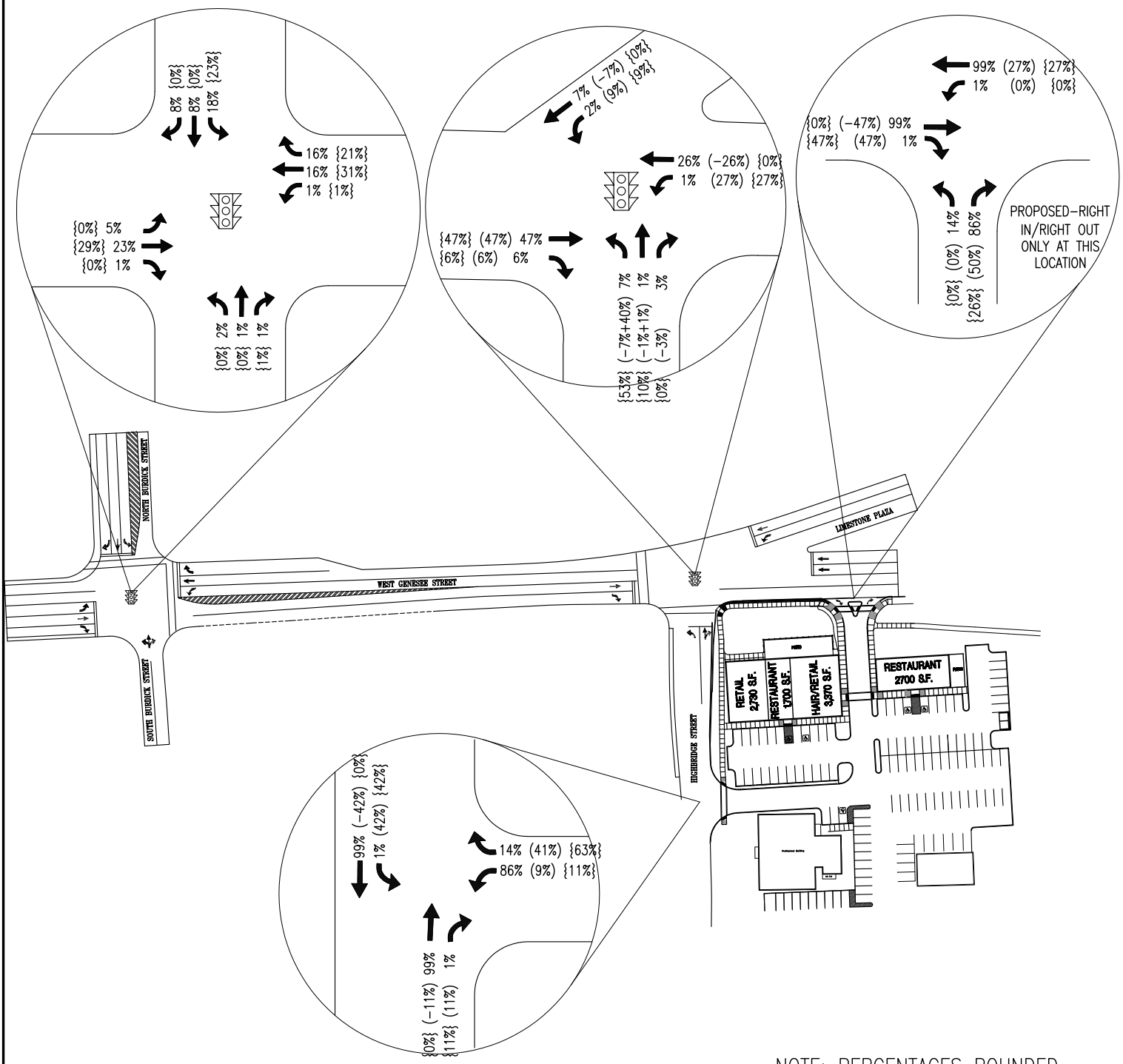
DATE: 08.18.2015 | FILE NO: 1093.006

PEAK AM HOUR TRIP DISTRIBUTION

FIG. 4A

FIGURE 4B



NOTE: PERCENTAGES ROUNDED

* NEGATIVE PERCENTAGES REPRESENT PASS–BY ENETRING THE SITE FROM THE SOUTH AND POSITIVE PERCENTAGES REPRESENT PASS–BY EXITING THE SITE.

LEGEND

TRIP DISTRIBUTION–XX
PASS–BY DISTRIBUTION–(XX)
NEW TRIP DISTRIBUTION–{XX}

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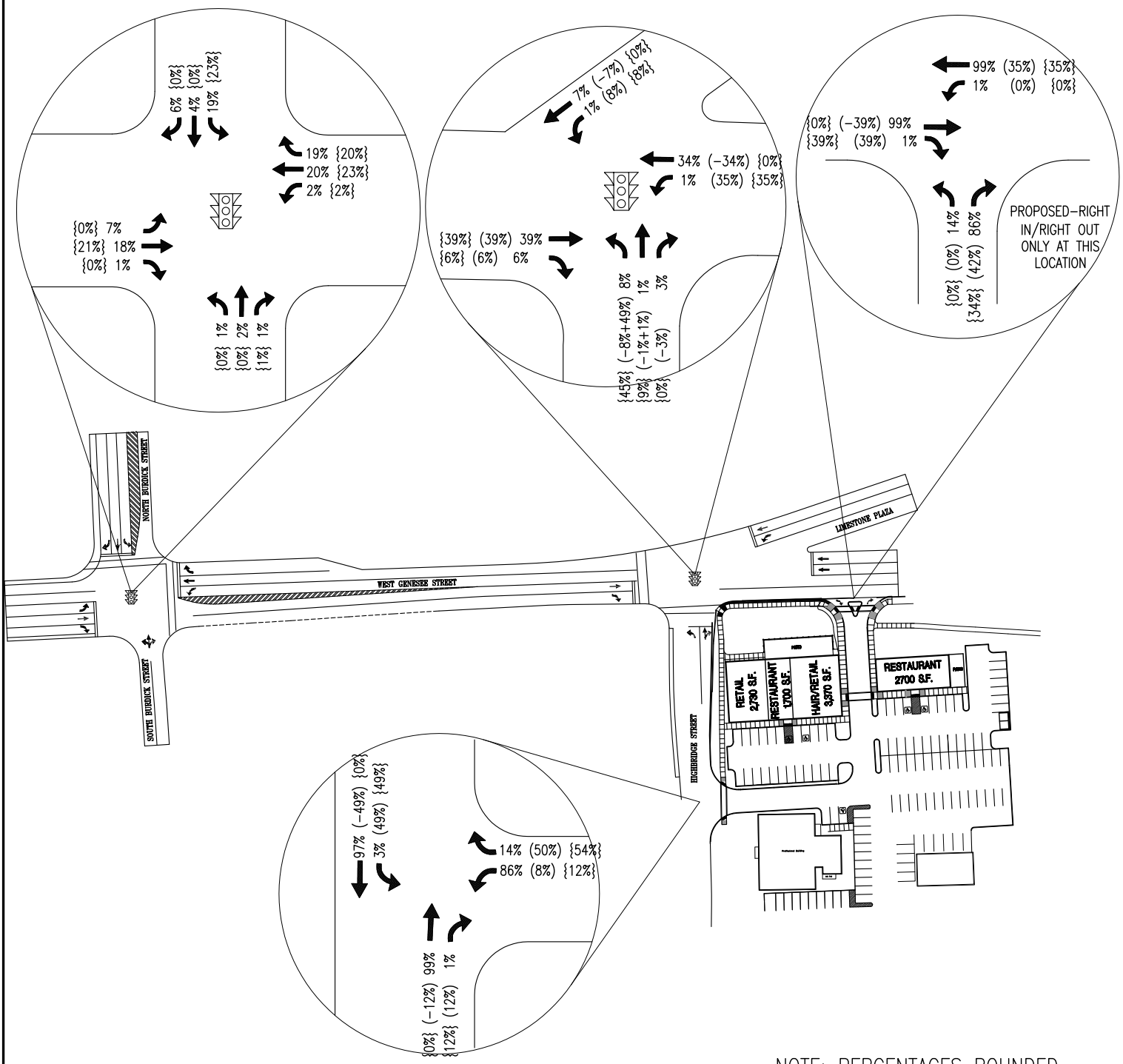
DATE: 08.18.2015 | FILE NO: 1093.006

PEAK PM HOUR TRIP DISTRIBUTION

FIG. 4B

FIGURE 4C



NOTE: PERCENTAGES ROUNDED

* NEGATIVE PERCENTAGES REPRESENT PASS–BY ENETRING THE SITE FROM THE SOUTH AND POSITIVE PERCENTAGES REPRESENT PASS–BY EXITING THE SITE.

LEGEND

TRIP DISTRIBUTION–XX
PASS–BY DISTRIBUTION–(XX)
NEW TRIP DISTRIBUTION–{XX}

NORTH

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VILLAGE OF FAYETTEVILLE
ONONDAGA COUNTY, NEW YORK

HIGHBRIDGE COMMONS

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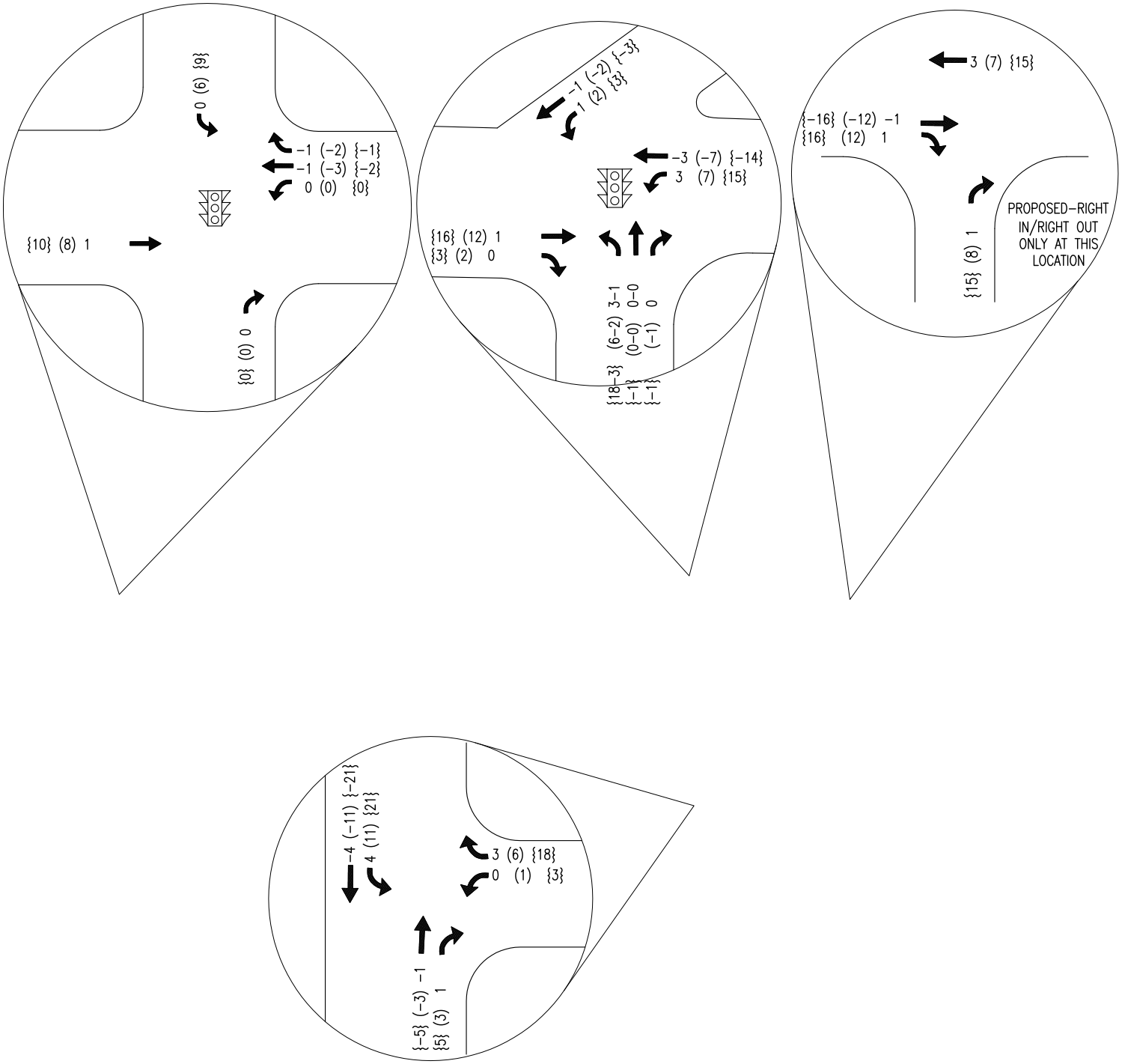
PEAK SAT HOUR TRIP DISTRIBUTION

FIG. 4C

FIGURE 5



NOTE: PERCENTAGES ROUNDED

LEGEND

	ENTER	EXIT
AM:	6	4
PM:	(26)	(15)
SAT:	{42}	{36}

NORTH

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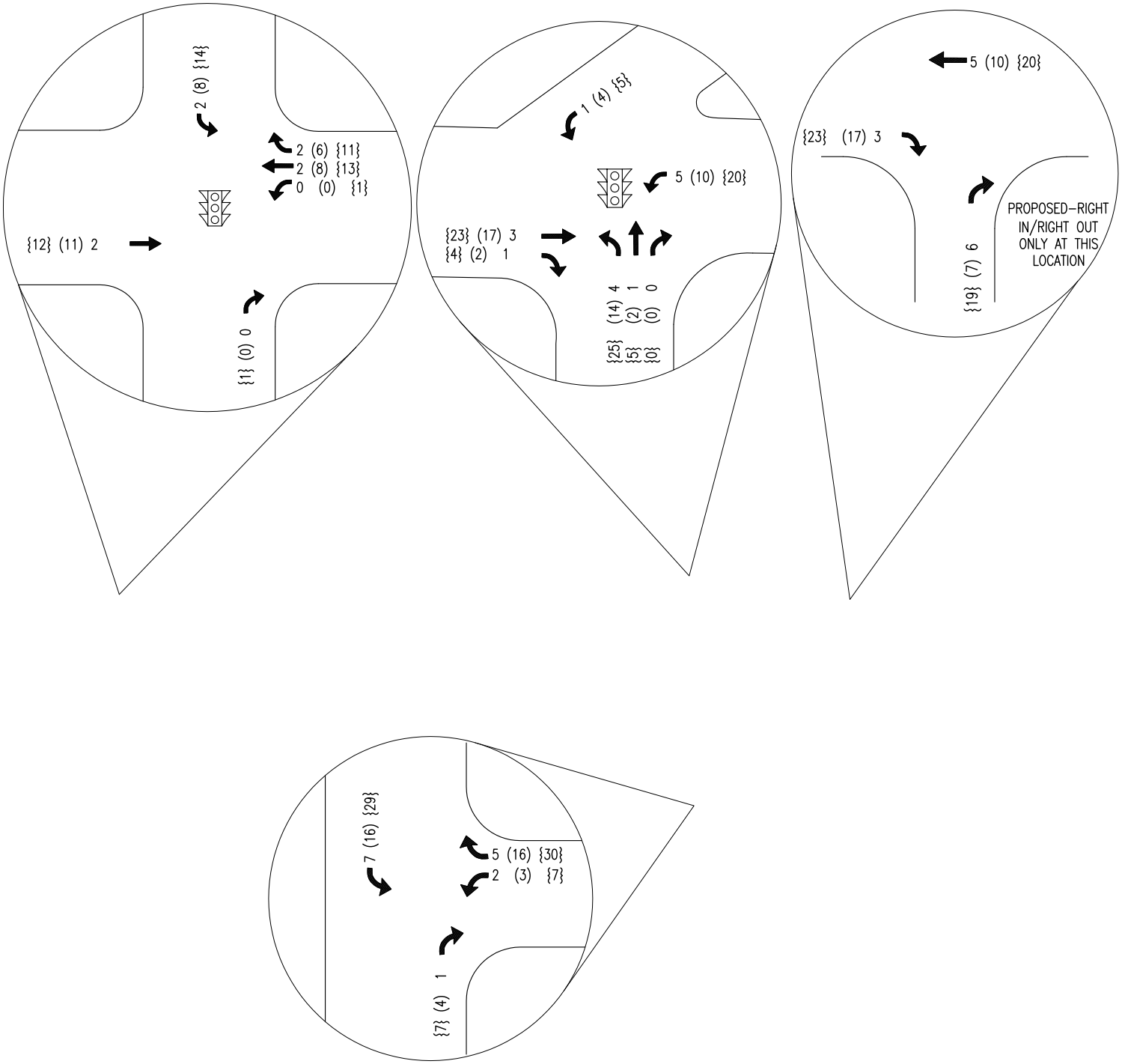
PASS-BY TRAFFIC DISTRIBUTION

FIG. 5

Q:\CADD Files\PROJECTS\Hart Companies - 1093.006 - Fayetteville Site - Troop K\ADMINISTRATIVE\Reports\Traffic\TRAFFIC STUDY 04.11.2019\SUPPORT\FIGURES 04.11.2019_recover.dwg, 4/15/2019 4:08:42 PM

FIGURE 6



NOTE: PERCENTAGES ROUNDED

LEGEND

	ENTER	EXIT
AM:	11	13
PM:	(37)	(26)
SAT:	{59}	{56}

NORTH

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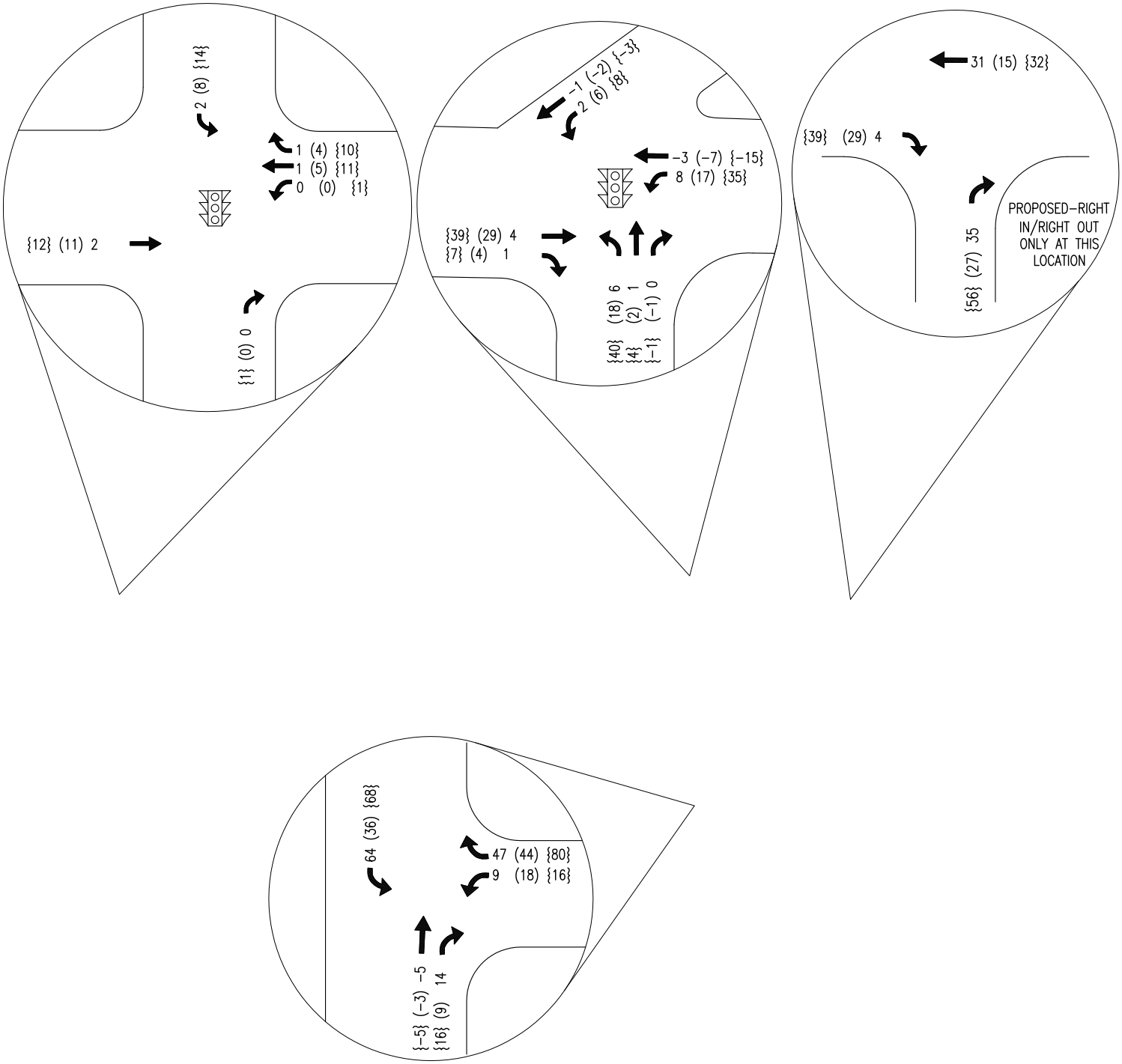
NON-PASSBY TRAFFIC DISTRIBUTION

FIG. 6

Q:\CADD Files\PROJECTS\Hart Companies - 1093.006 - Fayetteville Site - Troop K\ADMINISTRATIVE\Reports\Traffic\TRAFFIC STUDY 04.11.2019\SUPPORT\FIGURES 04.11.2019_recover.dwg, 4/15/2019 4:09:14 PM

FIGURE 7



NOTE: PERCENTAGES ROUNDED

LEGEND

	ENTER	EXIT
AM:	103	91
PM:	(86)	(79)
SAT:	{139}	{152}

NORTH

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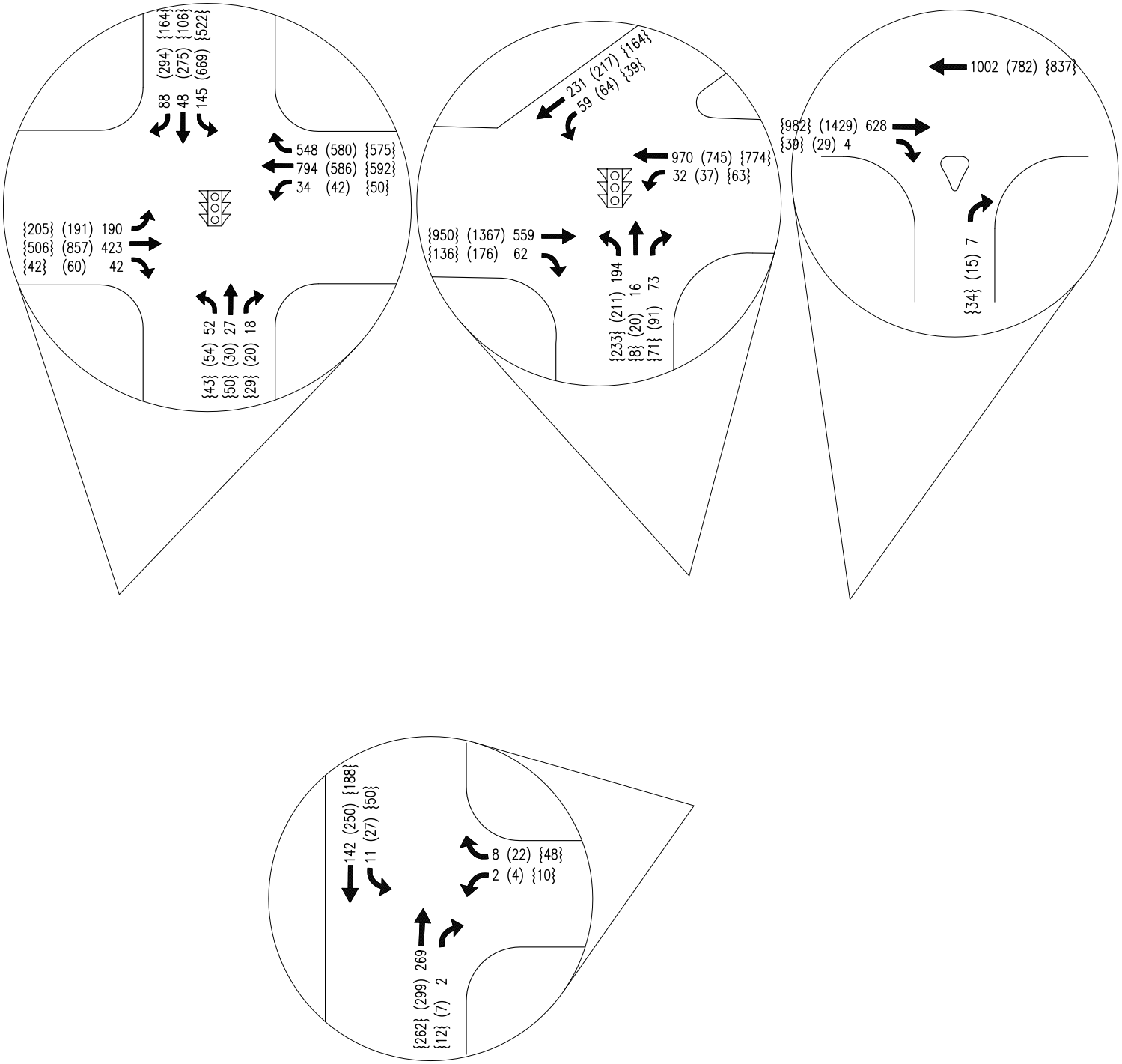
DATE: 08.18.2015 | FILE NO: 1093.006

TRIP GENERATION DISTRIBUTION

FIG. 7

Q:\CADD Files\PROJECTS\Hart Companies - 1093.006 - Fayetteville Site - Troop K\ADMINISTRATIVE\Reports\Traffic\TRAFFIC STUDY 04.11.2019\SUPPORT\FIGURES 04.11.2019_recover.dwg, 4/15/2019 4:09:35 PM

FIGURE 8



LEGEND

	ENTER	EXIT
AM:	103	91
PM:	(86)	(79)
SAT:	{139}	{152}

NORTH

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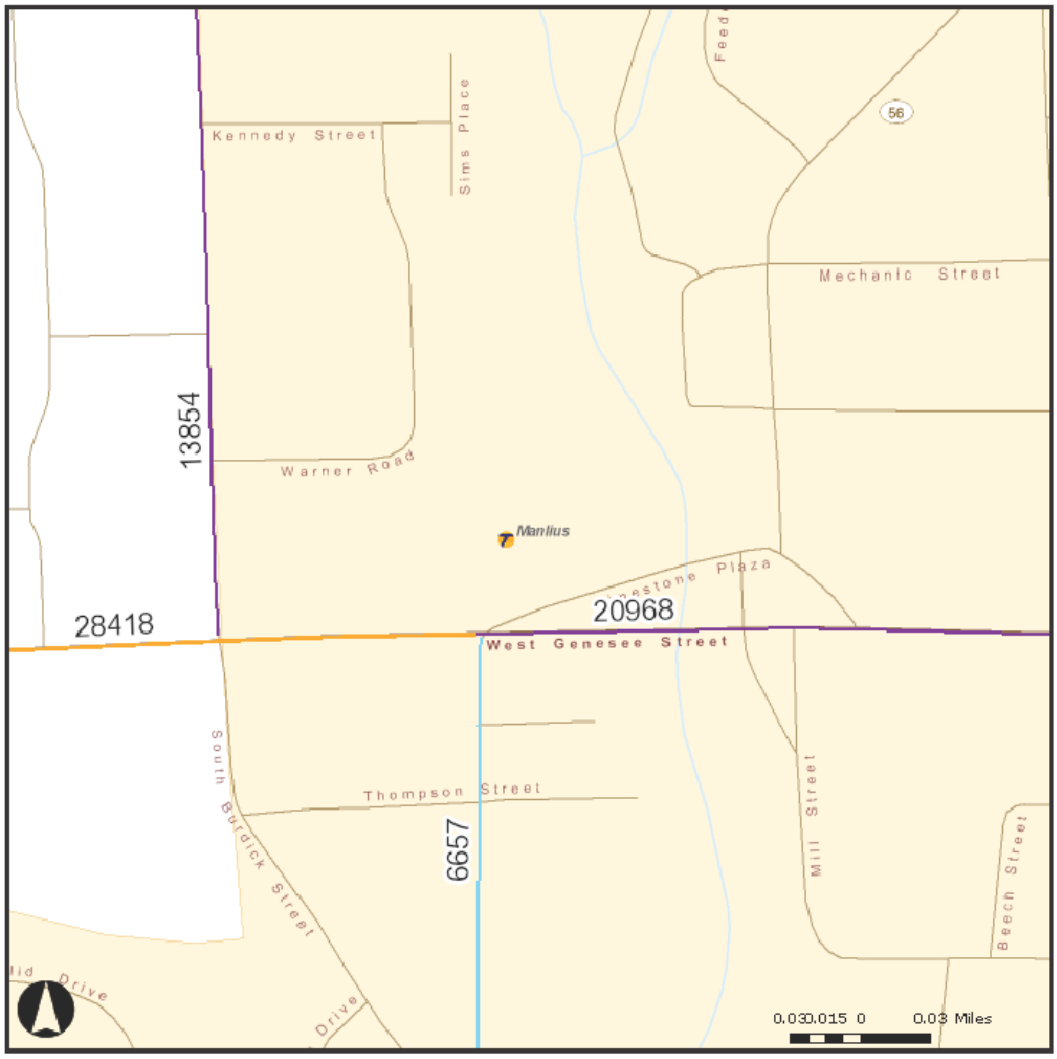
FULL BUILD
2016

FIG. 8

Q:\CADD Files\PROJECTS\Hart Companies - 1093.006 - Fayetteville Site - Troop K\ADMINISTRATIVE\Reports\Traffic\TRAFFIC STUDY 04.11.2019\SUPPORT\FIGURES 04.11.2019_recover.dwg, 4/15/2019 4:09:51 PM

FIGURE 9A

NYSDOT AADT



AADT
- No Data
- 1 - 1500
- 1501 - 4000

AADT (continued)
- 4001 - 10000
- 10001 - 25000
- 25001 - 75000
- 75000 - 300000

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City: NYS GIS Program Office

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VILLAGE OF FAYETTEVILLE
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HIGHBRIDGE COMMONS

DATE: 08.18.2015 | FILE NO: 1093.006

NYSDOT AADT 2015

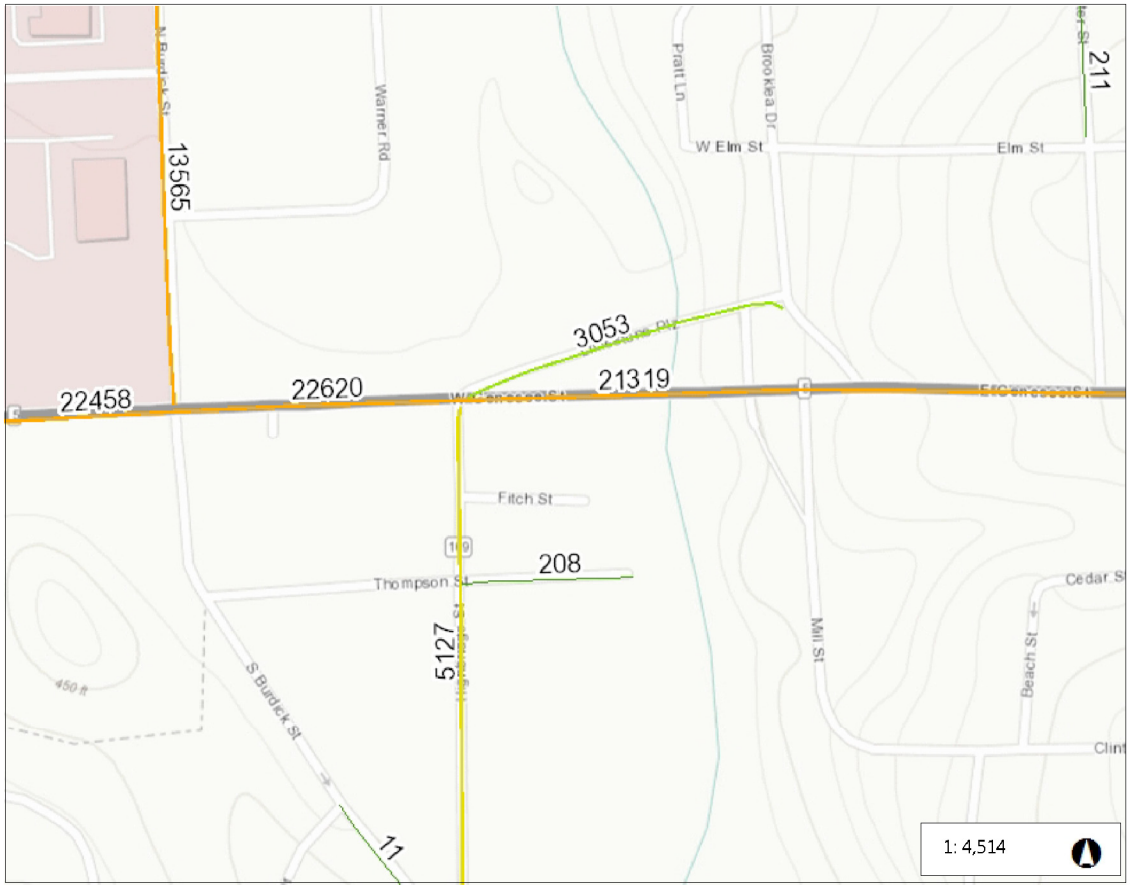
FIG. 9A

Q:\CADD Files\PROJECTS\Hart Companies - 1093.006 - Fayetteville Site - Troop K\ADMINISTRATIVE\Reports\Traffic\TRAFFIC STUDY 04.11.2015\SUPPORT\FIGURES 04.11.2015.dwg, 4/11/2015 3:31:29 PM

FIGURE 9B

New York State Department of Transportation

NYSDOT AADT



0.1 0 0.07 0.1 Miles

WGS_1984_Web_Mercator_Auxiliary_Sphere

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This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

THIS MAP IS NOT TO BE USED FOR NAVIGATION

Legend

Average Daily Traffic, 2015

- 1 - 1500
- 1501 - 4000
- 4001 - 10000
- 10001 - 25000
- 25001 - 75000
- 75001 - 300000
- No Data

Notes

Please enter the notes

DUNN AND SGROMO ENGINEERS

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VILLAGE OF FAYETTEVILLE
ONONDAGA COUNTY, NEW YORK

HIGHBRIDGE COMMONS

DATE: 04.11.2019

FILE NO: 1093.006

NYSDOT
AADT 2019

FIG. 9B

Q:\CADD Files\PROJECTS\Hart Companies - 1093.006 - Fayetteville Site - Troop K\ADMINISTRATIVE\Report\Traffic\TRAFFIC STUDY 04.11.2019\SUPPORT\FIGURES 04.11.2019.dwg, 4/11/2019 3:31:59 PM

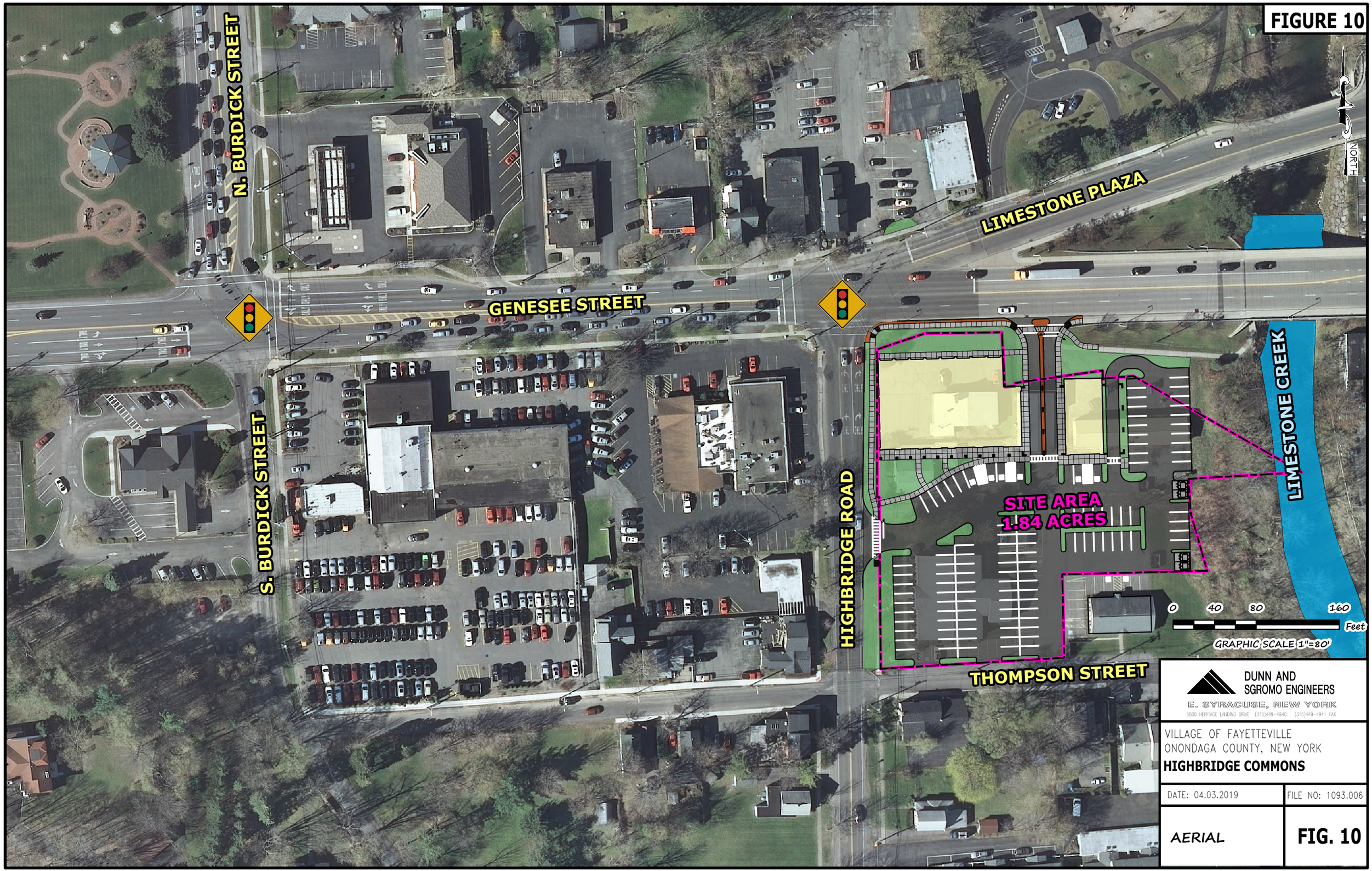
FIGURE 10
N. BURDICK STREET
S. BURDICK STREET
GENESEE STREET
LIMESTONE PLAZA
HIGHBRIDGE ROAD
THOMPSON STREET
LIMESTONE CREEK
SITE AREA
1.84 ACRES
NORTH
0 40 80 160
Feet
GRAPHIC SCALE 1"=80'
DUNN AND
SGROMO ENGINEERS
E. SYRACUSE, NEW YORK
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VILLAGE OF FAYETTEVILLE
ONONDAGA COUNTY, NEW YORK
HIGHBRIDGE COMMONS
DATE: 04.03.2019
FILE NO: 1093.006
AERIAL
FIG. 10

FIGURES

APPENDIX A

L.O.S. Definitions

LEVEL-OF-SERVICE DEFINITIONS

Quality and Levels-of-Service

Quality of service requires quantitative measures to characterize operational conditions within a traffic stream. Level-of-service (LOS) is a quality measure describing operational conditions within a traffic stream, generally in terms of such service measures as speed and travel time, freedom to maneuver, traffic interruptions, traffic movements, and comfort.

Six LOS are defined for each type of facility that has analysis procedures available. Letters designate each level, from A to F, with LOS A representing the best operating conditions and LOS F the worst. Each level-of-service represents a range of operating conditions and the driver's perception of those conditions. Safety is not included in the measures that establish service levels.

A. Signalized

Level-of-service (LOS) for a signalized intersection is the average control delay per vehicle estimated for each lane group and aggregated for each approach and for the intersection as a whole. LOS is directly related to the control delay value. The criteria are listed below:

LOS CRITERIA FOR SIGNALIZED INTERSECTIONS

LOS	*Control Delay per Vehicle (s/veh)*
A	≤ 10
B	>10-20
C	>20-35
D	>35-55
E	>55-80
F	>80

B. Two-Way Stop-Controlled

Level-of-service (LOS) for a TWSC intersection is determined by the computed or measured control delay and is defined for each minor movement. LOS is not defined for the intersection as a whole. LOS criteria are given below:

LOS CRITERIA FOR TWSC INTERSECTIONS

LOS	*Average Control Delay (s/veh)*
A	≤ 10
B	>10-15
C	>15-25
D	>25-35
E	>35-50
F	>50

Source: Highway Capacity Manual

APPENDIX B

Existing L.O.S. Analysis

Lanes, Volumes, Timings
1: South Burdick Street/North Burdick Street & E Genesee Street/W Genesee Street

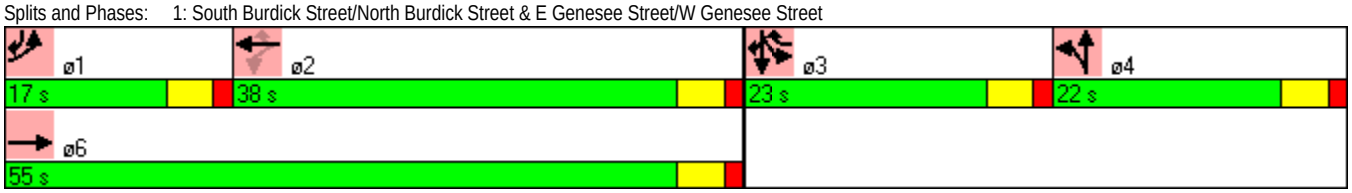
8/21/2015

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	190	421	42	34	793	547	52	27	18	143	48	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	0		150	0		0	0		400
Storage Lanes	1		0	0		1	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.986				0.850		0.975				0.850
Flt Protected	0.950				0.998			0.974		0.950	0.975	
Satd. Flow (prot)	1770	3465	0	0	3569	1583	0	1804	0	1715	1751	1615
Flt Permitted	0.950				0.914			0.974		0.950	0.975	
Satd. Flow (perm)	1770	3465	0	0	3268	1583	0	1804	0	1715	1751	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15				577		10				96
Link Speed (mph)		40			30			30			30	
Link Distance (ft)		640			576			369			722	
Travel Time (s)		10.9			13.1			8.4			16.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	3%	0%	0%	1%	2%	0%	0%	0%	0%	1%	0%
Adj. Flow (vph)	207	458	46	37	862	595	57	29	20	155	52	96
Shared Lane Traffic (%)										35%		
Lane Group Flow (vph)	207	504	0	0	899	595	0	106	0	101	106	96
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	2	2		2	2	2
Detector Template												
Leading Detector (ft)	70	70		75	75	75	60	60		60	60	60
Trailing Detector (ft)	-10	-10		-5	-5	-5	0	0		0	0	0
Detector 1 Position(ft)	-10	-10		-5	-5	-5	0	0		0	0	0
Detector 1 Size(ft)	6	6		6	6	6	6	6		6	6	6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	64	64		69	69	69	54	54		54	54	54
Detector 2 Size(ft)	6	6		6	6	6	6	6		6	6	6
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	NA		Perm	NA	pm+ov	Split	NA		Split	NA	pt+ov
Protected Phases	1	6			2	3	4	4		3	3	3 1
Permitted Phases				2		2						
Detector Phase	1	6		2	2	2	4	4		3	3	3 1
Switch Phase												
Minimum Initial (s)	6.0	20.0		20.0	20.0	6.0	4.0	4.0		6.0	6.0	
Minimum Split (s)	11.0	25.0		25.0	25.0	11.0	9.0	9.0		11.0	11.0	
Total Split (s)	17.0	55.0		38.0	38.0	23.0	22.0	22.0		23.0	23.0	
Total Split (%)	17.0%	55.0%		38.0%	38.0%	23.0%	22.0%	22.0%		23.0%	23.0%	
Maximum Green (s)	12.0	50.0		33.0	33.0	18.0	17.0	17.0		18.0	18.0	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5	1.5	1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	-1.0	-1.0			-1.0	-1.0		-1.0		-1.0	-1.0	
Total Lost Time (s)	4.0	4.0			4.0	4.0		4.0		4.0	4.0	
Lead/Lag	Lead			Lag	Lag	Lead	Lag	Lag		Lead	Lead	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead-Lag Optimize?	Yes			Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	4.0		4.0	4.0	2.0	2.0	2.0		2.0	2.0	
Recall Mode	None	C-Max		C-Max	C-Max	None	None	None		None	None	
Act Effct Green (s)	13.0	65.9			48.9	64.3		10.7		11.4	11.4	24.4
Actuated g/C Ratio	0.13	0.66			0.49	0.64		0.11		0.11	0.11	0.24
v/c Ratio	0.90	0.22			0.56	0.49		0.52		0.52	0.53	0.21
Control Delay	82.6	7.7			13.4	1.5		46.8		50.2	50.7	4.4
Queue Delay	0.0	0.0			0.0	0.2		0.0		0.0	0.0	0.0
Total Delay	82.6	7.7			13.4	1.7		46.8		50.2	50.7	4.4
LOS	F	A			B	A		D		D	D	A
Approach Delay		29.5			8.7			46.8			35.9	
Approach LOS		C			A			D			D	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 19.1	Intersection LOS: B
Intersection Capacity Utilization 65.9%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 1: South Burdick Street/North Burdick Street & E Genesee Street/W Genesee Street

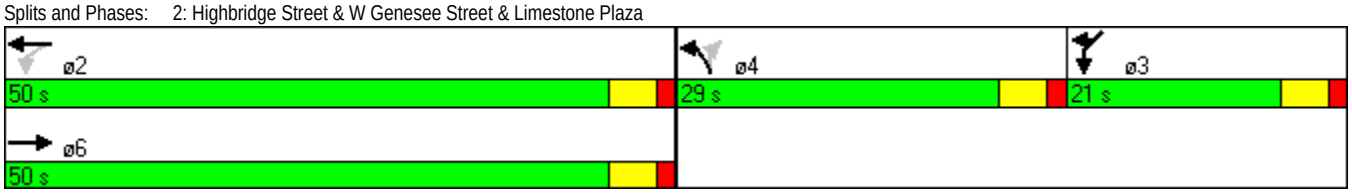


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	NBR2	SWL	SWR
Lane Configurations											
Volume (vph)	0	555	61	24	973	0	188	15	73	57	232
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0	100		0	0
Storage Lanes	0		0	0		0	1	1		1	1
Taper Length (ft)	25			25			25			25	
Lane Util. Factor	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95
Frt		0.985						0.850		0.941	0.850
Flt Protected					0.999		0.950			0.971	
Satd. Flow (prot)	0	3493	0	0	3534	0	1805	1615	0	1685	1490
Flt Permitted					0.927		0.950			0.971	
Satd. Flow (perm)	0	3493	0	0	3279	0	1805	1615	0	1685	1490
Right Turn on Red			Yes			No			Yes		No
Satd. Flow (RTOR)		15						79			
Link Speed (mph)		30			30		30			30	
Link Distance (ft)		576			174		254			549	
Travel Time (s)		13.1			4.0		5.8			12.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	0%	4%	2%	0%	0%	0%	0%	3%	3%
Adj. Flow (vph)	0	603	66	26	1058	0	204	16	79	62	252
Shared Lane Traffic (%)											16%
Lane Group Flow (vph)	0	669	0	0	1084	0	204	95	0	102	212
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Right	Right	Left	Right
Median Width(ft)		0			0		12			12	
Link Offset(ft)		0			0		0			0	
Crosswalk Width(ft)		16			16		16			16	
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	5		9	15		9	15	20	9	20	30
Number of Detectors		2		1	2		2	2		2	2
Detector Template											
Leading Detector (ft)		70		50	70		70	70		70	70
Trailing Detector (ft)		-10		0	-10		-10	-10		-10	-10
Detector 1 Position(ft)		-10		0	-10		-10	-10		-10	-10
Detector 1 Size(ft)		6		50	6		6	6		6	6
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel											
Detector 1 Extend (s)		0.0		0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0		0.0	0.0		0.0	0.0
Detector 2 Position(ft)		64			64		64	64		64	64
Detector 2 Size(ft)		6			6		6	6		6	6
Detector 2 Type		Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel											
Detector 2 Extend (s)		0.0			0.0		0.0	0.0		0.0	0.0
Turn Type		NA		Perm	NA		NA	Perm		NA	Prot
Protected Phases		6			2		4			3	3
Permitted Phases				2				4			
Detector Phase		6		2	2		4	4		3	3
Switch Phase											
Minimum Initial (s)		15.0		15.0	15.0		6.0	6.0		6.0	6.0
Minimum Split (s)		20.0		20.0	20.0		11.0	11.0		11.0	11.0
Total Split (s)		50.0		50.0	50.0		29.0	29.0		21.0	21.0
Total Split (%)		50.0%		50.0%	50.0%		29.0%	29.0%		21.0%	21.0%
Maximum Green (s)		45.0		45.0	45.0		24.0	24.0		16.0	16.0
Yellow Time (s)		3.5		3.5	3.5		3.5	3.5		3.5	3.5
All-Red Time (s)		1.5		1.5	1.5		1.5	1.5		1.5	1.5
Lost Time Adjust (s)		-1.0			-1.0		-1.0	-1.0		-2.0	-2.0
Total Lost Time (s)		4.0			4.0		4.0	4.0		3.0	3.0
Lead/Lag							Lead	Lead		Lag	Lag

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	NBR2	SWL	SWR
Lead-Lag Optimize?							Yes	Yes		Yes	Yes
Vehicle Extension (s)		4.0		4.0	4.0		4.0	4.0		4.0	4.0
Recall Mode		C-Max		C-Max	C-Max		None	None		None	None
Act Effct Green (s)		52.7			52.7		18.7	18.7		17.6	17.6
Actuated g/C Ratio		0.53			0.53		0.19	0.19		0.18	0.18
v/c Ratio		0.36			0.63		0.61	0.26		0.34	0.81
Control Delay		15.1			19.7		44.3	11.7		39.7	63.6
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0
Total Delay		15.1			19.7		44.3	11.7		39.7	63.6
LOS		B			B		D	B		D	E
Approach Delay		15.1			19.7		33.9			55.8	
Approach LOS		B			B		C			E	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 25.0	Intersection LOS: C
Intersection Capacity Utilization 72.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 2: Highbridge Street & W Genesee Street & Limestone Plaza



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	2	6	270	3	5	137
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100	100		100	250	
Storage Lanes	0	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.895		0.999			
Flt Protected	0.989					0.998
Satd. Flow (prot)	1649	0	1861	0	0	1859
Flt Permitted	0.989					0.998
Satd. Flow (perm)	1649	0	1861	0	0	1859
Link Speed (mph)	30		30			30
Link Distance (ft)	102		128			254
Travel Time (s)	2.3		2.9			5.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	7	293	3	5	149
Shared Lane Traffic (%)						
Lane Group Flow (vph)	9	0	296	0	0	154
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 24.4%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	623	5	5	997	7	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	280		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt	0.999				0.963	
Flt Protected					0.965	
Satd. Flow (prot)	3536	0	0	3539	1731	0
Flt Permitted					0.965	
Satd. Flow (perm)	3536	0	0	3539	1731	0
Link Speed (mph)	30			30	20	
Link Distance (ft)	174			616	150	
Travel Time (s)	4.0			14.0	5.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	677	5	5	1084	8	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	682	0	0	1089	11	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 41.0%		ICU Level of Service A	
Analysis Period (min) 15			

Lanes, Volumes, Timings
1: South Burdick Street/North Burdick Street & E Genesee Street/W Genesee Street

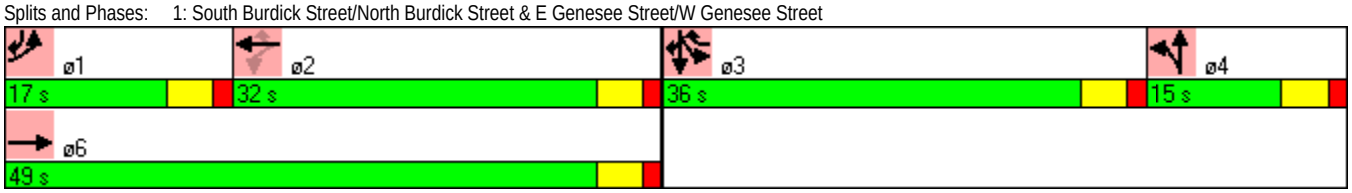
8/21/2015

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	191	846	60	42	581	576	54	30	20	661	275	294
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	0		150	0		0	0		400
Storage Lanes	1		0	0		1	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.990				0.850		0.974				0.850
Flt Protected	0.950				0.997			0.975		0.950	0.979	
Satd. Flow (prot)	1770	3476	0	0	3566	1583	0	1804	0	1715	1757	1615
Flt Permitted	0.950				0.814			0.975		0.950	0.979	
Satd. Flow (perm)	1770	3476	0	0	2911	1583	0	1804	0	1715	1757	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9				410		10				187
Link Speed (mph)		40			30			30			30	
Link Distance (ft)		640			576			369			722	
Travel Time (s)		10.9			13.1			8.4			16.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	3%	0%	0%	1%	2%	0%	0%	0%	0%	1%	0%
Adj. Flow (vph)	208	920	65	46	632	626	59	33	22	718	299	320
Shared Lane Traffic (%)										31%		
Lane Group Flow (vph)	208	985	0	0	678	626	0	114	0	495	522	320
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	2	2		2	2	2
Detector Template												
Leading Detector (ft)	70	70		75	75	75	60	60		60	60	60
Trailing Detector (ft)	-10	-10		-5	-5	-5	0	0		0	0	0
Detector 1 Position(ft)	-10	-10		-5	-5	-5	0	0		0	0	0
Detector 1 Size(ft)	6	6		6	6	6	6	6		6	6	6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	64	64		69	69	69	54	54		54	54	54
Detector 2 Size(ft)	6	6		6	6	6	6	6		6	6	6
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	NA		Perm	NA	pm+ov	Split	NA		Split	NA	pt+ov
Protected Phases	1	6			2	3	4	4		3	3	3 1
Permitted Phases				2		2						
Detector Phase	1	6		2	2	2	4	4		3	3	3 1
Switch Phase												
Minimum Initial (s)	6.0	20.0		20.0	20.0	6.0	4.0	4.0		6.0	6.0	
Minimum Split (s)	11.0	25.0		25.0	25.0	11.0	9.0	9.0		11.0	11.0	
Total Split (s)	17.0	49.0		32.0	32.0	36.0	15.0	15.0		36.0	36.0	
Total Split (%)	17.0%	49.0%		32.0%	32.0%	36.0%	15.0%	15.0%		36.0%	36.0%	
Maximum Green (s)	12.0	44.0		27.0	27.0	31.0	10.0	10.0		31.0	31.0	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5	1.5	1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	-1.0	-1.0			-1.0	-1.0		-1.0		-1.0	-1.0	
Total Lost Time (s)	4.0	4.0			4.0	4.0		4.0		4.0	4.0	
Lead/Lag	Lead			Lag	Lag	Lead	Lag	Lag		Lead	Lead	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead-Lag Optimize?	Yes			Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	4.0		4.0	4.0	2.0	2.0	2.0		2.0	2.0	
Recall Mode	None	C-Max		C-Max	C-Max	None	None	None		None	None	
Act Effct Green (s)	13.0	46.7			29.7	65.2		9.8		31.5	31.5	44.5
Actuated g/C Ratio	0.13	0.47			0.30	0.65		0.10		0.32	0.32	0.44
v/c Ratio	0.90	0.60			0.78	0.53		0.61		0.92	0.94	0.39
Control Delay	83.4	22.0			35.7	7.9		53.7		56.9	61.2	5.4
Queue Delay	0.0	0.0			0.0	0.5		0.0		0.0	0.0	0.0
Total Delay	83.4	22.0			35.7	8.4		53.7		56.9	61.2	5.4
LOS	F	C			D	A		D		E	E	A
Approach Delay		32.7			22.6			53.7			46.3	
Approach LOS		C			C			D			D	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay: 34.6	Intersection LOS: C
Intersection Capacity Utilization 87.2%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: South Burdick Street/North Burdick Street & E Genesee Street/W Genesee Street

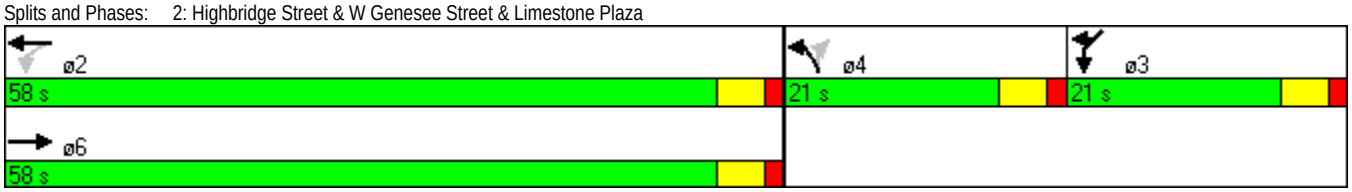


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	NBR2	SWL	SWR
Lane Configurations											
Volume (vph)	0	1338	172	20	752	0	193	18	92	58	219
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0	100		0	0
Storage Lanes	0		0	0		0	1	1		1	1
Taper Length (ft)	25			25			25			25	
Lane Util. Factor	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95
Frt		0.983						0.850		0.923	0.850
Flt Protected					0.999		0.950			0.976	
Satd. Flow (prot)	0	3487	0	0	3534	0	1805	1615	0	1662	1490
Flt Permitted					0.802		0.950			0.976	
Satd. Flow (perm)	0	3487	0	0	2837	0	1805	1615	0	1662	1490
Right Turn on Red			Yes			No			Yes		No
Satd. Flow (RTOR)		22						100			
Link Speed (mph)		30			30		30			30	
Link Distance (ft)		576			174		254			557	
Travel Time (s)		13.1			4.0		5.8			12.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	0%	4%	2%	0%	0%	0%	0%	3%	3%
Adj. Flow (vph)	0	1454	187	22	817	0	210	20	100	63	238
Shared Lane Traffic (%)											28%
Lane Group Flow (vph)	0	1641	0	0	839	0	210	120	0	130	171
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Right	Right	Left	Right
Median Width(ft)		0			0		12			12	
Link Offset(ft)		0			0		0			0	
Crosswalk Width(ft)		16			16		16			16	
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	5		9	15		9	15	20	9	20	30
Number of Detectors		2		1	2		2	2		2	2
Detector Template											
Leading Detector (ft)		70		50	70		70	70		70	70
Trailing Detector (ft)		-10		0	-10		-10	-10		-10	-10
Detector 1 Position(ft)		-10		0	-10		-10	-10		-10	-10
Detector 1 Size(ft)		6		50	6		6	6		6	6
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel											
Detector 1 Extend (s)		0.0		0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0		0.0	0.0		0.0	0.0
Detector 2 Position(ft)		64			64		64	64		64	64
Detector 2 Size(ft)		6			6		6	6		6	6
Detector 2 Type		Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel											
Detector 2 Extend (s)		0.0			0.0		0.0	0.0		0.0	0.0
Turn Type		NA		Perm	NA		NA	Perm		NA	Prot
Protected Phases		6			2		4			3	3
Permitted Phases				2				4			
Detector Phase		6		2	2		4	4		3	3
Switch Phase											
Minimum Initial (s)		15.0		15.0	15.0		6.0	6.0		6.0	6.0
Minimum Split (s)		20.0		20.0	20.0		11.0	11.0		11.0	11.0
Total Split (s)		58.0		58.0	58.0		21.0	21.0		21.0	21.0
Total Split (%)		58.0%		58.0%	58.0%		21.0%	21.0%		21.0%	21.0%
Maximum Green (s)		53.0		53.0	53.0		16.0	16.0		16.0	16.0
Yellow Time (s)		3.5		3.5	3.5		3.5	3.5		3.5	3.5
All-Red Time (s)		1.5		1.5	1.5		1.5	1.5		1.5	1.5
Lost Time Adjust (s)		-1.0			-1.0		-1.0	-1.0		-2.0	-2.0
Total Lost Time (s)		4.0			4.0		4.0	4.0		3.0	3.0
Lead/Lag							Lead	Lead		Lag	Lag

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	NBR2	SWL	SWR
Lead-Lag Optimize?							Yes	Yes		Yes	Yes
Vehicle Extension (s)		4.0		4.0	4.0		4.0	4.0		4.0	4.0
Recall Mode		C-Max		C-Max	C-Max		None	None		None	None
Act Effct Green (s)		56.0			56.0		16.1	16.1		16.9	16.9
Actuated g/C Ratio		0.56			0.56		0.16	0.16		0.17	0.17
v/c Ratio		0.84			0.53		0.72	0.35		0.46	0.68
Control Delay		18.5			15.8		54.6	13.6		43.0	53.3
Queue Delay		0.3			0.0		0.0	0.0		0.0	0.0
Total Delay		18.8			15.8		54.6	13.6		43.0	53.3
LOS		B			B		D	B		D	D
Approach Delay		18.8			15.8		39.7			48.9	
Approach LOS		B			B		D			D	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay: 23.1	Intersection LOS: C
Intersection Capacity Utilization 70.9%	ICU Level of Service C
Analysis Period (min) 15	
Description:	

Splits and Phases: 2: Highbridge Street & W Genesee Street & Limestone Plaza



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	6	1	302	4	3	247
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100	100		100	250	
Storage Lanes	0	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.983		0.998			
Flt Protected	0.958					0.999
Satd. Flow (prot)	1754	0	1859	0	0	1861
Flt Permitted	0.958					0.999
Satd. Flow (perm)	1754	0	1859	0	0	1861
Link Speed (mph)	30		30			30
Link Distance (ft)	102		128			254
Travel Time (s)	2.3		2.9			5.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	7	1	328	4	3	268
Shared Lane Traffic (%)						
Lane Group Flow (vph)	8	0	332	0	0	271
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 26.1%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	1425	5	2	772	1	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	280		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt					0.882	
Flt Protected					0.994	
Satd. Flow (prot)	3539	0	0	3539	1633	0
Flt Permitted					0.994	
Satd. Flow (perm)	3539	0	0	3539	1633	0
Link Speed (mph)	30			30	20	
Link Distance (ft)	174			616	150	
Travel Time (s)	4.0			14.0	5.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1549	5	2	839	1	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1554	0	0	841	8	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 49.5%		ICU Level of Service A	
Analysis Period (min) 15			

Lanes, Volumes, Timings
1: South Burdick Street/North Burdick Street & E Genesee Street/W Genesee Street

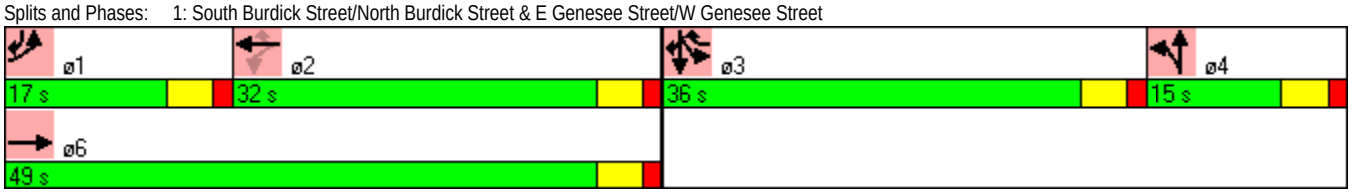
8/21/2015

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	205	494	42	49	581	565	43	50	28	508	106	164
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	0		150	0		0	0		400
Storage Lanes	1		0	0		1	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.988				0.850		0.969				0.850
Flt Protected	0.950				0.996			0.982		0.950	0.968	
Satd. Flow (prot)	1770	3471	0	0	3563	1583	0	1808	0	1715	1741	1615
Flt Permitted	0.950				0.858			0.982		0.950	0.968	
Satd. Flow (perm)	1770	3471	0	0	3069	1583	0	1808	0	1715	1741	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12				326		12				178
Link Speed (mph)		40			30			30			30	
Link Distance (ft)		640			576			369			722	
Travel Time (s)		10.9			13.1			8.4			16.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	3%	0%	0%	1%	2%	0%	0%	0%	0%	1%	0%
Adj. Flow (vph)	223	537	46	53	632	614	47	54	30	552	115	178
Shared Lane Traffic (%)										42%		
Lane Group Flow (vph)	223	583	0	0	685	614	0	131	0	320	347	178
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	2	2		2	2	2
Detector Template												
Leading Detector (ft)	70	70		75	75	75	60	60		60	60	60
Trailing Detector (ft)	-10	-10		-5	-5	-5	0	0		0	0	0
Detector 1 Position(ft)	-10	-10		-5	-5	-5	0	0		0	0	0
Detector 1 Size(ft)	6	6		6	6	6	6	6		6	6	6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	64	64		69	69	69	54	54		54	54	54
Detector 2 Size(ft)	6	6		6	6	6	6	6		6	6	6
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	NA		Perm	NA	pm+ov	Split	NA		Split	NA	pt+ov
Protected Phases	1	6			2	3	4	4		3	3	3 1
Permitted Phases				2		2						
Detector Phase	1	6		2	2	2	4	4		3	3	3 1
Switch Phase												
Minimum Initial (s)	6.0	20.0		20.0	20.0	6.0	4.0	4.0		6.0	6.0	
Minimum Split (s)	11.0	25.0		25.0	25.0	11.0	9.0	9.0		11.0	11.0	
Total Split (s)	17.0	49.0		32.0	32.0	36.0	15.0	15.0		36.0	36.0	
Total Split (%)	17.0%	49.0%		32.0%	32.0%	36.0%	15.0%	15.0%		36.0%	36.0%	
Maximum Green (s)	12.0	44.0		27.0	27.0	31.0	10.0	10.0		31.0	31.0	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5	1.5	1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	-1.0	-1.0			-1.0	-1.0		-1.0		-1.0	-1.0	
Total Lost Time (s)	4.0	4.0			4.0	4.0		4.0		4.0	4.0	
Lead/Lag	Lead			Lag	Lag	Lead	Lag	Lag		Lead	Lead	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead-Lag Optimize?	Yes			Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	4.0		4.0	4.0	2.0	2.0	2.0		2.0	2.0	
Recall Mode	None	C-Max		C-Max	C-Max	None	None	None		None	None	
Act Effct Green (s)	13.0	52.5			35.5	64.9		10.1		25.4	25.4	38.4
Actuated g/C Ratio	0.13	0.52			0.36	0.65		0.10		0.25	0.25	0.38
v/c Ratio	0.97	0.32			0.63	0.54		0.68		0.74	0.79	0.24
Control Delay	97.1	15.0			26.3	6.4		57.2		44.0	47.2	2.3
Queue Delay	0.0	0.0			0.0	0.5		0.0		0.0	0.0	0.0
Total Delay	97.1	15.0			26.3	6.9		57.2		44.0	47.2	2.3
LOS	F	B			C	A		E		D	D	A
Approach Delay		37.7			17.1			57.2			36.5	
Approach LOS		D			B			E			D	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.97	
Intersection Signal Delay: 29.5	Intersection LOS: C
Intersection Capacity Utilization 68.4%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 1: South Burdick Street/North Burdick Street & E Genesee Street/W Genesee Street

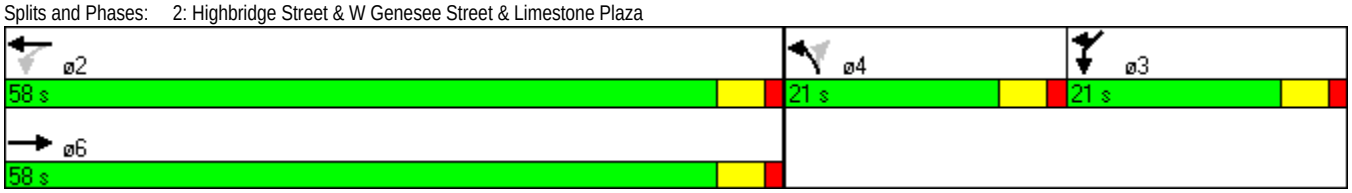


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	NBR2	SWL	SWR
Lane Configurations											
Volume (vph)	0	911	129	28	789	0	193	4	72	31	167
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0	100		0	0
Storage Lanes	0		0	0		0	1	1		1	1
Taper Length (ft)	25			25			25			25	
Lane Util. Factor	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95
Frt		0.981						0.850			0.850
Flt Protected					0.998		0.950			0.950	
Satd. Flow (prot)	0	3480	0	0	3530	0	1805	1615	0	1752	1490
Flt Permitted					0.881		0.950			0.950	
Satd. Flow (perm)	0	3480	0	0	3116	0	1805	1615	0	1752	1490
Right Turn on Red			Yes			No			Yes		No
Satd. Flow (RTOR)		24						78			
Link Speed (mph)		30			30		30			30	
Link Distance (ft)		576			174		254			524	
Travel Time (s)		13.1			4.0		5.8			11.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	0%	4%	2%	0%	0%	0%	0%	3%	3%
Adj. Flow (vph)	0	990	140	30	858	0	210	4	78	34	182
Shared Lane Traffic (%)											0%
Lane Group Flow (vph)	0	1130	0	0	888	0	210	82	0	34	182
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Right	Right	Left	Right
Median Width(ft)		0			0		12			12	
Link Offset(ft)		0			0		0			0	
Crosswalk Width(ft)		16			16		16			16	
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	5		9	15		9	15	20	9	20	30
Number of Detectors		2		1	2		2	2		2	2
Detector Template											
Leading Detector (ft)		70		50	70		70	70		70	70
Trailing Detector (ft)		-10		0	-10		-10	-10		-10	-10
Detector 1 Position(ft)		-10		0	-10		-10	-10		-10	-10
Detector 1 Size(ft)		6		50	6		6	6		6	6
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel											
Detector 1 Extend (s)		0.0		0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0		0.0	0.0		0.0	0.0
Detector 2 Position(ft)		64			64		64	64		64	64
Detector 2 Size(ft)		6			6		6	6		6	6
Detector 2 Type		Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel											
Detector 2 Extend (s)		0.0			0.0		0.0	0.0		0.0	0.0
Turn Type		NA		Perm	NA		NA	Perm		NA	Prot
Protected Phases		6			2		4			3	3
Permitted Phases				2				4			
Detector Phase		6		2	2		4	4		3	3
Switch Phase											
Minimum Initial (s)		15.0		15.0	15.0		6.0	6.0		6.0	6.0
Minimum Split (s)		20.0		20.0	20.0		11.0	11.0		11.0	11.0
Total Split (s)		58.0		58.0	58.0		21.0	21.0		21.0	21.0
Total Split (%)		58.0%		58.0%	58.0%		21.0%	21.0%		21.0%	21.0%
Maximum Green (s)		53.0		53.0	53.0		16.0	16.0		16.0	16.0
Yellow Time (s)		3.5		3.5	3.5		3.5	3.5		3.5	3.5
All-Red Time (s)		1.5		1.5	1.5		1.5	1.5		1.5	1.5
Lost Time Adjust (s)		-1.0			-1.0		-1.0	-1.0		-2.0	-2.0
Total Lost Time (s)		4.0			4.0		4.0	4.0		3.0	3.0
Lead/Lag							Lead	Lead		Lag	Lag

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	NBR2	SWL	SWR
Lead-Lag Optimize?							Yes	Yes		Yes	Yes
Vehicle Extension (s)		4.0		4.0	4.0		4.0	4.0		4.0	4.0
Recall Mode		C-Max		C-Max	C-Max		None	None		None	None
Act Effct Green (s)		55.7			55.7		16.1	16.1		17.2	17.2
Actuated g/C Ratio		0.56			0.56		0.16	0.16		0.17	0.17
v/c Ratio		0.58			0.51		0.72	0.25		0.11	0.71
Control Delay		17.8			15.5		54.6	11.5		35.5	55.1
Queue Delay		0.2			0.0		0.0	0.0		0.0	0.0
Total Delay		18.0			15.5		54.6	11.5		35.5	55.1
LOS		B			B		D	B		D	E
Approach Delay		18.0			15.5		42.5			52.0	
Approach LOS		B			B		D			D	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 22.8	Intersection LOS: C
Intersection Capacity Utilization 68.0%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 2: Highbridge Street & W Genesee Street & Limestone Plaza



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	4	2	267	1	5	183
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100	100		100	250	
Storage Lanes	0	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.955					
Flt Protected	0.968					0.999
Satd. Flow (prot)	1722	0	1863	0	0	1861
Flt Permitted	0.968					0.999
Satd. Flow (perm)	1722	0	1863	0	0	1861
Link Speed (mph)	30		30			30
Link Distance (ft)	102		128			254
Travel Time (s)	2.3		2.9			5.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	4	2	290	1	5	199
Shared Lane Traffic (%)						
Lane Group Flow (vph)	6	0	291	0	0	204
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 24.1%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	977	6	7	817	10	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	280		0	0
Storage Lanes		0	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt	0.999				0.971	
Flt Protected					0.962	
Satd. Flow (prot)	3536	0	0	3539	1740	0
Flt Permitted					0.962	
Satd. Flow (perm)	3536	0	0	3539	1740	0
Link Speed (mph)	30			30	20	
Link Distance (ft)	174			616	150	
Travel Time (s)	4.0			14.0	5.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1062	7	8	888	11	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1069	0	0	896	14	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 37.5%		ICU Level of Service A	
Analysis Period (min) 15			

APPENDIX C

Proposed L.O.S. Analysis

Lanes, Volumes, Timings
1: South Burdick Street/North Burdick Street & E Genesee Street/W Genesee Street

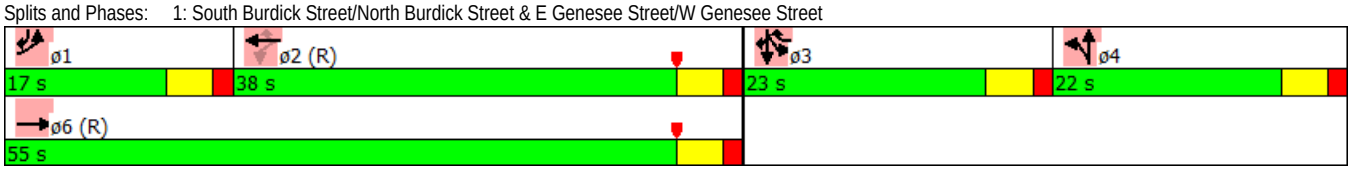
4/15/2019

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	190	423	42	34	794	548	52	27	18	145	48	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	0		150	0		0	0		400
Storage Lanes	1		0	0		1	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.986				0.850		0.975				0.850
Flt Protected	0.950				0.998			0.974		0.950	0.975	
Satd. Flow (prot)	1770	3465	0	0	3569	1583	0	1804	0	1715	1751	1615
Flt Permitted	0.950				0.913			0.974		0.950	0.975	
Satd. Flow (perm)	1770	3465	0	0	3265	1583	0	1804	0	1715	1751	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15				577		10				96
Link Speed (mph)		40			30			30			30	
Link Distance (ft)		640			576			369			722	
Travel Time (s)		10.9			13.1			8.4			16.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	3%	0%	0%	1%	2%	0%	0%	0%	0%	1%	0%
Adj. Flow (vph)	207	460	46	37	863	596	57	29	20	158	52	96
Shared Lane Traffic (%)										35%		
Lane Group Flow (vph)	207	506	0	0	900	596	0	106	0	103	107	96
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	2	2		2	2	2
Detector Template												
Leading Detector (ft)	70	70		75	75	75	60	60		60	60	60
Trailing Detector (ft)	-10	-10		-5	-5	-5	0	0		0	0	0
Detector 1 Position(ft)	-10	-10		-5	-5	-5	0	0		0	0	0
Detector 1 Size(ft)	6	6		6	6	6	6	6		6	6	6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	64	64		69	69	69	54	54		54	54	54
Detector 2 Size(ft)	6	6		6	6	6	6	6		6	6	6
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	NA		Perm	NA	pm+ov	Split	NA		Split	NA	pt+ov
Protected Phases	1	6			2	3	4	4		3	3	3 1
Permitted Phases				2		2						
Detector Phase	1	6		2	2	2	4	4		3	3	3 1
Switch Phase												
Minimum Initial (s)	6.0	20.0		20.0	20.0	6.0	4.0	4.0		6.0	6.0	
Minimum Split (s)	11.0	25.0		25.0	25.0	11.0	9.0	9.0		11.0	11.0	
Total Split (s)	17.0	55.0		38.0	38.0	23.0	22.0	22.0		23.0	23.0	
Total Split (%)	17.0%	55.0%		38.0%	38.0%	23.0%	22.0%	22.0%		23.0%	23.0%	
Maximum Green (s)	12.0	50.0		33.0	33.0	18.0	17.0	17.0		18.0	18.0	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5	1.5	1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	-1.0	-1.0			-1.0	-1.0		-1.0		-1.0	-1.0	
Total Lost Time (s)	4.0	4.0			4.0	4.0		4.0		4.0	4.0	
Lead/Lag	Lead			Lag	Lag	Lead	Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes			Yes	Yes	Yes	Yes	Yes		Yes	Yes	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vehicle Extension (s)	2.0	4.0		4.0	4.0	2.0	2.0	2.0		2.0	2.0	
Recall Mode	None	C-Max		C-Max	C-Max	None	None	None		None	None	
Act Effct Green (s)	13.0	65.8			48.8	64.3		10.7		11.5	11.5	24.5
Actuated g/C Ratio	0.13	0.66			0.49	0.64		0.11		0.12	0.12	0.24
v/c Ratio	0.90	0.22			0.56	0.49		0.52		0.52	0.53	0.21
Control Delay	82.6	7.8			13.7	1.5		46.8		50.5	50.7	4.4
Queue Delay	0.0	0.0			0.0	0.2		0.0		0.0	0.0	0.0
Total Delay	82.6	7.8			13.7	1.7		46.8		50.5	50.7	4.4
LOS	F	A			B	A		D		D	D	A
Approach Delay		29.5			8.9			46.8			36.1	
Approach LOS		C			A			D			D	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.90	
Intersection Signal Delay: 19.2	Intersection LOS: B
Intersection Capacity Utilization 66.0%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 1: South Burdick Street/North Burdick Street & E Genesee Street/W Genesee Street

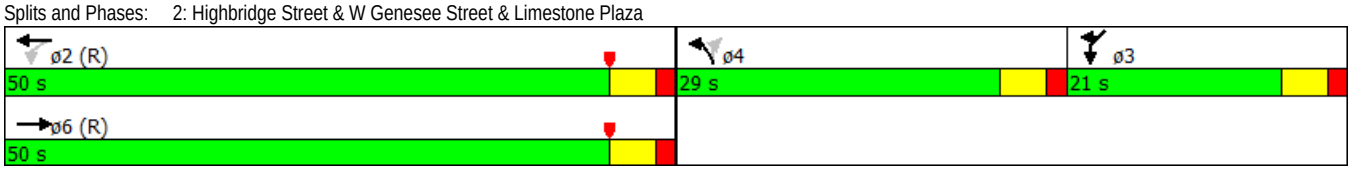


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	NBR2	SWL	SWR
Lane Configurations											
Volume (vph)	0	559	62	32	970	0	194	16	73	59	231
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0	100		0	0
Storage Lanes	0		0	0		0	1	1		1	1
Taper Length (ft)	25			25			25			25	
Lane Util. Factor	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95
Frt		0.985						0.850		0.942	0.850
Flt Protected					0.998		0.950			0.970	
Satd. Flow (prot)	0	3493	0	0	3530	0	1805	1615	0	1686	1490
Flt Permitted					0.912		0.950			0.970	
Satd. Flow (perm)	0	3493	0	0	3226	0	1805	1615	0	1686	1490
Right Turn on Red			Yes			No			Yes		No
Satd. Flow (RTOR)		16						79			
Link Speed (mph)		30			30		30			30	
Link Distance (ft)		576			174		254			549	
Travel Time (s)		13.1			4.0		5.8			12.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	0%	4%	2%	0%	0%	0%	0%	3%	3%
Adj. Flow (vph)	0	608	67	35	1054	0	211	17	79	64	251
Shared Lane Traffic (%)											16%
Lane Group Flow (vph)	0	675	0	0	1089	0	211	96	0	104	211
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Right	Right	Left	Right
Median Width(ft)		0			0		12			12	
Link Offset(ft)		0			0		0			0	
Crosswalk Width(ft)		16			16		16			16	
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	5		9	15		9	15	20	9	20	30
Number of Detectors		2		1	2		2	2		2	2
Detector Template											
Leading Detector (ft)		70		50	70		70	70		70	70
Trailing Detector (ft)		-10		0	-10		-10	-10		-10	-10
Detector 1 Position(ft)		-10		0	-10		-10	-10		-10	-10
Detector 1 Size(ft)		6		50	6		6	6		6	6
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel											
Detector 1 Extend (s)		0.0		0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0		0.0	0.0		0.0	0.0
Detector 2 Position(ft)		64			64		64	64		64	64
Detector 2 Size(ft)		6			6		6	6		6	6
Detector 2 Type		Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel											
Detector 2 Extend (s)		0.0			0.0		0.0	0.0		0.0	0.0
Turn Type		NA		Perm	NA		Prot	Perm		Prot	Prot
Protected Phases		6			2		4			3	3
Permitted Phases				2				4			
Detector Phase		6		2	2		4	4		3	3
Switch Phase											
Minimum Initial (s)		15.0		15.0	15.0		6.0	6.0		6.0	6.0
Minimum Split (s)		20.0		20.0	20.0		11.0	11.0		11.0	11.0
Total Split (s)		50.0		50.0	50.0		29.0	29.0		21.0	21.0
Total Split (%)		50.0%		50.0%	50.0%		29.0%	29.0%		21.0%	21.0%
Maximum Green (s)		45.0		45.0	45.0		24.0	24.0		16.0	16.0
Yellow Time (s)		3.5		3.5	3.5		3.5	3.5		3.5	3.5
All-Red Time (s)		1.5		1.5	1.5		1.5	1.5		1.5	1.5
Lost Time Adjust (s)		-1.0			-1.0		-1.0	-1.0		-2.0	-2.0
Total Lost Time (s)		4.0			4.0		4.0	4.0		3.0	3.0
Lead/Lag							Lead	Lead		Lag	Lag
Lead-Lag Optimize?							Yes	Yes		Yes	Yes

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	NBR2	SWL	SWR
Vehicle Extension (s)		4.0		4.0	4.0		4.0	4.0		4.0	4.0
Recall Mode		C-Max		C-Max	C-Max		None	None		None	None
Act Effct Green (s)		52.4			52.4		19.0	19.0		17.6	17.6
Actuated g/C Ratio		0.52			0.52		0.19	0.19		0.18	0.18
v/c Ratio		0.37			0.64		0.62	0.26		0.35	0.81
Control Delay		15.4			20.3		44.6	11.8		39.8	63.3
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0
Total Delay		15.4			20.3		44.6	11.8		39.8	63.3
LOS		B			C		D	B		D	E
Approach Delay		15.4			20.3		34.3			55.5	
Approach LOS		B			C		C			E	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow	
Natural Cycle: 50	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.81	
Intersection Signal Delay: 25.4	Intersection LOS: C
Intersection Capacity Utilization 77.2%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 2: Highbridge Street & W Genesee Street & Limestone Plaza



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	2	8	269	2	11	142
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100	100		100	250	
Storage Lanes	0	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.890		0.999			
Flt Protected	0.991					0.996
Satd. Flow (prot)	1643	0	1861	0	0	1855
Flt Permitted	0.991					0.996
Satd. Flow (perm)	1643	0	1861	0	0	1855
Link Speed (mph)	30		30			30
Link Distance (ft)	102		128			254
Travel Time (s)	2.3		2.9			5.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2	9	292	2	12	154
Shared Lane Traffic (%)						
Lane Group Flow (vph)	11	0	294	0	0	166
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 26.5%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	628	4	0	1002	0	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	280		0	0
Storage Lanes		0	1		0	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt	0.999					0.865
Flt Protected						
Satd. Flow (prot)	3536	0	0	3539	0	1611
Flt Permitted						
Satd. Flow (perm)	3536	0	0	3539	0	1611
Link Speed (mph)	30			30	20	
Link Distance (ft)	174			616	150	
Travel Time (s)	4.0			14.0	5.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	683	4	0	1089	0	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	687	0	0	1089	0	8
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 31.0%		ICU Level of Service A	
Analysis Period (min) 15			

Lanes, Volumes, Timings
1: South Burdick Street/North Burdick Street & E Genesee Street/W Genesee Street

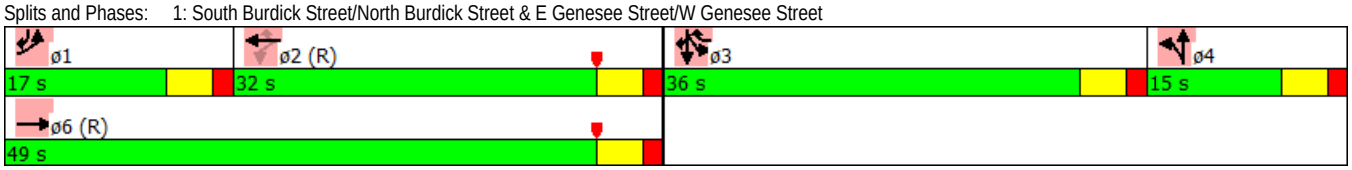
4/15/2019

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	191	857	60	42	586	580	54	30	21	669	275	294
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	0		150	0		0	0		400
Storage Lanes	1		0	0		1	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.990				0.850		0.973				0.850
Flt Protected	0.950				0.997			0.975		0.950	0.978	
Satd. Flow (prot)	1770	3476	0	0	3566	1583	0	1802	0	1715	1756	1615
Flt Permitted	0.950				0.813			0.975		0.950	0.978	
Satd. Flow (perm)	1770	3476	0	0	2908	1583	0	1802	0	1715	1756	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9				410		10				186
Link Speed (mph)		40			30			30			30	
Link Distance (ft)		640			576			369			722	
Travel Time (s)		10.9			13.1			8.4			16.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	3%	0%	0%	1%	2%	0%	0%	0%	0%	1%	0%
Adj. Flow (vph)	208	932	65	46	637	630	59	33	23	727	299	320
Shared Lane Traffic (%)										35%		
Lane Group Flow (vph)	208	997	0	0	683	630	0	115	0	473	553	320
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	2	2		2	2	2
Detector Template												
Leading Detector (ft)	70	70		75	75	75	60	60		60	60	60
Trailing Detector (ft)	-10	-10		-5	-5	-5	0	0		0	0	0
Detector 1 Position(ft)	-10	-10		-5	-5	-5	0	0		0	0	0
Detector 1 Size(ft)	6	6		6	6	6	6	6		6	6	6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	64	64		69	69	69	54	54		54	54	54
Detector 2 Size(ft)	6	6		6	6	6	6	6		6	6	6
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	NA		Perm	NA	pm+ov	Split	NA		Split	NA	pt+ov
Protected Phases	1	6			2	3	4	4		3	3	3 1
Permitted Phases				2		2						
Detector Phase	1	6		2	2	2	4	4		3	3	3 1
Switch Phase												
Minimum Initial (s)	6.0	20.0		20.0	20.0	6.0	4.0	4.0		6.0	6.0	
Minimum Split (s)	11.0	25.0		25.0	25.0	11.0	9.0	9.0		11.0	11.0	
Total Split (s)	17.0	49.0		32.0	32.0	36.0	15.0	15.0		36.0	36.0	
Total Split (%)	17.0%	49.0%		32.0%	32.0%	36.0%	15.0%	15.0%		36.0%	36.0%	
Maximum Green (s)	12.0	44.0		27.0	27.0	31.0	10.0	10.0		31.0	31.0	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5	1.5	1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	-1.0	-1.0			-1.0	-1.0		-1.0		-1.0	-1.0	
Total Lost Time (s)	4.0	4.0			4.0	4.0		4.0		4.0	4.0	
Lead/Lag	Lead			Lag	Lag	Lead	Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes			Yes	Yes	Yes	Yes	Yes		Yes	Yes	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vehicle Extension (s)	2.0	4.0		4.0	4.0	2.0	2.0	2.0		2.0	2.0	
Recall Mode	None	C-Max		C-Max	C-Max	None	None	None		None	None	
Act Effct Green (s)	13.0	46.2			29.2	65.2		9.8		32.0	32.0	45.0
Actuated g/C Ratio	0.13	0.46			0.29	0.65		0.10		0.32	0.32	0.45
v/c Ratio	0.90	0.62			0.80	0.54		0.62		0.86	0.99	0.39
Control Delay	83.4	22.4			35.6	6.4		54.1		49.5	69.8	5.4
Queue Delay	0.0	0.2			0.0	0.5		0.0		0.0	0.0	0.0
Total Delay	83.4	22.6			35.6	6.9		54.1		49.5	69.8	5.4
LOS	F	C			D	A		D		D	E	A
Approach Delay		33.1			21.8			54.1			47.4	
Approach LOS		C			C			D			D	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.99	
Intersection Signal Delay: 34.8	Intersection LOS: C
Intersection Capacity Utilization 88.0%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 1: South Burdick Street/North Burdick Street & E Genesee Street/W Genesee Street

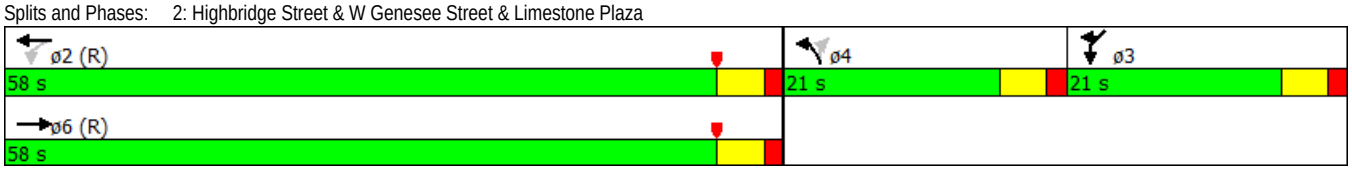


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	NBR2	SWL	SWR
Lane Configurations											
Volume (vph)	0	1367	176	37	745	0	211	20	91	64	217
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0	100		0	0
Storage Lanes	0		0	0		0	1	1		1	1
Taper Length (ft)	25			25			25			25	
Lane Util. Factor	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95
Frt		0.983						0.850		0.947	0.850
Flt Protected					0.998		0.950			0.969	
Satd. Flow (prot)	0	3487	0	0	3529	0	1805	1615	0	1693	1490
Flt Permitted					0.679		0.950			0.969	
Satd. Flow (perm)	0	3487	0	0	2401	0	1805	1615	0	1693	1490
Right Turn on Red			Yes			No			Yes		No
Satd. Flow (RTOR)		22						99			
Link Speed (mph)		30			30		30			30	
Link Distance (ft)		576			174		254			549	
Travel Time (s)		13.1			4.0		5.8			12.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	0%	4%	2%	0%	0%	0%	0%	3%	3%
Adj. Flow (vph)	0	1486	191	40	810	0	229	22	99	70	236
Shared Lane Traffic (%)											16%
Lane Group Flow (vph)	0	1677	0	0	850	0	229	121	0	108	198
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Right	Right	Left	Right
Median Width(ft)		0			0		12			12	
Link Offset(ft)		0			0		0			0	
Crosswalk Width(ft)		16			16		16			16	
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	5		9	15		9	15	20	9	20	30
Number of Detectors		2		1	2		2	2		2	2
Detector Template											
Leading Detector (ft)		70		50	70		70	70		70	70
Trailing Detector (ft)		-10		0	-10		-10	-10		-10	-10
Detector 1 Position(ft)		-10		0	-10		-10	-10		-10	-10
Detector 1 Size(ft)		6		50	6		6	6		6	6
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel											
Detector 1 Extend (s)		0.0		0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0		0.0	0.0		0.0	0.0
Detector 2 Position(ft)		64			64		64	64		64	64
Detector 2 Size(ft)		6			6		6	6		6	6
Detector 2 Type		Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel											
Detector 2 Extend (s)		0.0			0.0		0.0	0.0		0.0	0.0
Turn Type		NA		Perm	NA		Prot	Perm		Prot	Prot
Protected Phases		6			2		4			3	3
Permitted Phases				2				4			
Detector Phase		6		2	2		4	4		3	3
Switch Phase											
Minimum Initial (s)		15.0		15.0	15.0		6.0	6.0		6.0	6.0
Minimum Split (s)		20.0		20.0	20.0		11.0	11.0		11.0	11.0
Total Split (s)		58.0		58.0	58.0		21.0	21.0		21.0	21.0
Total Split (%)		58.0%		58.0%	58.0%		21.0%	21.0%		21.0%	21.0%
Maximum Green (s)		53.0		53.0	53.0		16.0	16.0		16.0	16.0
Yellow Time (s)		3.5		3.5	3.5		3.5	3.5		3.5	3.5
All-Red Time (s)		1.5		1.5	1.5		1.5	1.5		1.5	1.5
Lost Time Adjust (s)		-1.0			-1.0		-1.0	-1.0		-2.0	-2.0
Total Lost Time (s)		4.0			4.0		4.0	4.0		3.0	3.0
Lead/Lag							Lead	Lead		Lag	Lag
Lead-Lag Optimize?							Yes	Yes		Yes	Yes

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	NBR2	SWL	SWR
Vehicle Extension (s)		4.0		4.0	4.0		4.0	4.0		4.0	4.0
Recall Mode		C-Max		C-Max	C-Max		None	None		None	None
Act Effct Green (s)		55.1			55.1		16.4	16.4		17.4	17.4
Actuated g/C Ratio		0.55			0.55		0.16	0.16		0.17	0.17
v/c Ratio		0.87			0.64		0.77	0.35		0.37	0.76
Control Delay		20.2			18.7		58.5	13.9		40.2	59.3
Queue Delay		0.4			0.0		0.0	0.0		0.0	0.0
Total Delay		20.6			18.7		58.5	13.9		40.2	59.3
LOS		C			B		E	B		D	E
Approach Delay		20.6			18.7		43.1			52.6	
Approach LOS		C			B		D			D	

Intersection Summary	
Area Type: Other	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.87	
Intersection Signal Delay: 25.7	Intersection LOS: C
Intersection Capacity Utilization 77.6%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 2: Highbridge Street & W Genesee Street & Limestone Plaza



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	4	22	299	2	27	250
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100	100		100	250	
Storage Lanes	0	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.884		0.999			
Flt Protected	0.993					0.995
Satd. Flow (prot)	1635	0	1861	0	0	1853
Flt Permitted	0.993					0.995
Satd. Flow (perm)	1635	0	1861	0	0	1853
Link Speed (mph)	30		30			30
Link Distance (ft)	102		128			254
Travel Time (s)	2.3		2.9			5.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	4	24	325	2	29	272
Shared Lane Traffic (%)						
Lane Group Flow (vph)	28	0	327	0	0	301
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 43.8%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	1429	29	0	782	0	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	280		0	0
Storage Lanes		0	1		0	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt	0.997					0.865
Flt Protected						
Satd. Flow (prot)	3529	0	0	3539	0	1611
Flt Permitted						
Satd. Flow (perm)	3529	0	0	3539	0	1611
Link Speed (mph)	30			30	20	
Link Distance (ft)	174			616	150	
Travel Time (s)	4.0			14.0	5.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1553	32	0	850	0	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1585	0	0	850	0	16
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 50.4%		ICU Level of Service A	
Analysis Period (min) 15			

Lanes, Volumes, Timings
1: South Burdick Street/North Burdick Street & E Genesee Street/W Genesee Street

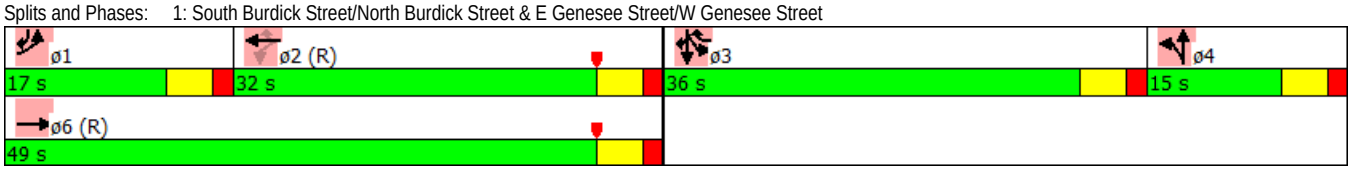
4/15/2019

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	205	506	42	50	592	575	43	50	29	522	106	164
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	0		150	0		0	0		400
Storage Lanes	1		0	0		1	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.988				0.850		0.968				0.850
Flt Protected	0.950				0.996			0.983		0.950	0.969	
Satd. Flow (prot)	1770	3471	0	0	3563	1583	0	1808	0	1715	1743	1615
Flt Permitted	0.950				0.855			0.983		0.950	0.969	
Satd. Flow (perm)	1770	3471	0	0	3058	1583	0	1808	0	1715	1743	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11				325		13				178
Link Speed (mph)		40			30			30			30	
Link Distance (ft)		640			576			369			722	
Travel Time (s)		10.9			13.1			8.4			16.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	3%	0%	0%	1%	2%	0%	0%	0%	0%	1%	0%
Adj. Flow (vph)	223	550	46	54	643	625	47	54	32	567	115	178
Shared Lane Traffic (%)										35%		
Lane Group Flow (vph)	223	596	0	0	697	625	0	133	0	369	313	178
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	2	2		2	2	2	2	2		2	2	2
Detector Template												
Leading Detector (ft)	70	70		75	75	75	60	60		60	60	60
Trailing Detector (ft)	-10	-10		-5	-5	-5	0	0		0	0	0
Detector 1 Position(ft)	-10	-10		-5	-5	-5	0	0		0	0	0
Detector 1 Size(ft)	6	6		6	6	6	6	6		6	6	6
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)	64	64		69	69	69	54	54		54	54	54
Detector 2 Size(ft)	6	6		6	6	6	6	6		6	6	6
Detector 2 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 2 Channel												
Detector 2 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	NA		Perm	NA	pm+ov	Split	NA		Split	NA	pt+ov
Protected Phases	1	6			2	3	4	4		3	3	3 1
Permitted Phases				2		2						
Detector Phase	1	6		2	2	2	4	4		3	3	3 1
Switch Phase												
Minimum Initial (s)	6.0	20.0		20.0	20.0	6.0	4.0	4.0		6.0	6.0	
Minimum Split (s)	11.0	25.0		25.0	25.0	11.0	9.0	9.0		11.0	11.0	
Total Split (s)	17.0	49.0		32.0	32.0	36.0	15.0	15.0		36.0	36.0	
Total Split (%)	17.0%	49.0%		32.0%	32.0%	36.0%	15.0%	15.0%		36.0%	36.0%	
Maximum Green (s)	12.0	44.0		27.0	27.0	31.0	10.0	10.0		31.0	31.0	
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5	1.5	1.5	1.5		1.5	1.5	
Lost Time Adjust (s)	-1.0	-1.0			-1.0	-1.0		-1.0		-1.0	-1.0	
Total Lost Time (s)	4.0	4.0			4.0	4.0		4.0		4.0	4.0	
Lead/Lag	Lead			Lag	Lag	Lead	Lag	Lag		Lead	Lead	
Lead-Lag Optimize?	Yes			Yes	Yes	Yes	Yes	Yes		Yes	Yes	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vehicle Extension (s)	2.0	4.0		4.0	4.0	2.0	2.0	2.0		2.0	2.0	
Recall Mode	None	C-Max		C-Max	C-Max	None	None	None		None	None	
Act Effct Green (s)	13.0	51.3			34.3	64.9		10.1		26.6	26.6	39.6
Actuated g/C Ratio	0.13	0.51			0.34	0.65		0.10		0.27	0.27	0.40
v/c Ratio	0.97	0.33			0.67	0.55		0.69		0.81	0.67	0.24
Control Delay	97.1	15.8			27.8	5.4		57.4		48.0	39.8	2.2
Queue Delay	0.0	0.0			0.0	0.6		0.0		0.0	0.0	0.0
Total Delay	97.1	15.8			27.8	6.0		57.4		48.0	39.8	2.2
LOS	F	B			C	A		E		D	D	A
Approach Delay		38.0			17.5			57.4			35.5	
Approach LOS		D			B			E			D	

Intersection Summary	
Area Type:	Other
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.97	
Intersection Signal Delay: 29.5	Intersection LOS: C
Intersection Capacity Utilization 69.0%	ICU Level of Service C
Analysis Period (min) 15	

Splits and Phases: 1: South Burdick Street/North Burdick Street & E Genesee Street/W Genesee Street

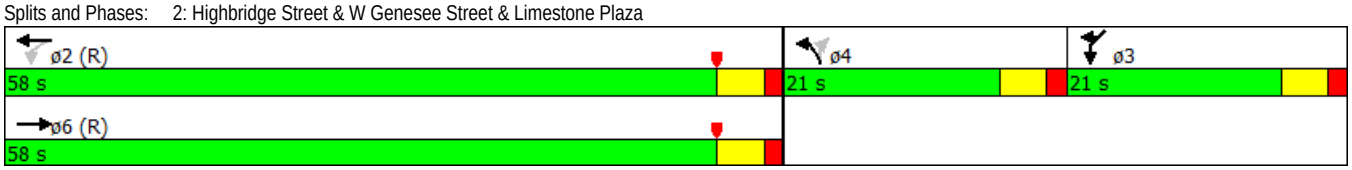


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	NBR2	SWL	SWR
Lane Configurations											
Volume (vph)	0	950	136	63	774	0	233	8	71	39	164
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	0	100		0	0
Storage Lanes	0		0	0		0	1	1		1	1
Taper Length (ft)	25			25			25			25	
Lane Util. Factor	1.00	0.95	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95
Frt		0.981						0.850		0.940	0.850
Flt Protected					0.996		0.950			0.971	
Satd. Flow (prot)	0	3481	0	0	3520	0	1805	1615	0	1684	1490
Flt Permitted					0.705		0.950			0.971	
Satd. Flow (perm)	0	3481	0	0	2491	0	1805	1615	0	1684	1490
Right Turn on Red			Yes			No			Yes		No
Satd. Flow (RTOR)		24						77			
Link Speed (mph)		30			30		30			30	
Link Distance (ft)		576			174		254			549	
Travel Time (s)		13.1			4.0		5.8			12.5	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	2%	2%	0%	4%	2%	0%	0%	0%	0%	3%	3%
Adj. Flow (vph)	0	1033	148	68	841	0	253	9	77	42	178
Shared Lane Traffic (%)											16%
Lane Group Flow (vph)	0	1181	0	0	909	0	253	86	0	70	150
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Right	Right	Left	Right
Median Width(ft)		0			0		12			12	
Link Offset(ft)		0			0		0			0	
Crosswalk Width(ft)		16			16		16			16	
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	5		9	15		9	15	20	9	20	30
Number of Detectors		2		1	2		2	2		2	2
Detector Template											
Leading Detector (ft)		70		50	70		70	70		70	70
Trailing Detector (ft)		-10		0	-10		-10	-10		-10	-10
Detector 1 Position(ft)		-10		0	-10		-10	-10		-10	-10
Detector 1 Size(ft)		6		50	6		6	6		6	6
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel											
Detector 1 Extend (s)		0.0		0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0		0.0	0.0		0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0		0.0	0.0		0.0	0.0
Detector 2 Position(ft)		64			64		64	64		64	64
Detector 2 Size(ft)		6			6		6	6		6	6
Detector 2 Type		Cl+Ex			Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 2 Channel											
Detector 2 Extend (s)		0.0			0.0		0.0	0.0		0.0	0.0
Turn Type		NA		Perm	NA		Prot	Perm		Prot	Prot
Protected Phases		6			2		4			3	3
Permitted Phases				2				4			
Detector Phase		6		2	2		4	4		3	3
Switch Phase											
Minimum Initial (s)		15.0		15.0	15.0		6.0	6.0		6.0	6.0
Minimum Split (s)		20.0		20.0	20.0		11.0	11.0		11.0	11.0
Total Split (s)		58.0		58.0	58.0		21.0	21.0		21.0	21.0
Total Split (%)		58.0%		58.0%	58.0%		21.0%	21.0%		21.0%	21.0%
Maximum Green (s)		53.0		53.0	53.0		16.0	16.0		16.0	16.0
Yellow Time (s)		3.5		3.5	3.5		3.5	3.5		3.5	3.5
All-Red Time (s)		1.5		1.5	1.5		1.5	1.5		1.5	1.5
Lost Time Adjust (s)		-1.0			-1.0		-1.0	-1.0		-2.0	-2.0
Total Lost Time (s)		4.0			4.0		4.0	4.0		3.0	3.0
Lead/Lag							Lead	Lead		Lag	Lag
Lead-Lag Optimize?							Yes	Yes		Yes	Yes

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBR	NBR2	SWL	SWR
Vehicle Extension (s)		4.0		4.0	4.0		4.0	4.0		4.0	4.0
Recall Mode		C-Max		C-Max	C-Max		None	None		None	None
Act Effct Green (s)		55.8			55.8		16.8	16.8		16.4	16.4
Actuated g/C Ratio		0.56			0.56		0.17	0.17		0.16	0.16
v/c Ratio		0.60			0.65		0.84	0.26		0.25	0.61
Control Delay		17.7			18.7		64.8	12.5		38.2	49.9
Queue Delay		0.2			0.0		0.0	0.0		0.0	0.0
Total Delay		17.9			18.7		64.8	12.5		38.2	49.9
LOS		B			B		E	B		D	D
Approach Delay		17.9			18.7		51.5			46.2	
Approach LOS		B			B		D			D	

Intersection Summary	
Area Type: Other	
Cycle Length: 100	
Actuated Cycle Length: 100	
Offset: 0 (0%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay: 24.8	Intersection LOS: C
Intersection Capacity Utilization 85.6%	ICU Level of Service E
Analysis Period (min) 15	

Splits and Phases: 2: Highbridge Street & W Genesee Street & Limestone Plaza



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	10	48	262	12	68	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100	100		100	250	
Storage Lanes	0	0		0	0	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.889		0.994			
Flt Protected	0.991					0.972
Satd. Flow (prot)	1641	0	1852	0	0	1811
Flt Permitted	0.991					0.972
Satd. Flow (perm)	1641	0	1852	0	0	1811
Link Speed (mph)	30		30			30
Link Distance (ft)	102		128			254
Travel Time (s)	2.3		2.9			5.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	11	52	285	13	74	54
Shared Lane Traffic (%)						
Lane Group Flow (vph)	63	0	298	0	0	128
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

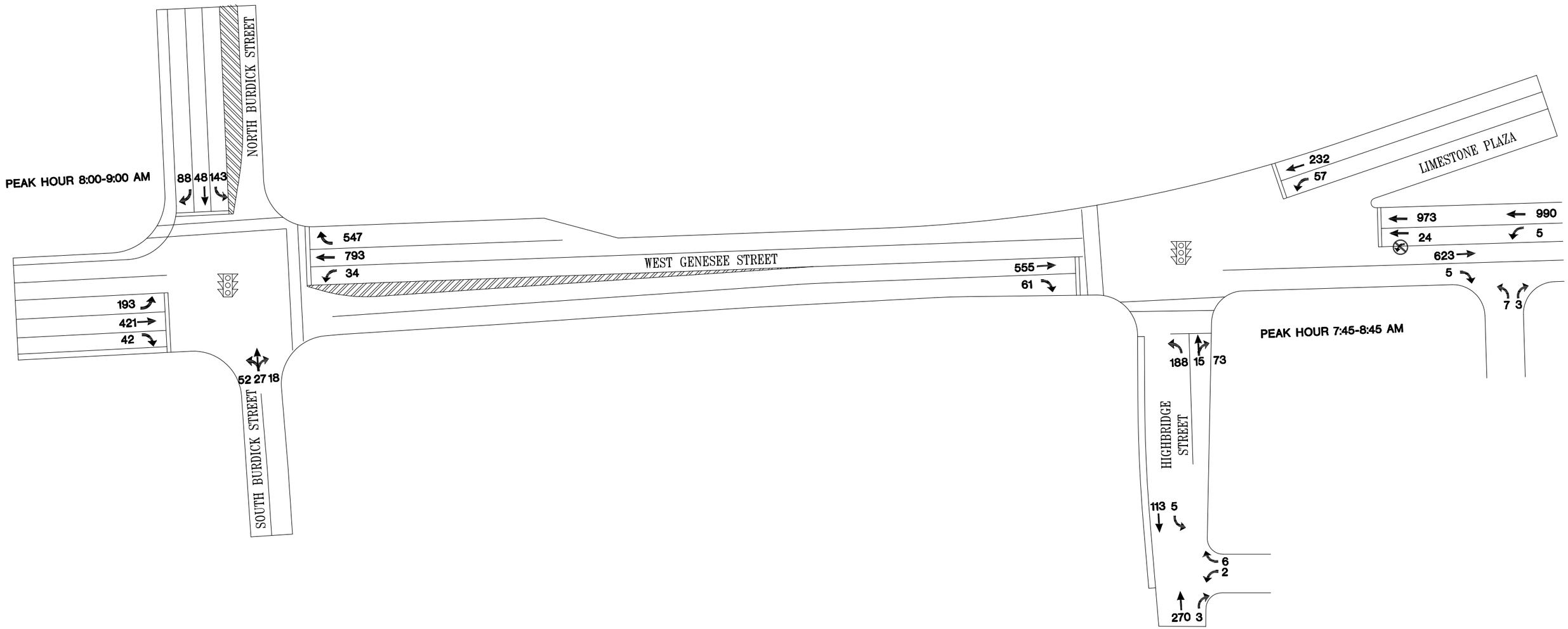
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 34.4%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	982	39	0	837	0	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	280		0	0
Storage Lanes		0	1		0	1
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	0.95	1.00	0.95	1.00	1.00
Frt	0.994					0.865
Flt Protected						
Satd. Flow (prot)	3518	0	0	3539	0	1611
Flt Permitted						
Satd. Flow (perm)	3518	0	0	3539	0	1611
Link Speed (mph)	30			30	20	
Link Distance (ft)	174			616	150	
Travel Time (s)	4.0			14.0	5.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1067	42	0	910	0	37
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1109	0	0	910	0	37
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 38.4%		ICU Level of Service A	
Analysis Period (min) 15			

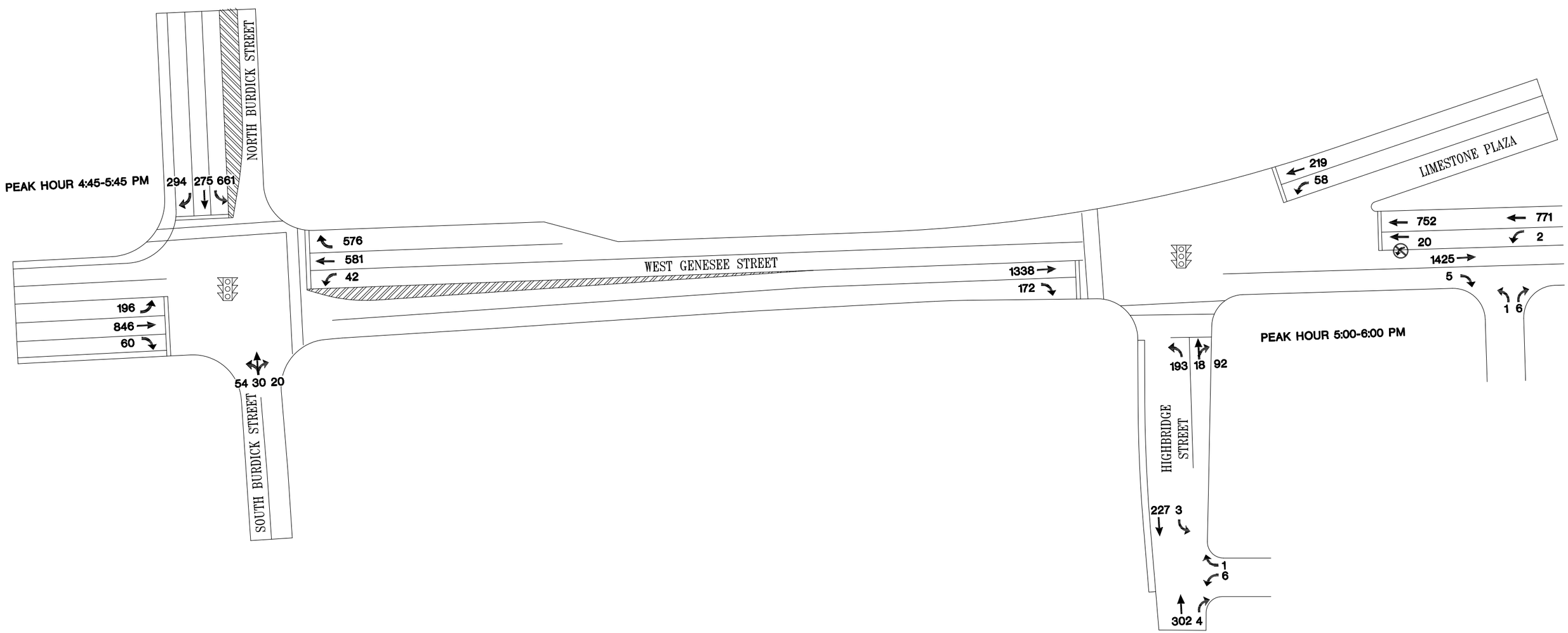
APPENDIX D

Traffic Counts



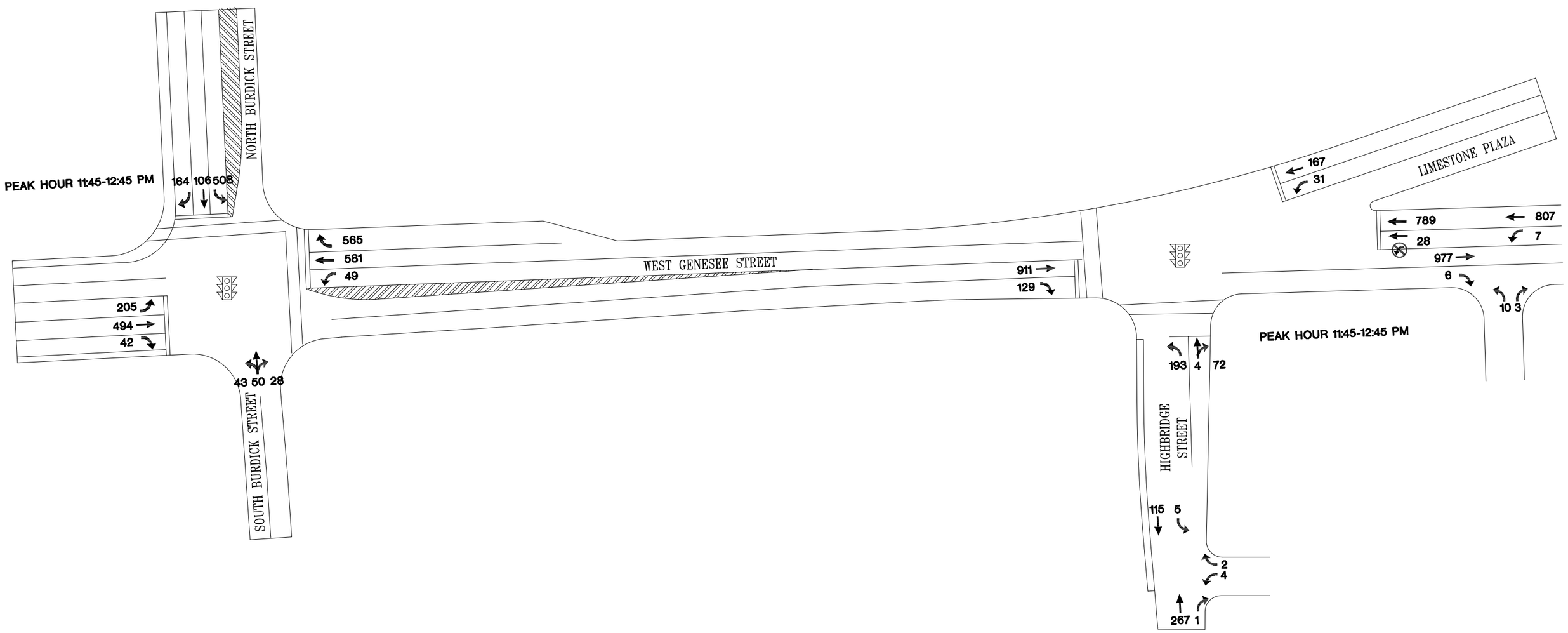
1 EXISTING CONDITIONS-AM

SCALE:1"=60'



1 EXISTING CONDITIONS-PM

SCALE:1"=60'



1 EXISTING CONDITIONS-SAT

SCALE:1"=60'

Traffic Counts

DATE: THURSDAY 03/19/2015

EXISTING A.M. PEAK HOUR

	RT 5 - EAST GENESSEE STREET						NORTH BURDICK STREET						
	EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND			
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	
7:00-7:15	10	61	20	48	164	5	4	5	6	9	3	19	354
7:15-7:30	4	79	32	63	193	8	3	5	4	9	4	23	427
7:30-7:45	9	86	31	87	239	5	4	6	6	9	2	30	514
7:45-8:00	6	118	46	119	242	12	4	10	11	16	12	38	634
8:00-8:15	18	103	51	103	209	7	1	3	15	11	9	24	554
8:15-8:30	6	80	42	148	183	9	10	7	16	37	12	40	590
8:30-8:45	11	94	53	125	199	7	5	9	11	14	15	45	588
8:45-9:00	7	144	44	171	202	11	2	8	10	26	12	34	671
HV (%)													
PEAK HOUR													**TOTAL**
7:00-8:00	29	344	129	317	838	30	15	26	27	43	21	110	1929
7:15-8:15	37	386	160	372	883	32	12	24	36	45	27	115	2129
7:30-8:30	39	387	170	457	873	33	19	26	48	73	35	132	2292
7:45-8:45	41	395	192	495	833	35	20	29	53	78	48	147	2366
8:00-9:00	42	421	190	547	793	34	18	27	52	88	48	143	2403

Traffic Counts

DATE: THURSDAY 03/19/2015

EXISTING P.M. PEAK HOUR

	RT 5 - EAST GENESSEE STREET						NORTH BURDICK STREET						
	EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND			
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	
4:00-4:15	9	154	56	125	117	124	4	16	7	38	39	135	824
4:15-4:30	11	176	41	138	150	11	6	7	8	39	33	139	759
4:30-4:45	13	173	32	106	140	6	7	11	11	68	34	163	764
4:45-5:00	15	188	55	163	155	8	7	10	10	83	45	182	921
5:00-5:15	21	202	32	108	138	12	3	6	11	72	74	159	838
5:15-5:30	11	212	40	155	160	7	6	4	20	82	89	150	936
5:30-5:45	13	244	69	150	128	15	4	10	13	57	67	170	940
5:45-6:00	10	232	19	142	121	6	5	8	7	65	62	181	858
HV (%)													
PEAK HOUR													**TOTAL**
4:00-5:00	48	691	184	532	562	149	24	44	36	228	151	619	3268
4:15-5:15	60	739	160	515	583	37	23	34	40	262	186	643	3282
4:30-5:30	60	775	159	532	593	33	23	31	52	305	242	654	3459
4:45-5:45	60	846	196	576	581	42	20	30	54	294	275	661	3635
5:00-6:00	55	890	160	555	547	40	18	28	51	276	292	660	3572

Traffic Counts

DATE: THURSDAY 03/19/2015

EXISTING A.M. PEAK HOUR

	RT 5 - EAST GENESSEE STREET						HIGHBRIDGE ST			LIMESTONE PLAZA			
	EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND			
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	
7:00-7:15	16	69	0	0	180	2	10	2	25	25	3	0	332
7:15-7:30	8	93	0	0	200	4	13	3	35	38	13	0	407
7:30-7:45	11	103	0	0	232	6	15	3	40	55	14	0	479
7:45-8:00	14	154	0	0	243	8	18	4	57	89	21	0	608
8:00-8:15	13	113	0	0	230	6	10	2	56	48	14	0	492
8:15-8:30	16	130	0	0	251	4	23	5	37	53	10	0	529
8:30-8:45	18	158	0	0	249	6	22	4	38	42	12	0	549
8:45-9:00	15	129	0	0	230	2	19	2	55	37	11	0	500
HV (%)													
PEAK HOUR													**TOTAL**
7:00-8:00	49	419	0	0	855	20	56	12	157	207	51	0	1826
7:15-8:15	46	463	0	0	905	24	56	12	188	230	62	0	1986
7:30-8:30	54	500	0	0	956	24	66	14	190	245	59	0	2108
7:45-8:45	61	555	0	0	973	24	73	15	188	232	57	0	2178
8:00-9:00	62	530	0	0	960	18	74	13	186	180	47	0	2070

Traffic Counts

DATE: THURSDAY 03/19/2015

EXISTING P.M. PEAK HOUR

	RT 5 - EAST GENESSEE STREET						HIGHBRIDGE ST			LIMESTONE PLAZA			
	EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND			
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	
4:00-4:15	14	259	0	0	160	2	39	8	37	40	12	0	571
4:15-4:30	33	247	0	0	175	4	24	4	39	63	12	0	601
4:30-4:45	40	262	0	0	145	6	26	5	44	43	19	0	590
4:45-5:00	41	281	0	0	166	4	23	4	43	49	11	0	622
5:00-5:15	45	322	0	0	175	2	32	6	55	55	20	0	712
5:15-5:30	50	317	0	0	195	8	15	3	49	48	15	0	700
5:30-5:45	38	341	0	0	198	4	29	6	38	62	10	0	726
5:45-6:00	39	358	0	0	184	6	16	3	51	54	13	0	724
HV (%)													
PEAK HOUR													**TOTAL**
4:00-5:00	128	1049	0	0	646	16	112	21	163	195	54	0	2384
4:15-5:15	159	1112	0	0	661	16	105	19	181	210	62	0	2525
4:30-5:30	176	1182	0	0	681	20	96	18	191	195	65	0	2624
4:45-5:45	174	1261	0	0	734	18	99	19	185	214	56	0	2760
5:00-6:00	172	1338	0	0	752	20	92	18	193	219	58	0	2862

Traffic Counts

DATE: SATURDAY 03/21/2015

EXISTING SATURDAY PEAK HOUR

	RT 5 - EAST GENESSEE STREET						NORTH BURDICK STREET						
	EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND			
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	
11:00-11:15	8	96	34	120	138	11	7	15	9	35	21	97	591
11:15-11:30	10	93	36	134	126	6	6	21	11	36	24	111	614
11:30-11:45	6	115	32	149	153	13	8	9	10	20	20	127	662
11:45-12:00	10	130	52	174	162	8	10	16	11	40	28	115	756
12:00-12:15	9	125	34	137	139	14	7	14	8	36	27	139	689
12:15-12:30	11	114	69	128	145	13	8	10	10	54	23	134	719
12:30-12:45	12	125	50	126	135	14	3	10	14	34	28	120	671
12:45-1:00	9	114	40	116	135	13	9	13	6	33	23	136	647
HV (%)													
PEAK HOUR													**TOTAL**
11:00-12:00	34	434	154	577	579	38	31	61	41	131	93	450	2623
11:15-12:15	35	463	154	594	580	41	31	60	40	132	99	492	2721
11:30-12:30	36	484	187	588	599	48	33	49	39	150	98	515	2826
11:45-12:45	42	494	205	565	581	49	28	50	43	164	106	508	2835
12:00-1:00	41	478	193	507	554	54	27	47	38	157	101	529	2726

Traffic Counts

DATE: SATURDAY 03/21/2015

EXISTING SATURDAY PEAK HOUR

	RT 5 - EAST GENESSEE STREET						HIGHBRIDGE ST			LIMESTONE PLAZA			
	EASTBOUND			WESTBOUND			NORTHBOUND			SOUTHBOUND			
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	
11:00-11:15	25	185	0	0	197	4	17	3	34	0	36	6	507
11:15-11:30	27	172	0	0	199	2	15	0	36	0	33	16	500
11:30-11:45	35	182	0	0	207	4	19	1	52	0	38	8	546
11:45-12:00	30	235	0	0	220	6	16	0	57	0	56	9	629
12:00-12:15	31	230	0	0	191	10	18	2	46	0	40	6	574
12:15-12:30	41	225	0	0	198	10	16	1	47	0	29	6	573
12:30-12:45	27	221	0	0	180	2	22	1	43	0	42	10	548
12:45-1:00	30	233	0	0	182	4	15	4	33	0	42	10	553
HV (%)													
PEAK HOUR													**TOTAL**
11:00-12:00	117	774	0	0	823	16	67	4	179	0	163	39	2182
11:15-12:15	123	819	0	0	817	22	68	3	191	0	167	39	2249
11:30-12:30	137	872	0	0	816	30	69	4	202	0	163	29	2322
11:45-12:45	129	911	0	0	789	28	72	4	193	0	167	31	2324
12:00-1:00	129	909	0	0	751	26	71	8	169	0	153	32	2248

APPENDIX E

Trip Generation

PROPOSED CALCULATIONS

PEAK HOUR: AM

TRIP GENERATION (RESIDENTIAL)

USE	USE CODE	DWELLING UNITS	AVERAGE TRIP RATE (PER DWELLING UNIT)	TRIPS GENERATED	DIRECTIONAL DISTRIBUTION ENTERING %	DIRECTIONAL DISTRIBUTION EXISTING %	DIRECTIONAL DISTRIBUTION ENTERING	DIRECTIONAL DISTRIBUTION EXITING
APARTMENTS (MID-RISE)	223	41	0.30	12	31%	69%	4	8

TOTAL TRIPS GENERATED = 12
TOTAL TRIPS ENTERING = 4
TOTAL TRIPS EXITING = 8

TRIP GENERATION (COMMERCIAL)

USE	USE CODE	AREA (SQFT)	AVERAGE TRIP RATE (PER 1,000 SQFT)	TRIPS GENERATED	DIRECTIONAL DISTRIBUTION ENTERING %	DIRECTIONAL DISTRIBUTION EXISTING %	DIRECTIONAL DISTRIBUTION ENTERING	DIRECTIONAL DISTRIBUTION EXITING
BANK WITH DRIVE-THRU	NA**	2,143	10.30	22	57%	43%	12	10
HAIR SALON	918	2,339	NO*				0	0
QUALITY RESTAURANT	931	6,604	NO*				0	0

TOTAL TRIPS GENERATED = 22
TOTAL TRIPS ENTERING = 12
TOTAL TRIPS EXITING = 10

TRIP BREAKDOWN (PASS-BY VS. NON-PASS-BY)

USE	USE CODE	TRIPS GENERATED	PASS BY (%)	PASS-BY TRIPS	NON-PASS-BY TRIPS	DIRECTIONAL DISTRIBUTION ENTERING %	DIRECTIONAL DISTRIBUTION EXISTING %	PASS-BY D.D. ENTERING	PASS-BY D.D. EXITING	NON-PASS-BY D.D. ENTERING	NON-PASS-BY D.D. EXITING
APARTMENTS (MID-RISE)	223	12		0	12	31%	69%	0	0	4	8
BANK WITH DRIVE-THRU	NA**	22	45%	10	12	57%	43%	6	4	7	5
HAIR SALON	918	0		0	0			0	0	0	0
QUALITY RETAURANT	931	0		0	0			0	0	0	0

TOTAL PASS-BY TRIPS = 10
TOTAL NON-PASS-BY TRIPS = 24
TOTAL PASS-BY ENTERING = 6
TOTAL PASS-BY EXITING = 4
TOTAL NON-PASS-BY ENTERING = 11
TOTAL NON-PASS-BY EXITING = 13

*NO-NO HOURS OF OPERATION DURING THE AM PEAK.
**NA-ITE TRIP GENERATION NUMBERS NOT ACCURATE, ACTUAL COUNTS WERE COMPLETED FOR SEVERAL BANKS IN THE AREA.
*** RESULTS HAVE BEEN ROUNDED.

PROPOSED CALCULATIONS

PEAK HOUR: PM

TRIP GENERATION (RESIDENTIAL)

USE	USE CODE	DWELLING UNITS	AVERAGE TRIP RATE (PER DWELLING UNIT)	TRIPS GENERATED	DIRECTIONAL DISTRIBUTION ENTERING %	DIRECTIONAL DISTRIBUTION EXISTING %	DIRECTIONAL DISTRIBUTION ENTERING	DIRECTIONAL DISTRIBUTION EXITING
APARTMENTS (MID-RISE)	223	41	0.39	16	58%	42%	9	7

TOTAL TRIPS GENERATED = 16
TOTAL TRIPS ENTERING = 9
TOTAL TRIPS EXITING = 7

TRIP GENERATION (COMMERCIAL)

USE	USE CODE	AREA (SQFT)	AVERAGE TRIP RATE (PER 1,000 SQFT)	TRIPS GENERATED	DIRECTIONAL DISTRIBUTION ENTERING %	DIRECTIONAL DISTRIBUTION EXISTING %	DIRECTIONAL DISTRIBUTION ENTERING	DIRECTIONAL DISTRIBUTION EXITING
BANK WITH DRIVE-THRU	NA**	2,143	16.80	36	57%	43%	20	16
HAIR SALON	918	2,339	1.45	3	17%	83%	1	2
QUALITY RESTAURANT	931	6,604	7.49	49	67%	33%	33	16

TOTAL TRIPS GENERATED = 88
TOTAL TRIPS ENTERING = 54
TOTAL TRIPS EXITING = 34

TRIP BREAKDOWN (PASS-BY VS. NON-PASS-BY)

USE	USE CODE	TRIPS GENERATED	PASS BY (%)	PASS-BY TRIPS	NON-PASS-BY TRIPS	DIRECTIONAL DISTRIBUTION ENTERING %	DIRECTIONAL DISTRIBUTION EXISTING %	PASS-BY D.D. ENTERING	PASS-BY D.D. EXITING	NON-PASS-BY D.D. ENTERING	NON-PASS-BY D.D. EXITING
APARTMENTS (MID-RISE)	223	16		0	16	58%	42%	0	0	9	7
BANK WITH DRIVE-THRU	NA**	36	45%	16	20	57%	43%	9	7	11	9
HAIR SALON	918	3		0	3	17%	83%	0	0	1	2
QUALITY RETAURANT	931	49	50%	25	24	67%	33%	17	8	16	8

TOTAL PASS-BY TRIPS = 41
TOTAL NON-PASS-BY TRIPS = 63
TOTAL PASS-BY ENTERING = 26
TOTAL PASS-BY EXITING = 15
TOTAL NON-PASS-BY ENTERING = 37
TOTAL NON-PASS-BY EXITING = 26

*NO-NO HOURS OF OPERATION DURING THE AM PEAK.
**NA-ITE TRIP GENERATION NUMBERS NOT ACCURATE, ACTUAL COUNTS WERE COMPLETED FOR SEVERAL BANKS IN THE AREA.
*** RESULTS HAVE BEEN ROUNDED.

PROPOSED CALCULATIONS

PEAK HOUR: SAT

TRIP GENERATION (RESIDENTIAL)

USE	USE CODE	DWELLING UNITS	AVERAGE TRIP RATE (PER DWELLING UNIT)	TRIPS GENERATED	DIRECTIONAL DISTRIBUTION ENTERING %	DIRECTIONAL DISTRIBUTION EXISTING %	DIRECTIONAL DISTRIBUTION ENTERING	DIRECTIONAL DISTRIBUTION EXITING
APARTMENTS (MID-RISE)	223	41	0.39	16	55%	45%		7

TOTAL TRIPS GENERATED = 16
TOTAL TRIPS ENTERING = 0
TOTAL TRIPS EXITING = 7

TRIP GENERATION (COMMERCIAL)

USE	USE CODE	AREA (SQFT)	AVERAGE TRIP RATE (PER 1,000 SQFT)	TRIPS GENERATED	DIRECTIONAL DISTRIBUTION ENTERING %	DIRECTIONAL DISTRIBUTION EXISTING %	DIRECTIONAL DISTRIBUTION ENTERING	DIRECTIONAL DISTRIBUTION EXITING
BANK WITH DRIVE-THRU	NA**	2,143	43.90	94	49%	51%	46	48
HAIR SALON	918	2,339	5.08	12	36%	64%	4	8
QUALITY RESTAURANT	931	6,604	10.80	71	59%	41%	42	29

TOTAL TRIPS GENERATED = 177
TOTAL TRIPS ENTERING = 92
TOTAL TRIPS EXITING = 85

TRIP BREAKDOWN (PASS-BY VS. NON-PASS-BY)

USE	USE CODE	TRIPS GENERATED	PASS BY (%)	PASS-BY TRIPS	NON-PASS-BY TRIPS	DIRECTIONAL DISTRIBUTION ENTERING %	DIRECTIONAL DISTRIBUTION EXISTING %	PASS-BY D.D. ENTERING	PASS-BY D.D. EXITING	NON-PASS-BY D.D. ENTERING	NON-PASS-BY D.D. EXITING
APARTMENTS (MID-RISE)	223	16		0	16	55%	45%	0	0	9	7
BANK WITH DRIVE-THRU	NA**	94	45%	42	52	49%	51%	21	21	25	27
HAIR SALON	918	12		0	12	36%	64%	0	0	4	8
QUALITY RETAURANT	931	71	50%	36	35	59%	41%	21	15	21	14

TOTAL PASS-BY TRIPS = 78
TOTAL NON-PASS-BY TRIPS = 115
TOTAL PASS-BY ENTERING = 42
TOTAL PASS-BY EXITING = 36
TOTAL NON-PASS-BY ENTERING = 59
TOTAL NON-PASS-BY EXITING = 56

*NO-NO HOURS OF OPERATION DURING THE AM PEAK.
**NA-ITE TRIP GENERATION NUMBERS NOT ACCURATE, ACTUAL COUNTS WERE COMPLETED FOR SEVERAL BANKS IN THE AREA.
*** RESULTS HAVE BEEN ROUNDED.

APPENDIX F

NYSDOT Signal Data

D257082

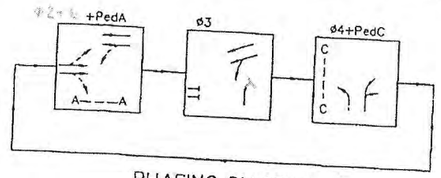
FED. ROAD REG. NO.	STATE	FEDERAL AID PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	N.Y.		33R1	98

FAYETTEVILLE VILLAGE – GENESEE STREET

S.H. 5660

ONONDAGA COUNTY

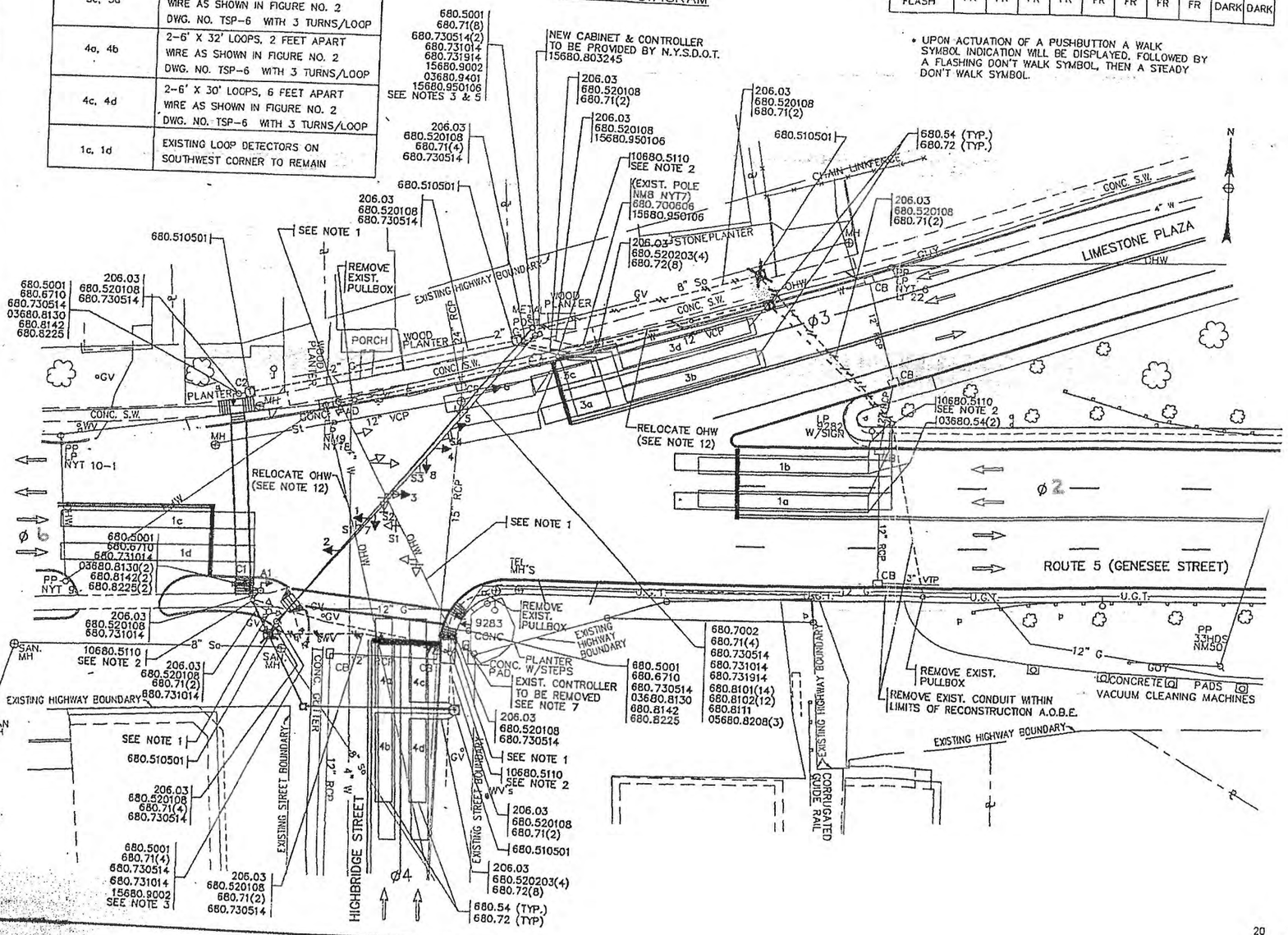
LOOP DETECTOR TABLE	
DETECTOR NO.	DESCRIPTION
1a, 1b – 2-6'x30 LOOPS NO	2 – 6' X 30' LOOPS, UNABLE TO CONSTRUCT TO CONC. PAVEMENT SHATTERED PREFORMED LOOP DETECTOR ASSEMBLY WIRE AS SHOWN IN FIGURE NO. 1 DWG. NO. TSP–6
3a, 3b	1–6' X 24' AND 1–6' X 50' LOOP WIRE AS SHOWN IN FIGURE NO. 2 DWG. NO. TSP–6 WITH 3 TURNS/LOOP
3c, 3d	1–6' X 22' AND 1–6' X 48' LOOP WIRE AS SHOWN IN FIGURE NO. 2 DWG. NO. TSP–6 WITH 3 TURNS/LOOP
4a, 4b	2–6' X 32' LOOPS, 2 FEET APART WIRE AS SHOWN IN FIGURE NO. 2 DWG. NO. TSP–6 WITH 3 TURNS/LOOP
4c, 4d	2–6' X 30' LOOPS, 6 FEET APART WIRE AS SHOWN IN FIGURE NO. 2 DWG. NO. TSP–6 WITH 3 TURNS/LOOP
1c, 1d	EXISTING LOOP DETECTORS ON SOUTHWEST CORNER TO REMAIN



PHASING DIAGRAM

TABLE OF OPERATIONS										
FACE									PED	PED
PHASE	1	2	3	4	5	6	7	8	A	C
+Ped A	G	G	G	G	R	R	R	R	DW*	DW
ø3	R	R	R	R	G	G	R	R	DW	DW
ø4+Ped C	R	R	R	R	R	R	G	G	DW	DW*
EMERG FLASH	FR	FR	FR	FR	FR	FR	FR	FR	DARK	DARK

* UPON ACTUATION OF A PUSHBUTTON A WALK SYMBOL INDICATION WILL BE DISPLAYED, FOLLOWED BY A FLASHING DON'T WALK SYMBOL, THEN A STEADY DON'T WALK SYMBOL.



NOTES:

1. THE CONTRACTOR SHALL REMOVE AND DISCARD ALL OF THE EXISTING TRAFFIC SIGNAL HEADS AND THE TRAFFIC SIGNAL CABLES FROM THE EXISTING TRAFFIC SIGNAL CONDUIT, SPAN WIRE, POLES AND PULLBOXES AT THIS LOCATION. THE COST FOR THE WORK SHALL BE INCLUDED UNDER ITEM 10680.79.
2. THE COST FOR ANY NECESSARY MODIFICATIONS TO THE EXISTING TRAFFIC SIGNAL EQUIPMENT AS A RESULT OF THE PROPOSED TRAFFIC SIGNAL EQUIPMENT SHALL BE INCLUDED UNDER ITEM 10680.77.
3. CONTRACTOR TO OBTAIN AND INSTALL TRAFFIC SIGNAL POLES WHICH WILL BE PROVIDED BY N.Y.S.D.O.T. THE WORK TO BE PAID FOR UNDER ITEM 15680.9002. THE CONTRACTOR SHALL PICK UP POLES AT N.Y.S.D.O.T. EQUIPMENT MANAGEMENT YARD SOUTH BAY ROAD AT TAFT ROAD, ONONDAGA COUNTY.
4. TRAFFIC SIGNAL HEADS NUMBER 3, 4, 5, AND 6 SHALL BE OPTICALLY PROGRAMED FOR FINAL OPERATION. ITEM 680.8102
5. CONTRACTOR TO LEAVE 12 FEET OF WIRING SLACK IN MAIN PULL BOX.
6. THE E.I.C. SHALL RECORD LOCATIONS OF LOOPS AND LEAD–INS AND SUBMIT TO N.Y.S.D.O.T. TRAFFIC AND SAFETY FOR MAINTENANCE RECORDS.
7. THE EXISTING TRAFFIC SIGNAL CONTROLLER, CABINETS, AND CONTENTS AND OPTICALLY PROGRAMED SIGNAL HEADS SHALL BE SALVAGED AND STORED FOR N.Y.S.D.O.T. TRAFFIC AND SAFETY UNIT PICKUP.
8. FOR SIGN DATA TABLE, SPAN WIRE LOADING TABLE AND PEDESTRIAN PUSHBUTTON LOCATIONS SEE DRAWING NO. TSP–5
9. FOR SIGNAL OPERATIONS SPECIFICATIONS SEE DRAWING NO. TSP–4
10. FOR CONSTRUCTION PHASE SIGNAL MODICATION PLAN AND TABLES SEE DRAWING NO. TSP–2.
11. FOR GENERAL NOTES AND ESTIMATE OF QUANTITIES SEE DRAWING NO. TSP–3.
12. RELOCATE HIGH VOLTAGE ELECTRICAL OHW'S TO PROVIDE THE REQUIRED CLEARANCE FROM THE NEW TRAFFIC SIGNAL CABLE.

TABLE OF CLEARANCES			
TO \ FROM	R	G	R / G
R	R	Y	R / Y
	R	R	R
G	R	G	R / G
	R	G	R / G
R / G	R	Y	R / G
	R	R	R / G

SIGNAL NO. 153

AS–BUILT REVISIONS

1.) CHANGE LOCACATION OF TRAFFIC SIGNAL CONDUIT RUN & PULLBOXES TO AVOID CONFLICTS WITH NATURAL SURROUNDINGS

SIGNATURE

DATE

TRAFFIC SIGNAL NO. 153 PLAN

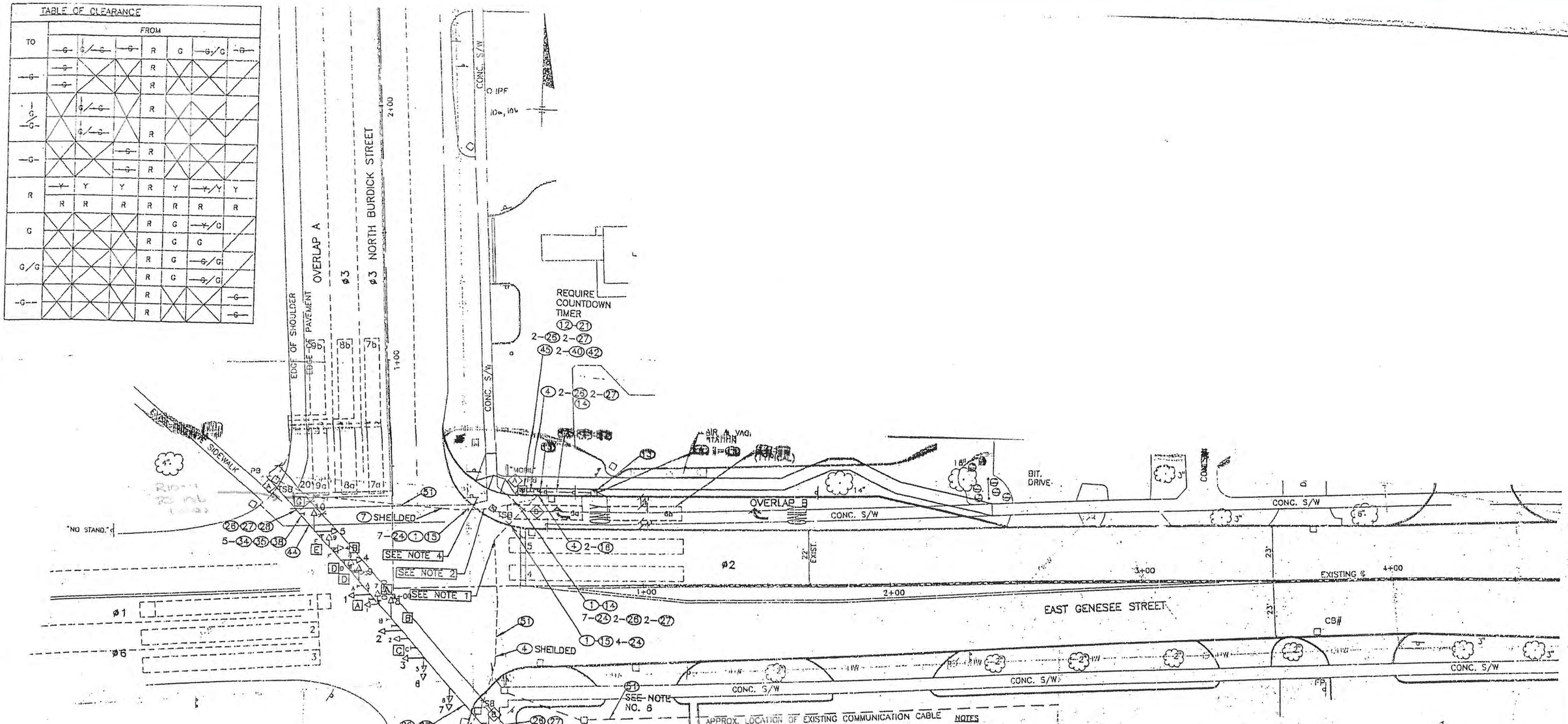
N.Y. ROUTE 5 AT HIGHBRIDGE ST. & LIMESTONE PLAZA

STATE OF NEW YORK

DEPARTMENT OF TRANSPORTATION

DRAWING No.	SCALE	DATE	
TSP–1	AS SHOWN	8/13/96	GOODKIND & O'DEA, INC. CONSULTING ENGINEERS AND PLANNERS ROCHESTER, NEW YORK

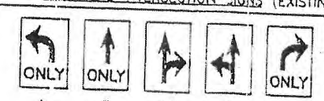
I:\DWG\PROJECTS\3600003\DWGS\007.1



Right turn lane added
w/ associated signal modifications
as part of HUP for Northeast Medical Center
Permit #3-97-0580

PLAN
1"=20'

OVERHEAD INTERSECTION SIGNS (EXISTING)



OVERHEAD INTERSECTION SIGNS (NEW)

ITEM No.	LOCATION No.	TEXT No.	TEXT	MUTCD No.	SIZE OF SIGN (SF)	TYPE OF MOUNT
03680.8202	G	1.	ONLY	R3-24C	30 x 36	SPAN WIRE MOUNTED

NOTES

1. REMOVE EXISTING LOOP DETECTOR CABLE FOR LOOPS 1,2,3,9 BACK TO PULL BOX ON THE SOUTHEAST CORNER. CONNECT NEW 2 INCH RIGID STEEL CONDUIT FROM THE NORTHEAST CORNER PULL BOX TO THE EXISTING 2 INCH STEEL CONDUIT, RE-THREAD AND CONNECT TOGETHER. NO SPLICING OF SHEILDED LEAD-IN - MUST RUN ALL NEW SHEILDED FROM LOOPS 1,2,3 & 9 TO CONTROLLER - LOOPS 4,5 & 8 GET NEW SHEILDED TOO. THE COST FOR THIS WORK TO BE INCLUDED IN THE PRICE BID FOR ITEM 31. NO SHARP BENDS OR ANGLES PERMITTED IN CONDUIT.
2. CONNECT NEW 2 INCH RIGID STEEL CONDUIT FROM THE NORTHEAST CORNER PULL BOX TO THE EXISTING 2 INCH RIGID STEEL CONDUIT, AS SHOWN ON PLAN. TIE INTO SWEEP - NO BENDS. RE-THREAD AND CONNECT TOGETHER OR A.O.B.E. THE COST FOR THIS WORK TO BE INCLUDED IN THE PRICE BID FOR ITEM 31.
3. SPLICE NEW INDUCTANCE LOOP WIRE TO LOOPS 4 AND 5. SAW CUT BACK TO NEW PULL BOX ON THE NORTHEAST CORNER, RUN NEW SHIELDED LEAD-IN CABLE TO CONTROLLER CABINET OR A.O.B.E. THE COST FOR THIS WORK TO BE INCLUDED IN THE PRICE BID FOR ITEM 31.
4. UNDER ITEM 32 "REMOVE TRAFFIC SIGNAL EQUIPMENT": REMOVE EXISTING TRAFFIC SIGNAL PEDESTRIAN POLE, PEDESTRIAN SIGNAL, PUSH BUTTON AND INCIDENTAL WIRING. THE CONTRACTOR SHALL EXCAVATE ALL EXISTING TRAFFIC SIGNAL PULL BOXES TO A DEPTH OF 12 INCHES BELOW EXISTING GRADE AND BACKFILL WITH IN KIND MATERIAL. THE CHARACTER AND CONDITION SHALL MATCH THAT SURROUNDING THE STRUCTURE OR A.O.B.E.
5. SEE TRAFFIC SIGNAL DETAILS AND NOTES SHEET G-28.
6. THIS IS A COMMUNICATION CABLE FROM HIGHBRIDGE STREET. IT IS SCHEDULED FOR REPLACEMENT UNDER THE CURRENT RT. 5/LIMESTONE BRIDGE PROJECT. IF OUR PROJECT IS COMPLETED FIRST - OUR PROJECT IS UNAFFECTED. HOWEVER, IF THE N.Y.S.D.O.T. BRIDGE/SIGNALIZATION PROJECT IS COMPLETE PRIOR TO OUR PROJECT IT WILL BE THE CONTRACTORS RESPONSIBILITY TO REPLACE IT. CONTRACTOR TO COORDINATE W/ EIC FOR PROJECT NO. D257082 FOR POSSIBLE REPLACEMENT PLAN.

Permit Hee's

permit Hee

TRAFFIC SOLUTIONS
CONSULTING IN TRANSPORTATION PLANNING

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS ACTING UNDER THE DIRECTION OF A LICENSED ENGINEER, TO ALTER THIS DOCUMENT.

THIS DRAWING WAS PREPARED AT THE SCALE INDICATED IN THE TITLE BLOCK. INACCURACIES IN THE STATED SCALE MAY BE INTRODUCED WHEN DRAWINGS ARE REPRODUCED BY ANY MEANS. USE THE GRAPHIC SCALE BAR IN THE TITLE BLOCK TO DETERMINE THE ACTUAL SCALE OF THIS DRAWING.

IN CHARGE OF PETER E. GREVELDING
DESIGNED BY RGD CHECKED BY RJP
DRAWN BY KFR

1" = 20' 20 0 20 40

NO.	DATE	REVISION	INIT.
2	9/10/97	REVISED PER NYSDOT COMMENTS	PEG
1	7/25/97	BID DOCUMENTS	PEG

O'BRIEN & GERE ENGINEERS, INC.

AJM MANAGEMENT SERVICES INC.
NORTHEAST MEDICAL CENTER
HIGHWAY IMPROVEMENTS
TOWN OF MANLIUS ONONDAGA CO., N.Y.

GENERAL
NORTH BURDICK ST. & E. GENESEE ST.
(SIGNAL NO. 152)
TRAFFIC SIGNAL PLAN

FILE NO. 3600.003-024
DATE FEB. 19, 1997

G-23

9/18/97

STD8

Phase Times [1.1.1]

Times [1.1.1]	1	2	3	4	5	6	7	8
Min Green		15	6	6		15		
Gap, Ext		4	4	4		4		
Max 1		45	16	24		45		
Max 2								
Yel Clearance		3.5	3.5	3.5		3.5		
Red Clearance		1.5	1.5	1.5		1.5		
Walk		7		9				
Ped Clearance		12		14				
Red Revert								
Add Initial								
Max Initial								
Time B4 Reduct								
Cars B4 Reduct								
Time To Reduce								
Reduce By								
Min Gap								
DyMaxLim								
Max Step								
Options [1.1.2]	1	2	3	4	5	6	7	8
Enable		1	1	1		1		
Min Recall								
Max Recall								
Ped Recall								
Soft Recall		1				1		
Lock Calls								
Auto Flash Entry								
Auto Flash Exit								
Dual Entry		1				1		
Enable Simul Gap	1	1	1	1	1	1	1	1
Gaurantee Passage								
Rest In Walk								
Conditon Service								
Non-Actuated 1								
Non-Actuated 2								
Add Init Calc								
Options+ [1.1.3]	1	2	3	4	5	6	7	8
Reservice								
PedClr Thru Yel								
Skip Red No Call								
Red Rest								
Max II								
Conflicting Phase								
Red Rest On Gap								
Omit Yellow								
Ped Delay								
Grn/Ped Delay				6				

Coordination Patterns [2.4] and Coordination Split Tables [2.7.1]

Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq
1	100	70	1	1	13	0	0	13	1	25	0	0		1	37	0	0		1
2	100	62	2	1	14	0	0	14	1	26	0	0		1	38	0	0		1
3	0	0	3	1	15	0	0	15	1	27	0	0		1	39	0	0		1
4	0	0	4	1	16	0	0	16	1	28	0	0		1	40	0	0		1
5	0	0	5	1	17	0	0	17	1	29	0	0		1	41	0	0		1
6	0	0	6	1	18	0	0	18	1	30	0	0		1	42	0	0		1
7	0	0	7	1	19	0	0	19	1	31	0	0		1	43	0	0		1
8	0	0	8	1	20	0	0	20	1	32	0	0		1	44	0	0		1
9	0	0	9	1	21	0	0	21	1	33	0	0		1	45	0	0		1
10	0	0	10	1	22	0	0	22	1	34	0	0		1	46	0	0		1
11	0	0	11	1	23	0	0	23	1	35	0	0		1	47	0	0		1
12	0	0	12	1	24	0	0	24	1	36	0	0		1	48	0	0		1

Split		1	2	3	4	5	6	7	8	Split		1	2	3	4	5	6	7	8
1	Coord 2	0	50 MAX	21	29	0	50 MAX	21	29	13	Coord	0	0	0	0	0	0	0	0
2	Coord 2	0	58 MAX	21	21	0	58 MAX	21	21	14	Coord	0	0	0	0	0	0	0	0
3	Coord	0	0	0	0	0	0	0	0	15	Coord	0	0	0	0	0	0	0	0
4	Coord	0	0	0	0	0	0	0	0	16	Coord	0	0	0	0	0	0	0	0
5	Coord	0	0	0	0	0	0	0	0	17	Coord	0	0	0	0	0	0	0	0
6	Coord	0	0	0	0	0	0	0	0	18	Coord	0	0	0	0	0	0	0	0
7	Coord	0	0	0	0	0	0	0	0	19	Coord	0	0	0	0	0	0	0	0
8	Coord	0	0	0	0	0	0	0	0	20	Coord	0	0	0	0	0	0	0	0
9	Coord	0	0	0	0	0	0	0	0	21	Coord	0	0	0	0	0	0	0	0
10	Coord	0	0	0	0	0	0	0	0	22	Coord	0	0	0	0	0	0	0	0
11	Coord	0	0	0	0	0	0	0	0	23	Coord	0	0	0	0	0	0	0	0
12	Coord	0	0	0	0	0	0	0	0	24	Coord	0	0	0	0	0	0	0	0

Page#	
1	8 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode; Unit Param
1A&1B	16 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode; Unit Param
2	Overlaps; Channel Settings; Coord Alt Table+ (values not associated with time-of-day)
3	Detection; Sample Time and Unit Parameters related to detection
4	Preemption and Alternate Phase Time and Phase Options
5	Annual Schedule
6	Day Plans; Action Tables; Coord Alt Table+ (values varied by time-of-day)
7	Communications; Secutiry; I/O Setup
8	Misc - Events/Alarms; Call/Inhibit/Redirect; P/OLAP Auto Flash; CIC; Misc Unit Param

Ring/Startup [1.1.4]

Phs	Ring	Start	Enable
1	1	RED	0
2	1	RED	1
3	1	RED	1
4	1	RED	1
5	2	RED	0
6	2	RED	1
7	2	RED	0
8	2	RED	0

Coord Modes [2.1]

Test OpMode	0
Correction	SHRT/LNG
Maximum	MAX 1
Force-Off	FLOAT
Closed Loop	ON
Stop-in-Walk	ON
Auto Reset	ON
Expand Spit	OFF
Ped Recycle	NO_RECYCLE
Before	TIMED
After	TIMED

Auto Flash [1.4.1]

Auto Flash	CHANNEL
Flash Yel	4.5
Flash Red	2

Unit Params [1.2.1]

Phase Mode	STD8
IO Mode	USER
Loc Flsh Start	RED
Start Flash(s)	0
Start AllRed(s)	6
Yellow < 3"	OFF
Display Time	20
Red Revert	3
MCE Timeout	0
Feature Profile	0
Free Ring Seq	1
Auxswitch	STOPTM
SDLC Retry	0
TS2 Det Faults	ON
Auto Ped Clear	OFF
SDLC Retry	0

Overlap 1-16 Program Parms & Parm+ [1.5.2.1] [1.5.2.2]

Overlap Conflict Lock	OFF	Overlap Lock Inhibit	OFF	Parent Ph Clearance	ON	Extra Included Ph	ON

	Included Ø								NORMAL				Included Ø										NORMAL	
1	Modifier Ø								Grn		9		Modifier Ø										Grn	
	Conflict Ø								Yel	3.5			Conflict Ø										Yel	3.5
A	Conflict Olap								Red	1.5	I		Conflict Olap										Red	1.5
	Conflict Ped								LG				Conflict Ped										LG	
	Included Ø								NORMAL				Included Ø										NORMAL	
2	Modifier Ø								Grn		10		Modifier Ø										Grn	
	Conflict Ø								Yel	3.5			Conflict Ø										Yel	3.5
B	Conflict Olap								Red	1.5	J		Conflict Olap										Red	1.5
	Conflict Ped								LG				Conflict Ped										LG	
	Included Ø								NORMAL				Included Ø										NORMAL	
3	Modifier Ø								Grn		11		Modifier Ø										Grn	
	Conflict Ø								Yel	3.5			Conflict Ø										Yel	3.5
C	Conflict Olap								Red	1.5	K		Conflict Olap										Red	1.5
	Conflict Ped								LG				Conflict Ped										LG	
	Included Ø								NORMAL				Included Ø										NORMAL	
4	Modifier Ø								Grn		12		Modifier Ø										Grn	
	Conflict Ø								Yel	3.5			Conflict Ø										Yel	3.5
D	Conflict Olap								Red	1.5	L		Conflict Olap										Red	1.5
	Conflict Ped								LG				Conflict Ped										LG	
	Included Ø								NORMAL				Included Ø										NORMAL	
5	Modifier Ø								Grn		13		Modifier Ø										Grn	
	Conflict Ø								Yel	3.5			Conflict Ø										Yel	3.5
E	Conflict Olap								Red	1.5	M		Conflict Olap										Red	1.5
	Conflict Ped								LG				Conflict Ped										LG	
	Included Ø								NORMAL				Included Ø										NORMAL	
6	Modifier Ø								Grn		14		Modifier Ø										Grn	
	Conflict Ø								Yel	3.5			Conflict Ø										Yel	3.5
F	Conflict Olap								Red	1.5	N		Conflict Olap										Red	1.5
	Conflict Ped								LG				Conflict Ped										LG	
	Included Ø								NORMAL				Included Ø										NORMAL	
7	Modifier Ø								Grn		15		Modifier Ø										Grn	
	Conflict Ø								Yel	3.5			Conflict Ø										Yel	3.5
G	Conflict Olap								Red	1.5	O		Conflict Olap										Red	1.5
	Conflict Ped								LG				Conflict Ped										LG	
	Included Ø								NORMAL				Included Ø										NORMAL	
8	Modifier Ø								Grn		16		Modifier Ø										Grn	
	Conflict Ø								Yel	3.5			Conflict Ø										Yel	3.5
H	Conflict Olap								Red	1.5	P		Conflict Olap										Red	1.5
	Conflict Ped								LG				Conflict Ped										LG	

Channel Settings [1.8.1]

.....Channel ->>	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Phase / Olap #	6	2	3		2	4						4												
Channel Type	VEH	VEH	VEH	VEH	PED	PED	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH
Channel Flash	RED	RED	RED	RED	DRK	DRK	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Alt Hz																								

Channel+ Settings [1.8.4]

.....Channel ->>	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Flash Red+																								
Flash Yellow+																								
Flash Green+																								
Flash Inh Red+																								

Channel Params[1.8.3] | C1 IO Mode | USER | Single BIU Map | SINGLE | Invert Rail Input | OFF | Olap Ovrd

Coord Transition, CoorPhs [2.5]

Pat#	Short	Long	Dwell	No Shortway Ø					E-Yld	Offset	RetHld	Float	Min Veh Perm	Min Ped Perm
1	12	22								EndGRN				
2	12	22								EndGRN				
3	12	22								EndGRN				
4	12	22								EndGRN				
5	12	22								EndGRN				
6	12	22								EndGRN				
7	12	22								EndGRN				
8	12	22								EndGRN				
9	12	22								EndGRN				
10	12	22								EndGRN				
11	12	22								EndGRN				
12	12	22								EndGRN				
13	12	22								EndGRN				
14	12	22								EndGRN				
15	12	22								EndGRN				
16	12	22								EndGRN				
17	12	22								EndGRN				
18	12	22								EndGRN				
19	12	22								EndGRN				
20	12	22								EndGRN				
21	12	22								EndGRN				
22	12	22								EndGRN				
23	12	22								EndGRN				
24	12	22								EndGRN				
25	0	0								BegGRN				
26	0	0								BegGRN				
27	0	0								BegGRN				
28	0	0								BegGRN				
29	0	0								BegGRN				
30	0	0								BegGRN				
31	0	0								BegGRN				
32	0	0								BegGRN				
33	0	0								BegGRN				
34	0	0								BegGRN				
35	0	0								BegGRN				
36	0	0								BegGRN				
37	0	0								BegGRN				
38	0	0								BegGRN				
39	0	0								BegGRN				
40	0	0								BegGRN				
41	0	0								BegGRN				
42	0	0								BegGRN				
43	0	0								BegGRN				
44	0	0								BegGRN				
45	0	0								BegGRN				
46	0	0								BegGRN				
47	0	0								BegGRN				
48	0	0								BegGRN				

Veh Par 1-64 [5.1]

Det #	Call Ø	Swi Ø	Dlay	Ext	Que	No Act	Max Pres	Err Cnt	Fail Time
1	2						45	50	2
2	2						45	50	2
3	6						45	50	2
4	6						45	50	2
5	3						45	50	2
6	3						45	50	2
7	4						45	50	2
8	4		4				45	50	2
9							45	50	2
10							45	50	2
11							45	50	2
12							45	50	2
13							45	50	2
14							45	50	2
15							45	50	2
16							45	50	2
17							45	50	2
18							45	50	2
19							45	50	
20							45	50	
21							45	50	
22							45	50	
23							45	50	
24							45	50	
25							45	50	
26							45	50	
27							45	50	
28							45	50	
29							45	50	
30							45	50	
31							45	50	
32							45	50	

Veh Par 1-64 [5.1]

Det #	Call Ø	Swi Ø	Dlay	Ext	Que	No Act	Max Pres	Err Cnt	Fail Time
33							45	50	
34							45	50	
35							45	50	
36							45	50	
37							45	50	
38							45	50	
39							45	50	
40							45	50	
41							45	50	
42							45	50	
43							45	50	
44							45	50	
45							45	50	
46							45	50	
47							45	50	
48							45	50	
49							45	50	
50							45	50	
51							45	50	
52							45	50	
53							45	50	
54							45	50	
55							45	50	
56							45	50	
57							45	50	
58							45	50	
59							45	50	
60							45	50	
61							45	50	
62							45	50	
63							45	50	
64							45	50	

Vehicle Options 1-64 [5.2]

Det #	Call	Ext	Que	Add Init	Red Lock	Yell Lock	occ	vol
1	1	1		1				
2	1	1		1				
3	1	1		1				
4	1	1		1				
5	1	1		1				
6	1	1		1				
7	1	1		1				
8	1	1		1				
9	1	1		1				
10	1	1		1				
11	1	1		1				
12	1	1		1				
13	1	1		1				
14	1	1		1				
15	1	1		1				
16	1	1		1				
17	1	1		1				
18	1	1		1				
19	1	1		1				
20	1	1		1				
21	1	1		1				
22	1	1		1				
23	1	1		1				
24	1	1		1				
25	1	1		1				
26	1	1		1				
27	1	1		1				
28	1	1		1				
29	1	1		1				
30	1	1		1				
31	1	1		1				
32	1	1		1				

Vehicle Options 1-64 [5.2]

Det #	Call	Ext	Que	Add AddIni	Red Lock	Yell Lock	occ	vol
33	1	1		1				
34	1	1		1				
35	1	1		1				
36	1	1		1				
37	1	1		1				
38	1	1		1				
39	1	1		1				
40	1	1		1				
41	1	1		1				
42	1	1		1				
43	1	1		1				
44	1	1		1				
45	1	1		1				
46	1	1		1				
47	1	1		1				
48	1	1		1				
49	1	1		1				
50	1	1		1				
51	1	1		1				
52	1	1		1				
53	1	1		1				
54	1	1		1				
55	1	1		1				
56	1	1		1				
57	1	1		1				
58	1	1		1				
59	1	1		1				
60	1	1		1				
61	1	1		1				
62	1	1		1				
63	1	1		1				
64	1	1		1				

Parameters+ 1-64 [5.3]

Det #	oc G	oc Y	oc R	Dlay 1	Dlay 2	Type	Src
1						NORM	
2						NORM	
3						NORM	
4						NORM	
5						NORM	
6						NORM	
7						NORM	
8						NORM	
9						NORM	
10						NORM	
11						NORM	
12						NORM	
13						NORM	
14						NORM	
15						NORM	
16						NORM	
17						NORM	
18						NORM	
19						NORM	
20						NORM	
21						NORM	
22						NORM	
23						NORM	
24						NORM	
25						NORM	
26						NORM	
27						NORM	
28						NORM	
29						NORM	
30						NORM	
31						NORM	
32						NORM	

Parameters+ 1-64 [5.3]

Det #	occ Gm	occ Yell	occ Red	Dlay 1	Dlay 2	Type	Src	Det #	occ Gm	occ Yell	occ Red	Dlay 1	Dlay 2	Type	Src	Det #	occ Gm	occ Yell	occ Red	Dlay 1	Dlay 2	Type	Src
33						NORM		44						NORM		55						NORM	
34						NORM		45						NORM		56						NORM	
35						NORM		46						NORM		57						NORM	
36						NORM		47						NORM		58						NORM	
37						NORM		48						NORM		59						NORM	
38						NORM		49						NORM		60						NORM	
39						NORM		50						NORM		61						NORM	
40						NORM		51						NORM		62						NORM	
41						NORM		52						NORM		63						NORM	
42						NORM		53						NORM		64						NORM	
43						NORM		54						NORM									

Ped Det Parms [5.4]

Det #	Call Ø	No Act	Max Pres	Err Cnt
1	2	0	15	0
2	4	0	15	0
3		0	15	0
4		0	15	0
5		0	15	0
6		0	15	0
7		0	15	0
8		0	15	0

Unit Paramters [1.2.1]

TS2 Det Faults	ON

Vol/Occ Report Parm [1.5.8]

Vol/Occ Period Minutes	0
Vol/Occ Period Minutes	15

Preemption Times [3.1], Options+ [3.6]

Pre #	Enable	Type	Output	Delay	MinDura
1	ON	RAIL	DWELL		
2	ON	RAIL	DWELL		
3	ON	EMERG	DWELL		
4	ON	EMERG	DWELL		
5	ON	EMERG	DWELL		
6	ON	EMERG	DWELL		

Pre #	MaxPres	MinGrn	MinWlk	PedClr	Co+Pre
1					ON
2					ON
3					ON
4					ON
5					ON
6					ON

Pre #	Track Grn	Min Dwell	Ext Dwell	PedClr	Yel
1		2			
2		2			
3		2			
4		2			
5		2			
6		2			

Pre #	Red	Pattern	Skip
1			OFF
2			OFF
3			OFF
4			OFF
5			OFF
6			OFF

Low Priority Preempts

Pre #	Type	Min	Max
7	OFF	0	0
8	OFF	0	0
9	OFF	0	0
10	OFF	0	0

Unit Parameters [1.2.1]

Stop Timer Over Preempt	OFF
Preempt or Ext Output	PRE
Max Seek Track Time	0
Max Seek Dwell Time	0

Channel Parameters [1.8.3]

D Conn Mappings	NONE
Pre Invert Rail Input	

Adv Timers [3.8]

enterYellowChange			
enterRedClr		trackRedClr	
trackYellowClr		AllRedB4Dwell	

Track Clear Phases [3.2], Track Clear Overlaps+ [3.5]

Pre #	Track Phases				Track Overlaps											
1																
2																
3																
4																
5																
6																

Dwell Phases [3.2] and Overlaps+ [3.5]

Pre #														
1	Phases													
	Overlaps													
	Peds													
2	Phases													
	Overlaps													
	Peds													
3	Phases													
	Overlaps													
	Peds													
4	Phases													
	Overlaps													
	Peds													
5	Phases													
	Overlaps													
	Peds													
6	Phases													
	Overlaps													
	Peds													

Exit Phases [3.2]

Pre #	Exit Phase			
1				
2				
3				
4				
5				
6				

Preemption 1, Options+ [3.6]

Pre #	Lock	Override Auto Flsh	Override Higher	Flsh Dwel	Link
1	ON	ON	ON	OFF	
2	ON	ON	ON	ON	
3	ON	ON	ON	OFF	
4	ON	ON	ON	OFF	
5	ON	ON	ON	OFF	
6	ON	ON	ON	OFF	

Init'l Dwell [3.9]

Phases									
Peds									
Overlap									

Alt# 1 Times Table [1.1.6.1]

Column#..... ->	1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

Alt# 2 Times Table [1.1.6.1]

Column#..... ->	1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

Alt# 3 Times Table [1.1.6.1]

Column#..... ->	1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

Alt# 1 Options Table [1.1.6.2]

Column # ->	1	2	3	4	5	6	7	8
Assign Ø								
Lock Calls	1	1	1	1	1	1	1	1
Soft Recall								
Dual Enrty								
Enabl SimGap	1	1	1	1	1	1	1	1
Gaur Passage								
Rest In Walk								
Cond Service								
Reservice								
Non-Act 1								
Red Rest								
Max2								
Ped Delay								
Conflicting Ø1								

Annual Schedule [4.3] Month of Year | Day of Week | Date

	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	Day Plan	Link To
1	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
2	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	
3	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3	
4																																																				1	
5																																																				1	
6																																																				1	
7																																																				1	
8																																																				1	
9																																																				1	
10																																																				1	
11																																																				1	
12																																																				1	
13																																																				1	
14																																																				1	
15																																																				1	
16																																																				1	
17																																																				1	
18																																																				1	
19																																																				1	
20																																																				1	
21																																																				1	
22																																																				1	
23																																																				1	
24																																																				1	

Day Plans [4.4]

	Day Plan 1				Day Plan 2				Day Plan 3			
	Hour	Min	Act		Hour	Min	Act		Hour	Min	Act	
1	0	0	25	9	0	0	25	9	0	0	25	9
2	10	30	2	10	7	0	1	10	10	30	2	10
3	15	30	25	11	15	0	2	11	15	30	25	11
4				12	20	0	25	12				12
5				13				13				13
6				14				14				14
7				15				15				15
8				16				16				16

	Day Plan 4				Day Plan 5				Day Plan 6			
	Hour	Min	Act		Hour	Min	Act		Hour	Min	Act	
1				9				9				9
2				10				10				10
3				11				11				11
4				12				12				12
5				13				13				13
6				14				14				14
7				15				15				15
8				16				16				16

	Day Plan 7				Day Plan 8				Day Plan 9			
	Hour	Min	Act		Hour	Min	Act		Hour	Min	Act	
1				9				9				9
2				10				10				10
3				11				11				11
4				12				12				12
5				13				13				13
6				14				14				14
7				15				15				15
8				16				16				16

	Day Plan 10				Day Plan 11				Day Plan 12			
	Hour	Min	Act		Hour	Min	Act		Hour	Min	Act	
1				9				9				9
2				10				10				10
3				11				11				11
4				12				12				12
5				13				13				13
6				14				14				14
7				15				15				15
8				16				16				16

	Day Plan 13				Day Plan 14				Day Plan 15			
	Hour	Min	Act		Hour	Min	Act		Hour	Min	Act	
1				9				9				9
2				10				10				10
3				11				11				11
4				12				12				12
5				13				13				13
6				14				14				14
7				15				15				15
8				16				16				16

Action Table [4.5]

Act#	Pat#	A1	A2	A3	S1	S2	S3	S4	S5	S6	S7	S8
1	1											
2	2											
3	3											
4	4											
5	5											
6	6											
7	7											
8	8											
9	9											
10	10											
11	11											
12	12											
13	13											
14	14											
15	15											
16	16											
17	17											
18	18											
19	19											
20	20											
21	21											
22	22											
23	23											
24	24											
25												
26												
27												
28												
29												
30												
31												
32												
33												
34												
35												
36												
37												
38												
39												
40												
48												
98												
99												
100	255											

Coord Alternate Tables - Pat+ [2.6]

Pat#	ØOpt	ØTime	DetG	CIR	CIC	CNA1	Overlap Off 1	2	3	4	5	6	7	8	Dia	Max2
1															DFT	
2															DFT	
3															DFT	
4															DFT	
5															DFT	
6															DFT	
7															DFT	
8															DFT	
9															DFT	
10															DFT	
11															DFT	
12															DFT	
13															DFT	
14															DFT	
15															DFT	
16															DFT	
17															DFT	
18															DFT	
19															DFT	
20															DFT	
21															DFT	
22															DFT	
23															DFT	
24															DFT	
25															DFT	
26															DFT	
27															DFT	
28															DFT	
29															DFT	
30															DFT	
31															DFT	
32															DFT	
33															DFT	
34															DFT	
35															DFT	
36															DFT	
37															DFT	
38															DFT	
39															DFT	
40															DFT	
41															DFT	
42															DFT	
43															DFT	
44															DFT	
45															DFT	
46															DFT	
47															DFT	
48															DFT	

C1-USER IO Map [1.8.9.1 In]

I1-1	1	Veh Call 1
I1-2	2	Veh Call 2
I1-3	3	Veh Call 3
I1-4	4	Veh Call 4
I1-5	5	Veh Call 5
I1-6	6	Veh Call 6
I1-7	7	Veh Call 7
I1-8	8	Veh Call 8
I2-1	189	Unused
I2-2	189	Unused
I2-3	129	Ped Call 1
I2-4	130	Ped Call 2
I2-5	189	Unused
I2-6	189	Unused
I2-7	189	Unused
I2-8	189	Unused
I3-1	189	Unused
I3-2	189	Unused
I3-3	189	Unused
I3-4	189	Unused
I3-5	189	Unused
I3-6	189	Unused
I3-7	189	Unused
I3-8	189	Unused
I4-1	C11S Connector	
I4-2		
I4-3		
I4-4		
I4-5	189	Unused
I4-6	189	Unused
I4-7	229	33xCMUStop
I4-8	228	33xFlashSns
I5-1	189	Unused
I5-2	189	Unused
I5-3	189	Unused
I5-4	189	Unused
I5-5	189	Unused
I5-6	189	Unused
I5-7	189	Unused
I5-8	189	Unused
I6-1	189	Unused
I6-2	189	Unused
I6-3	189	Unused
I6-4	189	Unused
I6-5	189	Unused
I6-6	189	Unused
I6-7	189	Unused
I6-8	189	Unused

C1-USER IO Map [1.8.9.2 Out]

O1-1	1	Ch1 Red
O1-2	49	Ch1 Green
O1-3	2	Ch2 Red
O1-4	26	Ch2 Yellow
O1-5	50	Ch2 Green
O1-6	3	Ch3 Red
O1-7	27	Ch3 Yellow
O1-8	51	Ch3 Green
O2-1	4	Ch4 Red
O2-2	52	Ch4 Green
O2-3	5	Ch5 Red
O2-4	29	Ch5 Yellow
O2-5	53	Ch5 Green
O2-6	6	Ch6 Red
O2-7	30	Ch6 Yellow
O2-8	54	Ch6 Green
O3-1	7	Ch7 Red
O3-2	55	Ch7 Green
O3-3	8	Ch8 Red
O3-4	32	Ch8 Yellow
O3-5	56	Ch8 Green
O3-6	9	Ch9 Red
O3-7	33	Ch9 Yellow
O3-8	57	Ch9 Green
O4-1	10	Ch10 Red
O4-2	58	Ch10 Green
O4-3	11	Ch11 Red
O4-4	35	Ch11 Yellow
O4-5	59	Ch11 Green
O4-6	12	Ch12 Red
O4-7	36	Ch12 Yellow
O4-8	60	Ch12 Green
O5-1	28	Ch4 Yellow
O5-2	34	Ch10 Yellow
O5-3	25	Ch1 Yellow
O5-4	31	Ch7 Yellow
O5-5	115	Not Used
O5-6	115	Not Used
O5-7	115	Not Used
O5-8	114	Watchdog
O6-1	115	Not Used
O6-2	115	Not Used
O6-3	13	Ch13 Red
O6-4	37	Ch13 Yellow
O6-5	61	Ch13 Green
O6-6	14	Ch14 Red
O6-7	38	Ch14 Yellow
O6-8	62	Ch14 Green

C1-USER IO Map [1.8.9.2 Out]

O7-1	115	Not Used
O7-2	115	Not Used
O7-3	115	Not Used
O7-4	115	Not Used
O7-5	115	Not Used
O7-6	115	Not Used
O7-7	115	Not Used
O7-8	115	Not Used

C11S-USER IO Map [1.8.9.1 In]

I4-1	189	Unused
I4-2	189	Unused
I4-3	189	Unused
I4-4	189	Unused
I7-1	189	Unused
I7-2	189	Unused
I7-3	189	Unused
I7-4	189	Unused
I7-5	189	Unused
I7-6	189	Unused
I7-7	189	Unused
I7-8	189	Unused
I8-1	189	Unused
I8-2	189	Unused
I8-3	189	Unused
I8-4	189	Unused
I8-5	189	Unused
I8-6	189	Unused
I8-7	189	Unused
I8-8	189	Unused

C11S-USER IO Map [1.8.9.2 Out]

O8-1	115	Not Used
O8-2	115	Not Used
O8-3	115	Not Used
O8-4	115	Not Used
O8-5	115	Not Used
O8-6	115	Not Used
O8-7	115	Not Used
O8-8	115	Not Used

IO Logic [1.8.7]

	Result			Fcn	Oper		Fcn	Oper		Fcn	Timer	
1	0	=	1	0	—	1	0	—	1	0	DLY	0
1	0	=	1	0	—	1	0	—	1	0	DLY	0
1	0	=	1	0	—	1	0	—	1	0	DLY	0
1	0	=	1	0	—	1	0	—	1	0	DLY	0
1	0	=	1	0	—	1	0	—	1	0	DLY	0
1	0	=	1	0	—	1	0	—	1	0	DLY	0
1	0	=	1	0	—	1	0	—	1	0	DLY	0
1	0	=	1	0	—	1	0	—	1	0	DLY	0
1	0	=	1	0	—	1	0	—	1	0	DLY	0
1	0	=	1	0	—	1	0	—	1	0	DLY	0

Security Access Levels [8.2]

1	SWLOAD	22	NONE	43	NONE
2	SECURE	23	NONE	44	NONE
3	NONE	24	NONE	45	NONE
4	NONE	25	NONE	46	NONE
5	NONE	26	NONE	47	NONE
6	NONE	27	NONE	48	NONE
7	NONE	28	NONE	49	NONE
8	NONE	29	NONE	50	NONE
9	NONE	30	NONE	51	NONE
10	NONE	31	NONE	52	NONE
11	NONE	32	NONE	53	NONE
12	NONE	33	NONE	54	NONE
13	NONE	34	NONE	55	NONE
14	NONE	35	NONE	56	NONE
15	NONE	36	NONE	57	NONE
16	NONE	37	NONE	58	NONE
17	NONE	38	NONE	59	NONE
18	NONE	39	NONE	60	NONE
19	NONE	40	NONE	61	NONE
20	NONE	41	NONE	62	NONE
21	NONE	42	NONE	63	NONE
				64	NONE

Com Parameters [6.1]

Station ID	3153
Group ID	
Master ID	0
Backup Time	900

SysUp Modem [6.1]

Enable Modem	OFF
Idle Time	15
Dial Time	5
Tel:	0,0-000-000-0000
Alt:	0,0-000-000-0000

2070 Port Parms [6.2]

Port	Baud Rate	FCM
SP1	19200	6
SP2	19200	6
SP3	19200	6
SP4	38400	6
SP5	1200	
SP6	1200	
SP7	1200	
SP8	1200	

2070 IP 1 Addressing [6.5]

	Addressing			
Addr				
Mask				
Brdcst				
GtWay				
Port				

2070 IP 2 Addressing [6.5]

	Addressing			
Addr				
Mask				
Brdcst				
GtWay				
Port				

2070 Port Binding Ports [6.6]

	Port	Echo	Mode
ASYNC1	SP1	NONE	
ASYNC2	SP2	NONE	
ASYNC3	SP3	NONE	
ASYNC4	SP4	NONE	
SYNC1	SP5S		
SYNC2	OFF		

2070 Port Binding Functions [6.6]

Function	Channel	Function	Channel
TS2/CVM	NONE	SYSUp	ASYNC2
CMU/MMU	NONE	SYSDown	ASYNC1
Opticom	NONE	Shell	NONE
Loop Det.	NONE		
GPS	NONE		

#	Event / Alarm	Ev	Alr
1	Power Up Alarm.	1	1
2	Stop Timing	1	1
3	TS1 Cabinet Door		
4	Coordination Failure	1	1
5	External Alarm # 1	1	1
6	External Alarm # 2	1	1
7	External Alarm # 3		
8	External Alarm # 4		
9	Closed Loop Disabled	1	
10	External Alarm # 5		
11	External Alarm # 6		
12	Manual Control Enable	1	1
13	Coord Free Input		
14	Local Flash Input	1	1
15	MMU Flash		
16	CMU Flash		
17	Cycle Fault	1	
18	Cycle Failure	1	
19	Coordination Fault	1	
20	Controller Fault	1	1
21	Detector SDLC Failure		
22	MMU SDLC Failure		
23	Critical SDLC Failure		
24	Reserved		
25	EEPROM CRC Fault	1	1
26	Detector Diagnostic Failur		
27	BIU Detector Failure	1	1
28	Queue detector alarm	1	
29	Ped Detector Fault	1	
30	Coord Diagnostic Fault		
41	TempAlert Probe Ch. A		
42	TempAlert Probe Ch. B		
47	Coord Active		
48	Preempt Active	1	
49	Preempt 1 Input	1	
50	Preempt 2 Input	1	
51	Preempt 3 Input	1	
52	Preempt 4 Input	1	
53	Preempt 5 Input	1	
54	Preempt 6 Input	1	
55	Preempt 7 Input	1	
56	Preempt 8 Input	1	
57	Preempt 9 Input	1	
58	Preempt 10 Input	1	
61	In Transition	1	
81	FIO Status Alarm		

Call Phases[1.1.5]

Ø	Phases Called By Ø			
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
16				

Redirect Phases[1.1.5]

	From	To	From	To	From	To	From	To
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								

Inhibit Phases[1.1.5]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1																
2																
3																
4																
5																
6																
7																
8																
9																
10																
11																
12																
13																
14																
15																
16																

Alt Call & Redirect # 1 [1.1.6.3]

Col	Ø	Phases Called By Ø						From	To	From	To	From	To	From	To
1							1								
2							2								
3							3								
4							4								
5							5								
6							6								
7							7								
8							8								

Alt Inhibit Phases # 1 [1.1.6.3]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1																
2																
3																
4																
5																
6																
7																
8																

Alt Call & Redirect # 2 [1.1.6.3]

Col	Ø	Phases Called By Ø						From	To	From	To	From	To	From	To
1							1								
2							2								
3							3								
4							4								
5							5								
6							6								
7							7								
8							8								

Alt Inhibit Phases # 2 [1.1.6.3]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1																
2																
3																
4																
5																
6																
7																
8																

Coord, CIC Plans [2.3]

CIC	CoØ	Grow	1	2	3	4	5	6	7	8
1	OFF									
2	OFF									
3	OFF									
4	OFF									

Auto Flash Phase/Olap Settings [1.4.2]

Yel Ø	
Yel (olaps)	

Unit Parameters [1.2.1]

Allow Skip Yellow	OFF	Max Cycle Time	0
TOD Dim Enable	OFF	Cycle Fault Action	ALARM
Tone Disable	OFF		
Diamond Mode	4Ph		
Backup Time (s)	900		
Disable Init Ped	OFF		
Cycle Fault Action	ALARM		
Enable Run Timer	ON		

Advanced Warning [1,1,9]

	Phase	Time
Aux Out 1	0	0
Aux Out 2	0	0

STD8

Phase Times [1.1.1]

Times [1.1.1]	1	2	3	4	5	6	7	8
Min Green	6	20	6	4		20		
Gap, Ext	2	4	2	2		4		
Max 1	12	36	33	22		36		
Max 2								
Yel Clearance	3.5	3.5	3.5	3.5		3.5		
Red Clearance	1.5	1.5	1.5	1.5		1.5		
Walk		12		7				
Ped Clearance		14		14				
Red Revert								
Add Initial								
Max Initial								
Time B4 Reduct								
Cars B4 Reduct								
Time To Reduce								
Reduce By								
Min Gap								
DyMaxLim								
Max Step								
Options [1.1.2]	1	2	3	4	5	6	7	8
Enable	1	1	1	1		1		
Min Recall								
Max Recall								
Ped Recall								
Soft Recall		1				1		
Lock Calls								
Auto Flash Entry								
Auto Flash Exit								
Dual Entry		1				1		
Enable Simul Gap	1	1	1	1	1	1	1	1
Gaurantee Passage								
Rest In Walk								
Conditon Service								
Non-Actuated 1								
Non-Actuated 2								
Add Init Calc								
Options+ [1.1.3]	1	2	3	4	5	6	7	8
Reservice								
PedClr Thru Yel								
Skip Red No Call								
Red Rest								
Max II								
Conflicting Phase								
Red Rest On Gap								
Omit Yellow								
Ped Delay								
Grn/Ped Delay		12						

Coordination Patterns [2.4] and Coordination Split Tables [2.7.1]

Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq	Pat#	Cyc	Off	Split	Seq
1	100	66	1	1	13	0	0	13	1	25	0	0		1	37	0	0		1
2	100	84	2	1	14	0	0	14	1	26	0	0		1	38	0	0		1
3	0	0	3	1	15	0	0	15	1	27	0	0		1	39	0	0		1
4	0	0	4	1	16	0	0	16	1	28	0	0		1	40	0	0		1
5	0	0	5	1	17	0	0	17	1	29	0	0		1	41	0	0		1
6	0	0	6	1	18	0	0	18	1	30	0	0		1	42	0	0		1
7	0	0	7	1	19	0	0	19	1	31	0	0		1	43	0	0		1
8	0	0	8	1	20	0	0	20	1	32	0	0		1	44	0	0		1
9	0	0	9	1	21	0	0	21	1	33	0	0		1	45	0	0		1
10	0	0	10	1	22	0	0	22	1	34	0	0		1	46	0	0		1
11	0	0	11	1	23	0	0	23	1	35	0	0		1	47	0	0		1
12	0	0	12	1	24	0	0	24	1	36	0	0		1	48	0	0		1

Split		1	2	3	4	5	6	7	8	Split		1	2	3	4	5	6	7	8
1	Coord 2	17	38 MAX	23	22	0	55 MAX	23	22	13	Coord	0	0	0	0	0	0	0	0
2	Coord 2	17	32 MAX	36	15	0	49 MAX	36	15	14	Coord	0	0	0	0	0	0	0	0
3	Coord	0	0	0	0	0	0	0	0	15	Coord	0	0	0	0	0	0	0	0
4	Coord	0	0	0	0	0	0	0	0	16	Coord	0	0	0	0	0	0	0	0
5	Coord	0	0	0	0	0	0	0	0	17	Coord	0	0	0	0	0	0	0	0
6	Coord	0	0	0	0	0	0	0	0	18	Coord	0	0	0	0	0	0	0	0
7	Coord	0	0	0	0	0	0	0	0	19	Coord	0	0	0	0	0	0	0	0
8	Coord	0	0	0	0	0	0	0	0	20	Coord	0	0	0	0	0	0	0	0
9	Coord	0	0	0	0	0	0	0	0	21	Coord	0	0	0	0	0	0	0	0
10	Coord	0	0	0	0	0	0	0	0	22	Coord	0	0	0	0	0	0	0	0
11	Coord	0	0	0	0	0	0	0	0	23	Coord	0	0	0	0	0	0	0	0
12	Coord	0	0	0	0	0	0	0	0	24	Coord	0	0	0	0	0	0	0	0

Page#	
1	8 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode; Unit Param
1A&1B	16 Phase Times/Options; Patterns/Splits; Ring Startup; Coord/Flash Mode; Unit Param
2	Overlaps; Channel Settings; Coord Alt Table+ (values not associated with time-of-day)
3	Detection; Sample Time and Unit Parameters related to detection
4	Preemption and Alternate Phase Time and Phase Options
5	Annual Schedule
6	Day Plans; Action Tables; Coord Alt Table+ (values varied by time-of-day)
7	Communications; Secutiry; I/O Setup
8	Misc - Events/Alarms; Call/Inhibit/Redirect; P/OLAP Auto Flash; CIC; Misc Unit Param

Ring/Startup [1.1.4]

Phs	Ring	Start	Enable
1	1	RED	1
2	1	RED	1
3	1	RED	1
4	1	RED	1
5	2	RED	0
6	2	RED	1
7	2	RED	0
8	2	RED	0

Coord Modes [2.1]

Test OpMode	0
Correction	SHRT/LNG
Maximum	MAX 1
Force-Off	FLOAT
Closed Loop	ON
Stop-in-Walk	ON
Auto Reset	ON
Expand Splt	OFF
Ped Recycle	NO_RECYCLE
Before	TIMED
After	TIMED

Auto Flash [1.4.1]

Auto Flash	CHANNEL
Flash Yel	4.5
Flash Red	2

Unit Params [1.2.1]

Phase Mode	STD8
IO Mode	USER
Loc Flsh Start	RED
Start Flash(s)	0
Start AllRed(s)	6
Yellow < 3"	OFF
Display Time	20
Red Revert	3
MCE Timeout	0
Feature Profile	0
Free Ring Seq	1
Auxswitch	STOPTM
SDLC Retry	0
TS2 Det Faults	ON
Auto Ped Clear	OFF
SDLC Retry	0

Overlap 1-16 Program Parms & Parm+ [1.5.2.1] [1.5.2.2]

Overlap Conflict Lock	OFF	Overlap Lock Inhibit	OFF	Parent Ph Clearance	ON	Extra Included Ph	ON

1	Included Ø	1	3							NORMAL		9	Included Ø											NORMAL	
	Modifier Ø									Grn			Modifier Ø											Grn	
	Conflict Ø									Yel	3.5		Conflict Ø											Yel	3.5
A	Conflict Olap									Red	1.5	I	Conflict Olap											Red	1.5
	Conflict Ped									LG			Conflict Ped											LG	
2	Included Ø	3								NORMAL		10	Included Ø											NORMAL	
	Modifier Ø									Grn			Modifier Ø											Grn	
	Conflict Ø									Yel	3.5		Conflict Ø											Yel	3.5
B	Conflict Olap									Red	1.5	J	Conflict Olap											Red	1.5
	Conflict Ped									LG			Conflict Ped											LG	
3	Included Ø									NORMAL		11	Included Ø											NORMAL	
	Modifier Ø									Grn			Modifier Ø											Grn	
	Conflict Ø									Yel	3.5		Conflict Ø											Yel	3.5
C	Conflict Olap									Red	1.5	K	Conflict Olap											Red	1.5
	Conflict Ped									LG			Conflict Ped											LG	
4	Included Ø									NORMAL		12	Included Ø											NORMAL	
	Modifier Ø									Grn			Modifier Ø											Grn	
	Conflict Ø									Yel	3.5		Conflict Ø											Yel	3.5
D	Conflict Olap									Red	1.5	L	Conflict Olap											Red	1.5
	Conflict Ped									LG			Conflict Ped											LG	
5	Included Ø									NORMAL		13	Included Ø											NORMAL	
	Modifier Ø									Grn			Modifier Ø											Grn	
	Conflict Ø									Yel	3.5		Conflict Ø											Yel	3.5
E	Conflict Olap									Red	1.5	M	Conflict Olap											Red	1.5
	Conflict Ped									LG			Conflict Ped											LG	
6	Included Ø									NORMAL		14	Included Ø											NORMAL	
	Modifier Ø									Grn			Modifier Ø											Grn	
	Conflict Ø									Yel	3.5		Conflict Ø											Yel	3.5
F	Conflict Olap									Red	1.5	N	Conflict Olap											Red	1.5
	Conflict Ped									LG			Conflict Ped											LG	
7	Included Ø									NORMAL		15	Included Ø											NORMAL	
	Modifier Ø									Grn			Modifier Ø											Grn	
	Conflict Ø									Yel	3.5		Conflict Ø											Yel	3.5
G	Conflict Olap									Red	1.5	O	Conflict Olap											Red	1.5
	Conflict Ped									LG			Conflict Ped											LG	
8	Included Ø									NORMAL		16	Included Ø											NORMAL	
	Modifier Ø									Grn			Modifier Ø											Grn	
	Conflict Ø									Yel	3.5		Conflict Ø											Yel	3.5
H	Conflict Olap									Red	1.5	P	Conflict Olap											Red	1.5
	Conflict Ped									LG			Conflict Ped											LG	

Channel Settings [1.8.1]

.....Channel ->>	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Phase / Olap #	2	6		2		4	3	1	1			2	4											
Channel Type	VEH	VEH	VEH	OLP	VEH	VEH	VEH	VEH	OLP	VEH	VEH	PED	PED	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH
Channel Flash	RED	RED	RED	DRK	RED	RED	RED	DRK	RED	RED	RED	DRK	DRK	RED	RED	RED	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Alt Hz																								

Channel+ Settings [1.8.4]

.....Channel ->>	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Flash Red+																								
Flash Yellow+																								
Flash Green+																								
Flash Inh Red+																								

Channel Params[1.8.3]	C1 IO Mode	USER	Single BIU Map	SINGLE	Invert Rail Input	OFF	Olap Ovrd

Coord Transition, CoorPhs [2.5]

Pat#	Short	Long	Dwell	No Shortway Ø				E-Yld	Offset	RetHld	Float	Min Veh Perm	Min Ped Perm
1	12	22							EndGRN				
2	12	22		4					EndGRN				
3	12	22							EndGRN				
4	12	22							EndGRN				
5	12	22							EndGRN				
6	12	22							EndGRN				
7	12	22							EndGRN				
8	12	22							EndGRN				
9	12	22							EndGRN				
10	12	22							EndGRN				
11	12	22							EndGRN				
12	12	22							EndGRN				
13	12	22							EndGRN				
14	12	22							EndGRN				
15	12	22							EndGRN				
16	12	22							EndGRN				
17	12	22							EndGRN				
18	12	22							EndGRN				
19	12	22							EndGRN				
20	12	22							EndGRN				
21	12	22							EndGRN				
22	12	22							EndGRN				
23	12	22							EndGRN				
24	12	22							EndGRN				
25	0	0							BegGRN				
26	0	0							BegGRN				
27	0	0							BegGRN				
28	0	0							BegGRN				
29	0	0							BegGRN				
30	0	0							BegGRN				
31	0	0							BegGRN				
32	0	0							BegGRN				
33	0	0							BegGRN				
34	0	0							BegGRN				
35	0	0							BegGRN				
36	0	0							BegGRN				
37	0	0							BegGRN				
38	0	0							BegGRN				
39	0	0							BegGRN				
40	0	0							BegGRN				
41	0	0							BegGRN				
42	0	0							BegGRN				
43	0	0							BegGRN				
44	0	0							BegGRN				
45	0	0							BegGRN				
46	0	0							BegGRN				
47	0	0							BegGRN				
48	0	0							BegGRN				

Veh Par 1-64 [5.1]

Det #	Call Ø	Swi Ø	Dlay	Ext	Que	No Act	Max Pres	Err Cnt	Fail Time
1	1		2				45	50	2
2	6						45	50	2
3	6						45	50	2
4	2						45	50	2
5	2						45	50	2
6	3		2				45	50	2
7	3						45	50	2
8	3						45	50	2
9	4						45	50	2
10	2						45	50	2
11							45	50	2
12							45	50	2
13							45	50	2
14							45	50	2
15							45	50	2
16							45	50	2
17							45	50	2
18							45	50	2
19							45	50	
20							45	50	
21							45	50	
22							45	50	
23							45	50	
24							45	50	
25							45	50	
26							45	50	
27							45	50	
28							45	50	
29							45	50	
30							45	50	
31							45	50	
32							45	50	

Veh Par 1-64 [5.1]

Det #	Call Ø	Swi Ø	Dlay	Ext	Que	No Act	Max Pres	Err Cnt	Fail Time
33							45	50	
34							45	50	
35							45	50	
36							45	50	
37							45	50	
38							45	50	
39							45	50	
40							45	50	
41							45	50	
42							45	50	
43							45	50	
44							45	50	
45							45	50	
46							45	50	
47							45	50	
48							45	50	
49							45	50	
50							45	50	
51							45	50	
52							45	50	
53							45	50	
54							45	50	
55							45	50	
56							45	50	
57							45	50	
58							45	50	
59							45	50	
60							45	50	
61							45	50	
62							45	50	
63							45	50	
64							45	50	

Vehicle Options 1-64 [5.2]

Det #	Call	Ext	Que	Add Init	Red Lock	Yell Lock	occ	vol
1	1	1		1				
2	1	1		1				
3	1	1		1				
4	1	1		1				
5	1	1		1				
6	1	1		1				
7	1	1		1				
8	1	1		1				
9	1	1		1				
10	1	1		1				
11	1	1		1				
12	1	1		1				
13	1	1		1				
14	1	1		1				
15	1	1		1				
16	1	1		1				
17	1	1		1				
18	1	1		1				
19	1	1		1				
20	1	1		1				
21	1	1		1				
22	1	1		1				
23	1	1		1				
24	1	1		1				
25	1	1		1				
26	1	1		1				
27	1	1		1				
28	1	1		1				
29	1	1		1				
30	1	1		1				
31	1	1		1				
32	1	1		1				

Vehicle Options 1-64 [5.2]

Det #	Call	Ext	Que	Add AddIni	Red Lock	Yell Lock	occ	vol
33	1	1		1				
34	1	1		1				
35	1	1		1				
36	1	1		1				
37	1	1		1				
38	1	1		1				
39	1	1		1				
40	1	1		1				
41	1	1		1				
42	1	1		1				
43	1	1		1				
44	1	1		1				
45	1	1		1				
46	1	1		1				
47	1	1		1				
48	1	1		1				
49	1	1		1				
50	1	1		1				
51	1	1		1				
52	1	1		1				
53	1	1		1				
54	1	1		1				
55	1	1		1				
56	1	1		1				
57	1	1		1				
58	1	1		1				
59	1	1		1				
60	1	1		1				
61	1	1		1				
62	1	1		1				
63	1	1		1				
64	1	1		1				

Parameters+ 1-64 [5.3]

Det #	oc G	oc Y	oc R	Dlay 1	Dlay 2	Type	Src
1						NORM	
2						NORM	
3						NORM	
4						NORM	
5						NORM	
6						NORM	
7						NORM	
8						NORM	
9						NORM	
10						NORM	
11						NORM	
12						NORM	
13						NORM	
14						NORM	
15						NORM	
16						NORM	
17						NORM	
18						NORM	
19						NORM	
20						NORM	
21						NORM	
22						NORM	
23						NORM	
24						NORM	
25						NORM	
26						NORM	
27						NORM	
28						NORM	
29						NORM	
30						NORM	
31						NORM	
32						NORM	

Parameters+ 1-64 [5.3]

Det #	occ Grn	occ Yell	occ Red	Dlay 1	Dlay 2	Type	Src	Det #	occ Grn	occ Yell	occ Red	Dlay 1	Dlay 2	Type	Src	Det #	occ Grn	occ Yell	occ Red	Dlay 1	Dlay 2	Type	Src
33						NORM		44						NORM		55						NORM	
34						NORM		45						NORM		56						NORM	
35						NORM		46						NORM		57						NORM	
36						NORM		47						NORM		58						NORM	
37						NORM		48						NORM		59						NORM	
38						NORM		49						NORM		60						NORM	
39						NORM		50						NORM		61						NORM	
40						NORM		51						NORM		62						NORM	
41						NORM		52						NORM		63						NORM	
42						NORM		53						NORM		64						NORM	
43						NORM		54						NORM									

Ped Det Parms [5.4]

Det #	Call Ø	No Act	Max Pres	Err Cnt
1	4	0	15	0
2	2	0	15	0
3		0	15	0
4		0	15	0
5		0	15	0
6		0	15	0
7		0	15	0
8		0	15	0

Unit Paramters [1.2.1]

TS2 Det Faults	ON

Vol/Occ Report Parm [1.5.8]

Vol/Occ Period Minutes	0
Vol/Occ Period Minutes	15

Preemption Times [3.1], Options+ [3.6]

Pre #	Enable	Type	Output	Delay	MinDura
1	ON	RAIL	DWELL		
2	ON	RAIL	DWELL		
3	ON	EMERG	DWELL		
4	ON	EMERG	DWELL		
5	ON	EMERG	DWELL		
6	ON	EMERG	DWELL		

Pre #	MaxPres	MinGrn	MinWlk	PedClr	Co+Pre
1					ON
2					ON
3					ON
4					ON
5					ON
6					ON

Pre #	Track Grn	Min Dwell	Ext Dwell	PedClr	Yel
1		2			
2		2			
3		2			
4		2			
5		2			
6		2			

Pre #	Red	Pattern	Skip
1			OFF
2			OFF
3			OFF
4			OFF
5			OFF
6			OFF

Low Priority Preempts

Pre #	Type	Min	Max		
7	OFF	0	0		
8	OFF	0	0		
9	OFF	0	0		
10	OFF	0	0		

Unit Parameters [1.2.1]

Stop Timer Over Preempt	OFF
Preempt or Ext Output	PRE
Max Seek Track Time	0
Max Seek Dwell Time	0

Channel Parameters [1.8.3]

D Conn Mappings	NONE
Pre Invert Rail Input	

Adv Timers [3.8]

enterYellowChange			
enterRedClr		trackRedClr	
trackYellowClr		AllRedB4Dwell	

Track Clear Phases [3.2], Track Clear Overlaps+ [3.5]

Pre #	Track Phases				Track Overlaps											
1																
2																
3																
4																
5																
6																

Dwell Phases [3.2] and Overlaps+ [3.5]

Pre #														
1	Phases													
	Overlaps													
	Peds													
2	Phases													
	Overlaps													
	Peds													
3	Phases													
	Overlaps													
	Peds													
4	Phases													
	Overlaps													
	Peds													
5	Phases													
	Overlaps													
	Peds													
6	Phases													
	Overlaps													
	Peds													

Exit Phases [3.2]

Pre #	Exit Phase			
1				
2				
3				
4				
5				
6				

Preemption 1, Options+ [3.6]

Pre #	Lock	Override Auto Flsh	Override Higher	Flsh Dwel	Link
1	ON	ON	ON	OFF	
2	ON	ON	ON	ON	
3	ON	ON	ON	OFF	
4	ON	ON	ON	OFF	
5	ON	ON	ON	OFF	
6	ON	ON	ON	OFF	

Init'l Dwell [3.9]

Phases								
Peds								
Overlap								

Alt# 1 Times Table [1.1.6.1]

Column#..... ->	1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

Alt# 2 Times Table [1.1.6.1]

Column#..... ->	1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

Alt# 3 Times Table [1.1.6.1]

Column#..... ->	1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

Alt# 1 Options Table [1.1.6.2]

Column # ->	1	2	3	4	5	6	7	8
Assign Ø								
Lock Calls	1	1	1	1	1	1	1	1
Soft Recall								
Dual Entry								
Enabl SimGap	1	1	1	1	1	1	1	1
Gaur Passage								
Rest In Walk								
Cond Service								
Reservice								
Non-Act 1								
Red Rest								
Max2								
Ped Delay								
Conflicting Ø1								

Annual Schedule [4.3] Month of Year | Day of Week | Date

	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	Day Plan	Link To
1	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
2	1	1	1	1	1	1	1	1	1	1	1	1		1	1	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2	
3	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3	
4																																																				1	
5																																																				1	
6																																																				1	
7																																																				1	
8																																																				1	
9																																																				1	
10																																																				1	
11																																																				1	
12																																																				1	
13																																																				1	
14																																																				1	
15																																																				1	
16																																																				1	
17																																																				1	
18																																																				1	
19																																																				1	
20																																																				1	
21																																																				1	
22																																																				1	
23																																																				1	
24																																																				1	

Day Plans [4.4]

	Day Plan 1				Day Plan 2				Day Plan 3			
	Hour	Min	Act		Hour	Min	Act		Hour	Min	Act	
1	0	0	25	9	0	0	25	9	0	0	25	9
2	10	30	2	10	7	0	1	10	10	30	2	10
3	15	30	25	11	15	0	2	11	15	30	25	11
4				12	20	0	25	12				12
5				13				13				13
6				14				14				14
7				15				15				15
8				16				16				16

	Day Plan 4				Day Plan 5				Day Plan 6			
	Hour	Min	Act		Hour	Min	Act		Hour	Min	Act	
1				9				9				9
2				10				10				10
3				11				11				11
4				12				12				12
5				13				13				13
6				14				14				14
7				15				15				15
8				16				16				16

	Day Plan 7				Day Plan 8				Day Plan 9			
	Hour	Min	Act		Hour	Min	Act		Hour	Min	Act	
1				9				9				9
2				10				10				10
3				11				11				11
4				12				12				12
5				13				13				13
6				14				14				14
7				15				15				15
8				16				16				16

	Day Plan 10				Day Plan 11				Day Plan 12			
	Hour	Min	Act		Hour	Min	Act		Hour	Min	Act	
1				9				9				9
2				10				10				10
3				11				11				11
4				12				12				12
5				13				13				13
6				14				14				14
7				15				15				15
8				16				16				16

	Day Plan 13				Day Plan 14				Day Plan 15			
	Hour	Min	Act		Hour	Min	Act		Hour	Min	Act	
1				9				9				9
2				10				10				10
3				11				11				11
4				12				12				12
5				13				13				13
6				14				14				14
7				15				15				15
8				16				16				16

Action Table [4.5]

Act#	Pat#	A1	A2	A3	S1	S2	S3	S4	S5	S6	S7	S8
1	1											
2	2											
3	3											
4	4											
5	5											
6	6											
7	7											
8	8											
9	9											
10	10											
11	11											
12	12											
13	13											
14	14											
15	15											
16	16											
17	17											
18	18											
19	19											
20	20											
21	21											
22	22											
23	23											
24	24											
25												
26												
27												
28												
29												
30												
31												
32												
33												
34												
35												
36												
37												
38												
39												
40												
48												
98												
99												
100	255											

Coord Alternate Tables - Pat+ [2.6]

Pat#	ØOpt	ØTime	DetG	CIR	CIC	CNA1	Overlap Off 1	2	3	4	5	6	7	8	Dia	Max2
1															DFT	
2															DFT	
3															DFT	
4															DFT	
5															DFT	
6															DFT	
7															DFT	
8															DFT	
9															DFT	
10															DFT	
11															DFT	
12															DFT	
13															DFT	
14															DFT	
15															DFT	
16															DFT	
17															DFT	
18															DFT	
19															DFT	
20															DFT	
21															DFT	
22															DFT	
23															DFT	
24															DFT	
25															DFT	
26															DFT	
27															DFT	
28															DFT	
29															DFT	
30															DFT	
31															DFT	
32															DFT	
33															DFT	
34															DFT	
35															DFT	
36															DFT	
37															DFT	
38															DFT	
39															DFT	
40															DFT	
41															DFT	
42															DFT	
43															DFT	
44															DFT	
45															DFT	
46															DFT	
47															DFT	
48															DFT	

C1-USER IO Map [1.8.9.1 In]

I1-1	1	Veh Call 1
I1-2	2	Veh Call 2
I1-3	3	Veh Call 3
I1-4	4	Veh Call 4
I1-5	5	Veh Call 5
I1-6	6	Veh Call 6
I1-7	7	Veh Call 7
I1-8	8	Veh Call 8
I2-1	9	Veh Call 9
I2-2	10	Veh Call 10
I2-3	129	Ped Call 1
I2-4	130	Ped Call 2
I2-5	189	Unused
I2-6	189	Unused
I2-7	189	Unused
I2-8	189	Unused
I3-1	189	Unused
I3-2	189	Unused
I3-3	189	Unused
I3-4	189	Unused
I3-5	189	Unused
I3-6	189	Unused
I3-7	189	Unused
I3-8	189	Unused
I4-1	C11S Connector	
I4-2		
I4-3		
I4-4		
I4-5	189	Unused
I4-6	189	Unused
I4-7	229	33xCMUStop
I4-8	228	33xFlashSns
I5-1	189	Unused
I5-2	189	Unused
I5-3	189	Unused
I5-4	189	Unused
I5-5	189	Unused
I5-6	189	Unused
I5-7	189	Unused
I5-8	189	Unused
I6-1	189	Unused
I6-2	189	Unused
I6-3	189	Unused
I6-4	189	Unused
I6-5	189	Unused
I6-6	189	Unused
I6-7	189	Unused
I6-8	189	Unused

C1-USER IO Map [1.8.9.2 Out]

O1-1	1	Ch1 Red
O1-2	49	Ch1 Green
O1-3	2	Ch2 Red
O1-4	26	Ch2 Yellow
O1-5	50	Ch2 Green
O1-6	3	Ch3 Red
O1-7	27	Ch3 Yellow
O1-8	51	Ch3 Green
O2-1	4	Ch4 Red
O2-2	52	Ch4 Green
O2-3	5	Ch5 Red
O2-4	29	Ch5 Yellow
O2-5	53	Ch5 Green
O2-6	6	Ch6 Red
O2-7	30	Ch6 Yellow
O2-8	54	Ch6 Green
O3-1	7	Ch7 Red
O3-2	55	Ch7 Green
O3-3	8	Ch8 Red
O3-4	32	Ch8 Yellow
O3-5	56	Ch8 Green
O3-6	9	Ch9 Red
O3-7	33	Ch9 Yellow
O3-8	57	Ch9 Green
O4-1	10	Ch10 Red
O4-2	58	Ch10 Green
O4-3	11	Ch11 Red
O4-4	35	Ch11 Yellow
O4-5	59	Ch11 Green
O4-6	12	Ch12 Red
O4-7	36	Ch12 Yellow
O4-8	60	Ch12 Green
O5-1	28	Ch4 Yellow
O5-2	34	Ch10 Yellow
O5-3	25	Ch1 Yellow
O5-4	31	Ch7 Yellow
O5-5	115	Not Used
O5-6	115	Not Used
O5-7	115	Not Used
O5-8	114	Watchdog
O6-1	115	Not Used
O6-2	115	Not Used
O6-3	13	Ch13 Red
O6-4	37	Ch13 Yellow
O6-5	61	Ch13 Green
O6-6	14	Ch14 Red
O6-7	38	Ch14 Yellow
O6-8	62	Ch14 Green

C1-USER IO Map [1.8.9.2 Out]

O7-1	115	Not Used
O7-2	115	Not Used
O7-3	115	Not Used
O7-4	115	Not Used
O7-5	115	Not Used
O7-6	115	Not Used
O7-7	115	Not Used
O7-8	115	Not Used

C11S-USER IO Map [1.8.9.1 In]

I4-1	189	Unused
I4-2	189	Unused
I4-3	189	Unused
I4-4	189	Unused
I7-1	189	Unused
I7-2	189	Unused
I7-3	189	Unused
I7-4	189	Unused
I7-5	189	Unused
I7-6	189	Unused
I7-7	189	Unused
I7-8	189	Unused
I8-1	189	Unused
I8-2	189	Unused
I8-3	189	Unused
I8-4	189	Unused
I8-5	189	Unused
I8-6	189	Unused
I8-7	189	Unused
I8-8	189	Unused

C11S-USER IO Map [1.8.9.2 Out]

O8-1	115	Not Used
O8-2	115	Not Used
O8-3	115	Not Used
O8-4	115	Not Used
O8-5	115	Not Used
O8-6	115	Not Used
O8-7	115	Not Used
O8-8	115	Not Used

IO Logic [1.8.7]

	Result			Fcn	Oper		Fcn	Oper		Fcn	Timer	
I	0	=	I	0	—	I	0	—	I	0	DLY	0
I	0	=	I	0	—	I	0	—	I	0	DLY	0
I	0	=	I	0	—	I	0	—	I	0	DLY	0
I	0	=	I	0	—	I	0	—	I	0	DLY	0
I	0	=	I	0	—	I	0	—	I	0	DLY	0
I	0	=	I	0	—	I	0	—	I	0	DLY	0
I	0	=	I	0	—	I	0	—	I	0	DLY	0
I	0	=	I	0	—	I	0	—	I	0	DLY	0
I	0	=	I	0	—	I	0	—	I	0	DLY	0

Security Access Levels [8.2]

1	SWLOAD	22	NONE	43	NONE
2	SECURE	23	NONE	44	NONE
3	NONE	24	NONE	45	NONE
4	NONE	25	NONE	46	NONE
5	NONE	26	NONE	47	NONE
6	NONE	27	NONE	48	NONE
7	NONE	28	NONE	49	NONE
8	NONE	29	NONE	50	NONE
9	NONE	30	NONE	51	NONE
10	NONE	31	NONE	52	NONE
11	NONE	32	NONE	53	NONE
12	NONE	33	NONE	54	NONE
13	NONE	34	NONE	55	NONE
14	NONE	35	NONE	56	NONE
15	NONE	36	NONE	57	NONE
16	NONE	37	NONE	58	NONE
17	NONE	38	NONE	59	NONE
18	NONE	39	NONE	60	NONE
19	NONE	40	NONE	61	NONE
20	NONE	41	NONE	62	NONE
21	NONE	42	NONE	63	NONE
				64	NONE

Com Parameters [6.1]

Station ID	3152
Group ID	
Master ID	9011
Backup Time	900

SysUp Modem [6.1]

Enable Modem	OFF
Idle Time	15
Dial Time	5
Tel:	0,0-000-000-0000
Alt:	0,0-000-000-0000

2070 Port Parms [6.2]

Port	Baud Rate	FCM
SP1	38400	6
SP2	19200	6
SP3	19200	6
SP4	38400	6
SP5	1200	
SP6	1200	
SP7	1200	
SP8	1200	

2070 IP 1 Addressing [6.5]

	Addressing			
Addr				
Mask				
Brdcst				
GtWay				
Port				

2070 IP 2 Addressing [6.5]

	Addressing			
Addr				
Mask				
Brdcst				
GtWay				
Port				

2070 Port Binding Ports [6.6]

	Port	Echo	Mode
ASYNC1	SP1	NONE	
ASYNC2	SP2	NONE	
ASYNC3	SP3	NONE	
ASYNC4	SP4	NONE	
SYNC1	SP5S		
SYNC2	OFF		

2070 Port Binding Functions [6.6]

Function	Channel	Function	Channel
TS2/CVM	NONE	SYSUp	ASYNC1
CMU/MMU	NONE	SYSDown	ASYNC2
Opticom	NONE	Shell	NONE
Loop Det.	NONE		
GPS	NONE		

#	Event / Alarm	Ev	Alr
1	Power Up Alarm.	1	1
2	Stop Timing	1	1
3	TS1 Cabinet Door		
4	Coordination Failure	1	1
5	External Alarm # 1	1	1
6	External Alarm # 2	1	1
7	External Alarm # 3		
8	External Alarm # 4		
9	Closed Loop Disabled	1	
10	External Alarm # 5		
11	External Alarm # 6		
12	Manual Control Enable	1	1
13	Coord Free Input		
14	Local Flash Input	1	1
15	MMU Flash		
16	CMU Flash		
17	Cycle Fault	1	
18	Cycle Failure	1	
19	Coordination Fault	1	
20	Controller Fault	1	1
21	Detector SDLC Failure		
22	MMU SDLC Failure		
23	Critical SDLC Failure		
24	Reserved		
25	EEPROM CRC Fault	1	1
26	Detector Diagnostic Failur		
27	BIU Detector Failure	1	1
28	Queue detector alarm	1	
29	Ped Detector Fault	1	
30	Coord Diagnostic Fault		
41	TempAlert Probe Ch. A		
42	TempAlert Probe Ch. B		
47	Coord Active		
48	Preempt Active	1	
49	Preempt 1 Input	1	
50	Preempt 2 Input	1	
51	Preempt 3 Input	1	
52	Preempt 4 Input	1	
53	Preempt 5 Input	1	
54	Preempt 6 Input	1	
55	Preempt 7 Input	1	
56	Preempt 8 Input	1	
57	Preempt 9 Input	1	
58	Preempt 10 Input	1	
61	In Transition	1	
81	FIO Status Alarm		

Call Phases[1.1.5]

Ø	Phases Called By Ø			
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
16				

Redirect Phases[1.1.5]

	From	To	From	To	From	To	From	To
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								

Inhibit Phases[1.1.5]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1																
2																
3																
4																
5																
6																
7																
8																
9																
10																
11																
12																
13																
14																
15																
16																

Alt Call & Redirect # 1 [1.1.6.3]

Col	Ø	Phases Called By Ø						From	To	From	To	From	To	From	To
1							1								
2							2								
3							3								
4							4								
5							5								
6							6								
7							7								
8							8								

Alt Inhibit Phases # 1 [1.1.6.3]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1																
2																
3																
4																
5																
6																
7																
8																

Alt Call & Redirect # 2 [1.1.6.3]

Col	Ø	Phases Called By Ø						From	To	From	To	From	To	From	To
1							1								
2							2								
3							3								
4							4								
5							5								
6							6								
7							7								
8							8								

Alt Inhibit Phases # 2 [1.1.6.3]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1																
2																
3																
4																
5																
6																
7																
8																

Coord, CIC Plans [2.3]

CIC	CoØ	Grow	1	2	3	4	5	6	7	8
1	OFF									
2	OFF									
3	OFF									
4	OFF									

Auto Flash Phase/Olap Settings [1.4.2]

Yel Ø									
Yel (olaps)									

Unit Parameters [1.2.1]

Allow Skip Yellow	OFF	Max Cycle Time	0
TOD Dim Enable	OFF	Cycle Fault Action	ALARM
Tone Disable	OFF		
Diamond Mode	4Ph		
Backup Time (s)	900		
Disable Init Ped	OFF		
Cycle Fault Action	ALARM		
Enable Run Timer	ON		

Advanced Warning [1,1,9]

	Phase	Time
Aux Out 1	0	0
Aux Out 2	0	0

5 @ BURDICK (ID 3152) (Permanent File)

APPENDIX G

Gap Analysis Data

APPENDIX G

Gap Analysis Data

GAP ANALYSIS – FIELD COUNTS

HIGHBRIDGE ROAD

NORTHBOUND (RIGHT TURN)

AM

GAP ANALYSIS-FIELD COUNTS

STREET: HIGHBRIDGE ROAD
LANE: NORTHBOUND (RIGHT TURN)
DATE: 12.28.2015
FIELD ENGINEER: RPG
START TIME: 7:00:00 AM
BASE CRITICAL GAP: 6.2
BASE FOLLOW UP TIME: 3.3

TIME (HOUR:MIN:SEC)	NOTES	OBSERVED GAPS (SECS)	ACCEPTABLE GAPS (SECS)	POTENTIAL CAPACITY (VEH)	OBSERVED BLOCK (SECS)
7:00:00 AM	GAP	76	76	22	0
7:01:16 AM	GAP	17	17	4	0
7:01:33 AM	GAP	18	18	5	0
7:01:51 AM	GAP	31	31	9	0
7:02:22 AM	GAP	40	40	11	0
7:03:02 AM	GAP	1	0	0	0
7:03:03 AM	GAP	30	30	8	0
7:03:33 AM	GAP	4	0	0	0
7:03:37 AM	GAP	91	91	27	0
7:05:08 AM	GAP	11	11	2	0
7:05:19 AM	GAP	31	31	9	0
7:05:50 AM	GAP	15	15	4	0
7:06:05 AM	GAP	12	12	3	0
7:06:17 AM	GAP	28	28	8	0
7:06:45 AM	GAP	18	18	5	0
7:07:03 AM	GAP	6	0	0	0
7:07:09 AM	GAP	60	60	17	0
7:08:09 AM	GAP	12	12	3	0
7:08:21 AM	GAP	20	20	5	0
7:08:41 AM	GAP	10	10	2	0
7:08:51 AM	GAP	4	0	0	0
7:08:55 AM	GAP	6	0	0	0
7:09:01 AM	GAP	14	14	3	0
7:09:15 AM	GAP	36	36	10	0
7:09:51 AM	GAP	36	36	10	0
7:10:27 AM	GAP	48	48	14	0
7:11:15 AM	GAP	17	17	4	0
7:11:32 AM	GAP	5	0	0	0
7:11:37 AM	GAP	8	8	2	0
7:11:45 AM	GAP	48	48	14	0
7:12:33 AM	GAP	12	12	3	0
7:12:45 AM	GAP	1	0	0	0
7:12:46 AM	GAP	42	42	12	0
7:13:28 AM	GAP	14	14	3	0
7:13:42 AM	GAP	10	10	2	0
7:13:52 AM	GAP	13	13	3	0
7:14:05 AM	GAP	22	22	6	0
7:14:27 AM	GAP	2	0	0	0
7:14:29 AM	GAP	26	26	7	0
7:14:55 AM	GAP	37	37	10	0
7:15:32 AM	GAP	5	0	0	0
7:15:37 AM	GAP	3	0	0	0
7:15:40 AM	GAP	27	27	7	0
7:16:07 AM	GAP	3	0	0	0
7:16:10 AM	GAP	24	24	6	0
7:16:34 AM	GAP	1	0	0	0
7:16:35 AM	GAP	20	20	5	0
7:16:55 AM	GAP	18	18	5	0
7:17:13 AM	GAP	52	52	15	0
7:18:05 AM	GAP	31	31	9	0
7:18:36 AM	GAP	1	0	0	0
7:18:37 AM	GAP	7	7	1	0
7:18:44 AM	GAP	2	0	0	0
7:18:46 AM	GAP	2	0	0	0
7:18:48 AM	GAP	57	57	16	0
7:19:45 AM	GAP	13	13	3	0

GAP ANALYSIS-FIELD COUNTS

STREET: HIGHBRIDGE ROAD
LANE: NORTHBOUND (RIGHT TURN)
DATE: 12.28.2015
FIELD ENGINEER: RPG
START TIME: 7:00:00 AM
BASE CRITICAL GAP: 6.2
BASE FOLLOW UP TIME: 3.3

TIME (HOUR:MIN:SEC)	NOTES	OBSERVED GAPS (SECS)	ACCEPTABLE GAPS (SECS)	POTENTIAL CAPACITY (VEH)	OBSERVED BLOCK (SECS)
7:19:58 AM	GAP	5	0	0	0
7:20:03 AM	GAP	24	24	6	0
7:20:27 AM	GAP	3	0	0	0
7:20:30 AM	GAP	2	0	0	0
7:20:32 AM	GAP	14	14	3	0
7:20:46 AM	GAP	12	12	3	0
7:20:58 AM	GAP	9	9	2	0
7:21:07 AM	GAP	2	0	0	0
7:21:09 AM	GAP	8	8	2	0
7:21:17 AM	GAP	18	18	5	0
7:21:35 AM	GAP	18	18	5	0
7:21:53 AM	GAP	12	12	3	0
7:22:05 AM	GAP	31	31	9	0
7:22:36 AM	GAP	5	0	0	0
7:22:41 AM	GAP	16	16	4	0
7:22:57 AM	GAP	1	0	0	0
7:22:58 AM	GAP	8	8	2	0
7:23:06 AM	GAP	9	9	2	0
7:23:15 AM	GAP	2	0	0	0
7:23:17 AM	GAP	2	0	0	0
7:23:19 AM	GAP	10	10	2	0
7:23:29 AM	GAP	10	10	2	0
7:23:39 AM	GAP	3	0	0	0
7:23:42 AM	GAP	18	18	5	0
7:24:00 AM	GAP	2	0	0	0
7:24:02 AM	BLOCKED	0	0	0	28
7:24:30 AM	GAP	22	22	6	0
7:24:52 AM	GAP	7	7	1	0
7:24:59 AM	GAP	23	23	6	0
7:25:22 AM	GAP	3	0	0	0
7:25:25 AM	GAP	21	21	5	0
7:25:46 AM	GAP	4	0	0	0
7:25:50 AM	GAP	9	9	2	0
7:25:59 AM	GAP	4	0	0	0
7:26:03 AM	GAP	41	41	12	0
7:26:44 AM	GAP	38	38	11	0
7:27:22 AM	GAP	52	52	15	0
7:28:14 AM	GAP	26	26	7	0
7:28:40 AM	GAP	17	17	4	0
7:28:57 AM	GAP	10	10	2	0
7:29:07 AM	GAP	4	0	0	0
7:29:11 AM	GAP	35	35	10	0
7:29:46 AM	GAP	2	0	0	0
7:29:48 AM	GAP	2	0	0	0
7:29:50 AM	GAP	32	32	9	0
7:30:22 AM	GAP	7	7	1	0
7:30:29 AM	GAP	10	10	2	0
7:30:39 AM	GAP	8	8	2	0
7:30:47 AM	GAP	1	0	0	0
7:30:48 AM	GAP	24	24	6	0
7:31:12 AM	GAP	14	14	3	0
7:31:26 AM	GAP	6	0	0	0
7:31:32 AM	GAP	19	19	5	0
7:31:51 AM	GAP	15	15	4	0
7:32:06 AM	GAP	25	25	7	0

GAP ANALYSIS-FIELD COUNTS

STREET: HIGHBRIDGE ROAD
LANE: NORTHBOUND (RIGHT TURN)
DATE: 12.28.2015
FIELD ENGINEER: RPG
START TIME: 7:00:00 AM
BASE CRITICAL GAP: 6.2
BASE FOLLOW UP TIME: 3.3

TIME (HOUR:MIN:SEC)	NOTES	OBSERVED GAPS (SECS)	ACCEPTABLE GAPS (SECS)	POTENTIAL CAPACITY (VEH)	OBSERVED BLOCK (SECS)
7:32:31 AM	GAP	20	20	5	0
7:32:51 AM	GAP	6	0	0	0
7:32:57 AM	GAP	65	65	19	0
7:34:02 AM	GAP	4	0	0	0
7:34:06 AM	GAP	9	9	2	0
7:34:15 AM	GAP	43	43	12	0
7:34:58 AM	GAP	3	0	0	0
7:35:01 AM	GAP	38	38	11	0
7:35:39 AM	GAP	37	37	10	0
7:36:16 AM	GAP	6	0	0	0
7:36:22 AM	GAP	3	0	0	0
7:36:25 AM	GAP	5	0	0	0
7:36:30 AM	GAP	3	0	0	0
7:36:33 AM	GAP	5	0	0	0
7:36:38 AM	GAP	83	83	24	0
7:38:01 AM	GAP	16	16	4	0
7:38:17 AM	GAP	2	0	0	0
7:38:19 AM	GAP	71	71	21	0
7:39:30 AM	GAP	3	0	0	0
7:39:33 AM	GAP	2	0	0	0
7:39:35 AM	GAP	2	0	0	0
7:39:37 AM	GAP	1	0	0	0
7:39:38 AM	GAP	4	0	0	0
7:39:42 AM	GAP	2	0	0	0
7:39:44 AM	GAP	4	0	0	0
7:39:48 AM	GAP	3	0	0	0
7:39:51 AM	GAP	3	0	0	0
7:39:54 AM	BLOCKED	0	0	0	80
7:41:14 AM	GAP	8	8	2	0
7:41:22 AM	GAP	4	0	0	0
7:41:26 AM	GAP	2	0	0	0
7:41:28 AM	GAP	1	0	0	0
7:41:29 AM	GAP	3	0	0	0
7:41:32 AM	GAP	2	0	0	0
7:41:34 AM	GAP	5	0	0	0
7:41:39 AM	GAP	5	0	0	0
7:41:44 AM	BLOCKED	0	0	0	65
7:42:49 AM	GAP	2	0	0	0
7:42:51 AM	GAP	5	0	0	0
7:42:56 AM	GAP	3	0	0	0
7:42:59 AM	GAP	2	0	0	0
7:43:01 AM	GAP	5	0	0	0
7:43:06 AM	GAP	4	0	0	0
7:43:10 AM	GAP	1	0	0	0
7:43:11 AM	GAP	12	12	3	0
7:43:23 AM	GAP	11	11	2	0
7:43:34 AM	GAP	3	0	0	0
7:43:37 AM	GAP	6	0	0	0
7:43:43 AM	GAP	43	43	12	0
7:44:26 AM	GAP	42	42	12	0
7:45:08 AM	GAP	1	0	0	0
7:45:09 AM	GAP	5	0	0	0
7:45:14 AM	GAP	8	8	2	0
7:45:22 AM	GAP	3	0	0	0
7:45:25 AM	GAP	7	7	1	0

GAP ANALYSIS-FIELD COUNTS

STREET: HIGHBRIDGE ROAD
LANE: NORTHBOUND (RIGHT TURN)
DATE: 12.28.2015
FIELD ENGINEER: RPG
START TIME: 7:00:00 AM
BASE CRITICAL GAP: 6.2
BASE FOLLOW UP TIME: 3.3

TIME (HOUR:MIN:SEC)	NOTES	OBSERVED GAPS (SECS)	ACCEPTABLE GAPS (SECS)	POTENTIAL CAPACITY (VEH)	OBSERVED BLOCK (SECS)
7:45:32 AM	GAP	8	8	2	0
7:45:40 AM	GAP	14	14	3	0
7:45:54 AM	BLOCKED	0	0	0	15
7:46:09 AM	GAP	22	22	6	0
7:46:31 AM	GAP	2	0	0	0
7:46:33 AM	GAP	10	10	2	0
7:46:43 AM	GAP	17	17	4	0
7:47:00 AM	GAP	1	0	0	0
7:47:01 AM	GAP	29	29	8	0
7:47:30 AM	GAP	46	46	13	0
7:48:16 AM	GAP	59	59	17	0
7:49:15 AM	GAP	11	11	2	0
7:49:26 AM	GAP	2	0	0	0
7:49:28 AM	GAP	17	17	4	0
7:49:45 AM	GAP	2	0	0	0
7:49:47 AM	GAP	10	10	2	0
7:49:57 AM	GAP	4	0	0	0
7:50:01 AM	GAP	23	23	6	0
7:50:24 AM	GAP	7	7	1	0
7:50:31 AM	GAP	13	13	3	0
7:50:44 AM	GAP	3	0	0	0
7:50:47 AM	GAP	16	16	4	0
7:51:03 AM	GAP	13	13	3	0
7:51:16 AM	GAP	5	0	0	0
7:51:21 AM	GAP	11	11	2	0
7:51:32 AM	GAP	4	0	0	0
7:51:36 AM	GAP	7	7	1	0
7:51:43 AM	GAP	9	9	2	0
7:51:52 AM	GAP	3	0	0	0
7:51:55 AM	GAP	2	0	0	0
7:51:57 AM	GAP	9	9	2	0
7:52:06 AM	GAP	26	26	7	0
7:52:32 AM	GAP	8	8	2	0
7:52:40 AM	GAP	11	11	2	0
7:52:51 AM	GAP	3	0	0	0
7:52:54 AM	GAP	2	0	0	0
7:52:56 AM	GAP	5	0	0	0
7:53:01 AM	GAP	3	0	0	0
7:53:04 AM	GAP	11	11	2	0
7:53:15 AM	GAP	2	0	0	0
7:53:17 AM	GAP	5	0	0	0
7:53:22 AM	GAP	10	10	2	0
7:53:32 AM	GAP	9	9	2	0
7:53:41 AM	GAP	3	0	0	0
7:53:44 AM	GAP	6	0	0	0
7:53:50 AM	GAP	7	7	1	0
7:53:57 AM	GAP	7	7	1	0
7:54:04 AM	BLOCKED	0	0	0	40
7:54:44 AM	GAP	10	10	2	0
7:54:54 AM	GAP	22	22	6	0
7:55:16 AM	GAP	8	8	2	0
7:55:24 AM	GAP	8	8	2	0
7:55:32 AM	GAP	8	8	2	0
7:55:40 AM	GAP	4	0	0	0
7:55:44 AM	BLOCKED	0	0	0	30

GAP ANALYSIS-FIELD COUNTS

STREET: HIGHBRIDGE ROAD
LANE: NORTHBOUND (RIGHT TURN)
DATE: 12.28.2015
FIELD ENGINEER: RPG
START TIME: 7:00:00 AM
BASE CRITICAL GAP: 6.2
BASE FOLLOW UP TIME: 3.3

TIME (HOUR:MIN:SEC)	NOTES	OBSERVED GAPS (SECS)	ACCEPTABLE GAPS (SECS)	POTENTIAL CAPACITY (VEH)	OBSERVED BLOCK (SECS)
7:56:14 AM	GAP	2	0	0	0
7:56:16 AM	GAP	3	0	0	0
7:56:19 AM	GAP	8	8	2	0
7:56:27 AM	GAP	1	0	0	0
7:56:28 AM	GAP	4	0	0	0
7:56:32 AM	GAP	22	22	6	0
7:56:54 AM	GAP	51	51	15	0
7:57:45 AM	GAP	8	8	2	0
7:57:53 AM	GAP	4	0	0	0
7:57:57 AM	GAP	33	33	9	0
7:58:30 AM	GAP	3	0	0	0
7:58:33 AM	GAP	4	0	0	0
7:58:37 AM	GAP	5	0	0	0
7:58:42 AM	GAP	42	42	12	0
7:59:24 AM	GAP	29	29	8	0
7:59:53 AM	GAP	7	7	1	0
8:00:00 AM	GAP	13	13	3	0
8:00:13 AM	GAP	3	0	0	0
8:00:16 AM	GAP	11	11	2	0
8:00:27 AM	GAP	14	14	3	0
8:00:41 AM	GAP	18	18	5	0
8:00:59 AM	GAP	2	0	0	0
8:01:01 AM	GAP	3	0	0	0
8:01:04 AM	GAP	2	0	0	0
8:01:06 AM	GAP	4	0	0	0
8:01:10 AM	GAP	8	8	2	0
8:01:18 AM	GAP	20	20	5	0
8:01:38 AM	GAP	17	17	4	0
8:01:55 AM	GAP	20	20	5	0
8:02:15 AM	GAP	25	25	7	0
8:02:40 AM	GAP	2	0	0	0
8:02:42 AM	GAP	15	15	4	0
8:02:57 AM	GAP	10	10	2	0
8:03:07 AM	GAP	29	29	8	0
8:03:36 AM	GAP	4	0	0	0
8:03:40 AM	GAP	19	19	5	0
8:03:59 AM	GAP	23	23	6	0
8:04:22 AM	GAP	2	0	0	0
8:04:24 AM	GAP	34	34	9	0
8:04:58 AM	GAP	1	0	0	0
8:04:59 AM	GAP	5	0	0	0
8:05:04 AM	GAP	18	18	5	0
8:05:22 AM	GAP	22	22	6	0
8:05:44 AM	GAP	17	17	4	0
8:06:01 AM	GAP	20	20	5	0
8:06:21 AM	GAP	16	16	4	0
8:06:37 AM	GAP	8	8	2	0
8:06:45 AM	GAP	7	7	1	0
8:06:52 AM	GAP	11	11	2	0
8:07:03 AM	GAP	28	28	8	0
8:07:31 AM	GAP	13	13	3	0
8:07:44 AM	GAP	4	0	0	0
8:07:48 AM	GAP	7	7	1	0
8:07:55 AM	GAP	59	59	17	0
8:08:54 AM	GAP	11	11	2	0

GAP ANALYSIS-FIELD COUNTS

STREET: HIGHBRIDGE ROAD
LANE: NORTHBOUND (RIGHT TURN)
DATE: 12.28.2015
FIELD ENGINEER: RPG
START TIME: 7:00:00 AM
BASE CRITICAL GAP: 6.2
BASE FOLLOW UP TIME: 3.3

TIME (HOUR:MIN:SEC)	NOTES	OBSERVED GAPS (SECS)	ACCEPTABLE GAPS (SECS)	POTENTIAL CAPACITY (VEH)	OBSERVED BLOCK (SECS)
8:09:05 AM	GAP	11	11	2	0
8:09:16 AM	GAP	35	35	10	0
8:09:51 AM	GAP	6	0	0	0
8:09:57 AM	GAP	27	27	7	0
8:10:24 AM	GAP	3	0	0	0
8:10:27 AM	GAP	13	13	3	0
8:10:40 AM	GAP	7	7	1	0
8:10:47 AM	GAP	1	0	0	0
8:10:48 AM	GAP	6	0	0	0
8:10:54 AM	GAP	5	0	0	0
8:10:59 AM	GAP	32	32	9	0
8:11:31 AM	GAP	5	0	0	0
8:11:36 AM	GAP	19	19	5	0
8:11:55 AM	GAP	10	10	2	0
8:12:05 AM	GAP	47	47	13	0
8:12:52 AM	GAP	23	23	6	0
8:13:15 AM	GAP	12	12	3	0
8:13:27 AM	GAP	17	17	4	0
8:13:44 AM	GAP	29	29	8	0
8:14:13 AM	GAP	5	0	0	0
8:14:18 AM	GAP	19	19	5	0
8:14:37 AM	GAP	4	0	0	0
8:14:41 AM	GAP	7	7	1	0
8:14:48 AM	GAP	3	0	0	0
8:14:51 AM	GAP	35	35	10	0
8:15:26 AM	GAP	19	19	5	0
8:15:45 AM	GAP	4	0	0	0
8:15:49 AM	BLOCKED	0	0	0	17
8:16:06 AM	GAP	19	19	5	0
8:16:25 AM	GAP	2	0	0	0
8:16:27 AM	GAP	3	0	0	0
8:16:30 AM	GAP	7	7	1	0
8:16:37 AM	GAP	22	22	6	0
8:16:59 AM	GAP	2	0	0	0
8:17:01 AM	GAP	11	11	2	0
8:17:12 AM	GAP	10	10	2	0
8:17:22 AM	GAP	4	0	0	0
8:17:26 AM	GAP	5	0	0	0
8:17:31 AM	GAP	3	0	0	0
8:17:34 AM	BLOCKED	0	0	0	10
8:17:44 AM	GAP	22	22	6	0
8:18:06 AM	GAP	2	0	0	0
8:18:08 AM	GAP	4	0	0	0
8:18:12 AM	GAP	10	10	2	0
8:18:22 AM	GAP	6	0	0	0
8:18:28 AM	GAP	29	29	8	0
8:18:57 AM	GAP	11	11	2	0
8:19:08 AM	GAP	6	0	0	0
8:19:14 AM	GAP	10	10	2	0
8:19:24 AM	GAP	10	10	2	0
8:19:34 AM	GAP	13	13	3	0
8:19:47 AM	GAP	2	0	0	0
8:19:49 AM	GAP	20	20	5	0
8:20:09 AM	GAP	7	7	1	0
8:20:16 AM	GAP	4	0	0	0

GAP ANALYSIS-FIELD COUNTS

STREET: HIGHBRIDGE ROAD
LANE: NORTHBOUND (RIGHT TURN)
DATE: 12.28.2015
FIELD ENGINEER: RPG
START TIME: 7:00:00 AM
BASE CRITICAL GAP: 6.2
BASE FOLLOW UP TIME: 3.3

TIME (HOUR:MIN:SEC)	NOTES	OBSERVED GAPS (SECS)	ACCEPTABLE GAPS (SECS)	POTENTIAL CAPACITY (VEH)	OBSERVED BLOCK (SECS)
8:20:20 AM	GAP	34	34	9	0
8:20:54 AM	BLOCKED	0	0	0	10
8:21:04 AM	GAP	5	0	0	0
8:21:09 AM	GAP	2	0	0	0
8:21:11 AM	GAP	7	7	1	0
8:21:18 AM	GAP	21	21	5	0
8:21:39 AM	GAP	2	0	0	0
8:21:41 AM	GAP	4	0	0	0
8:21:45 AM	GAP	9	9	2	0
8:21:54 AM	GAP	20	20	5	0
8:22:14 AM	GAP	10	10	2	0
8:22:24 AM	GAP	10	10	2	0
8:22:34 AM	BLOCKED	0	0	0	15
8:22:49 AM	GAP	6	0	0	0
8:22:55 AM	GAP	11	11	2	0
8:23:06 AM	GAP	41	41	12	0
8:23:47 AM	GAP	4	0	0	0
8:23:51 AM	GAP	7	7	1	0
8:23:58 AM	GAP	24	24	6	0
8:24:22 AM	GAP	65	65	19	0
8:25:27 AM	GAP	4	0	0	0
8:25:31 AM	GAP	2	0	0	0
8:25:33 AM	GAP	4	0	0	0
8:25:37 AM	GAP	20	20	5	0
8:25:57 AM	GAP	2	0	0	0
8:25:59 AM	GAP	10	10	2	0
8:26:09 AM	GAP	4	0	0	0
8:26:13 AM	GAP	28	28	8	0
8:26:41 AM	GAP	4	0	0	0
8:26:45 AM	GAP	6	0	0	0
8:26:51 AM	GAP	3	0	0	0
8:26:54 AM	GAP	12	12	3	0
8:27:06 AM	GAP	4	0	0	0
8:27:10 AM	GAP	9	9	2	0
8:27:19 AM	BLOCKED	0	0	0	25
8:27:44 AM	GAP	4	0	0	0
8:27:48 AM	GAP	3	0	0	0
8:27:51 AM	GAP	3	0	0	0
8:27:54 AM	GAP	9	9	2	0
8:28:03 AM	GAP	28	28	8	0
8:28:31 AM	GAP	5	0	0	0
8:28:36 AM	GAP	37	37	10	0
8:29:13 AM	GAP	11	11	2	0
8:29:24 AM	GAP	2	0	0	0
8:29:26 AM	GAP	10	10	2	0
8:29:36 AM	GAP	30	30	8	0
8:30:06 AM	GAP	8	8	2	0
8:30:14 AM	GAP	2	0	0	0
8:30:16 AM	GAP	4	0	0	0
8:30:20 AM	GAP	5	0	0	0
8:30:25 AM	GAP	21	21	5	0
8:30:46 AM	GAP	21	21	5	0
8:31:07 AM	GAP	3	0	0	0
8:31:10 AM	GAP	43	43	12	0
8:31:53 AM	GAP	1	0	0	0

GAP ANALYSIS-FIELD COUNTS

STREET: HIGHBRIDGE ROAD
LANE: NORTHBOUND (RIGHT TURN)
DATE: 12.28.2015
FIELD ENGINEER: RPG
START TIME: 7:00:00 AM
BASE CRITICAL GAP: 6.2
BASE FOLLOW UP TIME: 3.3

TIME (HOUR:MIN:SEC)	NOTES	OBSERVED GAPS (SECS)	ACCEPTABLE GAPS (SECS)	POTENTIAL CAPACITY (VEH)	OBSERVED BLOCK (SECS)
8:31:54 AM	GAP	2	0	0	0
8:31:56 AM	GAP	2	0	0	0
8:31:58 AM	GAP	43	43	12	0
8:32:41 AM	GAP	2	0	0	0
8:32:43 AM	GAP	74	74	22	0
8:33:57 AM	GAP	52	52	15	0
8:34:49 AM	GAP	15	15	4	0
8:35:04 AM	GAP	4	0	0	0
8:35:08 AM	GAP	21	21	5	0
8:35:29 AM	GAP	131	131	39	0
8:37:40 AM	GAP	5	0	0	0
8:37:45 AM	GAP	4	0	0	0
8:37:49 AM	GAP	2	0	0	0
8:37:51 AM	GAP	3	0	0	0
8:37:54 AM	GAP	5	0	0	0
8:37:59 AM	GAP	2	0	0	0
8:38:01 AM	GAP	2	0	0	0
8:38:03 AM	GAP	5	0	0	0
8:38:08 AM	BLOCKED	0	0	0	67
8:39:15 AM	GAP	3	0	0	0
8:39:18 AM	GAP	2	0	0	0
8:39:20 AM	GAP	2	0	0	0
8:39:22 AM	GAP	3	0	0	0
8:39:25 AM	GAP	1	0	0	0
8:39:26 AM	GAP	2	0	0	0
8:39:28 AM	GAP	3	0	0	0
8:39:31 AM	GAP	3	0	0	0
8:39:34 AM	GAP	2	0	0	0
8:39:36 AM	GAP	2	0	0	0
8:39:38 AM	GAP	1	0	0	0
8:39:39 AM	GAP	2	0	0	0
8:39:41 AM	GAP	6	0	0	0
8:39:47 AM	GAP	6	0	0	0
8:39:53 AM	GAP	15	15	4	0
8:40:08 AM	BLOCKED	0	0	0	45
8:40:53 AM	GAP	3	0	0	0
8:40:56 AM	GAP	2	0	0	0
8:40:58 AM	GAP	8	8	2	0
8:41:06 AM	GAP	5	0	0	0
8:41:11 AM	GAP	2	0	0	0
8:41:13 AM	GAP	3	0	0	0
8:41:16 AM	GAP	1	0	0	0
8:41:17 AM	GAP	11	11	2	0
8:41:28 AM	GAP	46	46	13	0
8:42:14 AM	GAP	34	34	9	0
8:42:48 AM	GAP	5	0	0	0
8:42:53 AM	GAP	7	7	1	0
8:43:00 AM	GAP	8	8	2	0
8:43:08 AM	GAP	22	22	6	0
8:43:30 AM	GAP	13	13	3	0
8:43:43 AM	GAP	22	22	6	0
8:44:05 AM	GAP	6	0	0	0
8:44:11 AM	GAP	6	0	0	0
8:44:17 AM	GAP	2	0	0	0
8:44:19 AM	GAP	6	0	0	0

GAP ANALYSIS-FIELD COUNTS

STREET: HIGHBRIDGE ROAD
LANE: NORTHBOUND (RIGHT TURN)
DATE: 12.28.2015
FIELD ENGINEER: RPG
START TIME: 7:00:00 AM
BASE CRITICAL GAP: 6.2
BASE FOLLOW UP TIME: 3.3

TIME (HOUR:MIN:SEC)	NOTES	OBSERVED GAPS (SECS)	ACCEPTABLE GAPS (SECS)	POTENTIAL CAPACITY (VEH)	OBSERVED BLOCK (SECS)
8:44:25 AM	GAP	21	21	5	0
8:44:46 AM	GAP	2	0	0	0
8:44:48 AM	GAP	15	15	4	0
8:45:03 AM	GAP	5	0	0	0
8:45:08 AM	GAP	24	24	6	0
8:45:32 AM	GAP	36	36	10	0
8:46:08 AM	GAP	2	0	0	0
8:46:10 AM	GAP	4	0	0	0
8:46:14 AM	GAP	43	43	12	0
8:46:57 AM	GAP	1	0	0	0
8:46:58 AM	GAP	26	26	7	0
8:47:24 AM	GAP	5	0	0	0
8:47:29 AM	GAP	10	10	2	0
8:47:39 AM	GAP	13	13	3	0
8:47:52 AM	GAP	28	28	8	0
8:48:20 AM	GAP	1	0	0	0
8:48:21 AM	GAP	7	7	1	0
8:48:28 AM	GAP	3	0	0	0
8:48:31 AM	GAP	19	19	5	0
8:48:50 AM	GAP	11	11	2	0
8:49:01 AM	GAP	3	0	0	0
8:49:04 AM	GAP	12	12	3	0
8:49:16 AM	GAP	12	12	3	0
8:49:28 AM	GAP	15	15	4	0
8:49:43 AM	GAP	10	10	2	0
8:49:53 AM	GAP	22	22	6	0
8:50:15 AM	GAP	3	0	0	0
8:50:18 AM	GAP	7	7	1	0
8:50:25 AM	GAP	4	0	0	0
8:50:29 AM	GAP	9	9	2	0
8:50:38 AM	BLOCKED	0	0	0	10
8:50:48 AM	GAP	20	20	5	0
8:51:08 AM	GAP	6	0	0	0
8:51:14 AM	GAP	11	11	2	0
8:51:25 AM	GAP	26	26	7	0
8:51:51 AM	GAP	2	0	0	0
8:51:53 AM	GAP	10	10	2	0
8:52:03 AM	GAP	21	21	5	0
8:52:24 AM	GAP	46	46	13	0
8:53:10 AM	GAP	38	38	11	0
8:53:48 AM	GAP	8	8	2	0
8:53:56 AM	GAP	29	29	8	0
8:54:25 AM	GAP	2	0	0	0
8:54:27 AM	GAP	33	33	9	0
8:55:00 AM	GAP	53	53	15	0
8:55:53 AM	GAP	6	0	0	0
8:55:59 AM	GAP	24	24	6	0
8:56:23 AM	GAP	14	14	3	0
8:56:37 AM	GAP	8	8	2	0
8:56:45 AM	GAP	5	0	0	0
8:56:50 AM	GAP	1	0	0	0
8:56:51 AM	GAP	40	40	11	0
8:57:31 AM	GAP	2	0	0	0
8:57:33 AM	GAP	2	0	0	0
8:57:35 AM	GAP	9	9	2	0

GAP ANALYSIS-FIELD COUNTS

STREET: HIGHBRIDGE ROAD
LANE: NORTHBOUND (RIGHT TURN)
DATE: 12.28.2015
FIELD ENGINEER: RPG
START TIME: 7:00:00 AM
BASE CRITICAL GAP: 6.2
BASE FOLLOW UP TIME: 3.3

TIME (HOUR:MIN:SEC)	NOTES	OBSERVED GAPS (SECS)	ACCEPTABLE GAPS (SECS)	POTENTIAL CAPACITY (VEH)	OBSERVED BLOCK (SECS)
8:57:44 AM	GAP	25	25	7	0
8:58:09 AM	GAP	2	0	0	0
8:58:11 AM	GAP	14	14	3	0
8:58:25 AM	GAP	2	0	0	0
8:58:27 AM	GAP	2	0	0	0
8:58:29 AM	GAP	5	0	0	0
8:58:34 AM	BLOCKED	0	0	0	42
8:59:16 AM	GAP	21	21	5	0
8:59:37 AM	GAP	3	0	0	0
8:59:40 AM	GAP	3	0	0	0
8:59:43 AM	GAP	2	0	0	0
8:59:45 AM	GAP	8	8	2	0
8:59:53 AM	GAP	3	0	0	0
8:59:56 AM	GAP	19	19	5	0
9:00:15 AM	BLOCKED	0	0	0	4
9:00:19 AM	END	0	0	0	0

GAP ANALYSIS – FIELD COUNTS

HIGHBRIDGE ROAD

SOUTHBOUND (LEFT TURN)

AM

GAP ANALYSIS-FIELD COUNTS

STREET: HIGHBRIDGE ROAD
LANE: SOUTHBOUND (LEFT TURN)
DATE: 12.29.2015
FIELD ENGINEER: RPG
START TIME: 7:00:00 AM
BASE CRITICAL GAP: 7.1
BASE FOLLOW UP TIME: 3.5

TIME (HOUR:MIN:SEC)	NOTES	OBSERVED GAPS (SECS)	ACCEPTABLE GAPS (SECS)	POTENTIAL CAPACITY (VEH)	OBSERVED BLOCK (SECS)
7:00:00 AM	GAP	42	42	11	0
7:00:42 AM	GAP	33	33	8	0
7:01:15 AM	GAP	17	17	4	0
7:01:32 AM	GAP	16	16	4	0
7:01:48 AM	GAP	16	16	4	0
7:02:04 AM	GAP	18	18	4	0
7:02:22 AM	GAP	38	38	10	0
7:03:00 AM	GAP	2	0	0	0
7:03:02 AM	GAP	30	30	8	0
7:03:32 AM	GAP	4	0	0	0
7:03:36 AM	GAP	47	47	12	0
7:04:23 AM	GAP	9	9	2	0
7:04:32 AM	GAP	35	35	9	0
7:05:07 AM	GAP	11	11	2	0
7:05:18 AM	GAP	32	32	8	0
7:05:50 AM	GAP	3	0	0	0
7:05:53 AM	GAP	1	0	0	0
7:05:54 AM	GAP	11	11	2	0
7:06:05 AM	GAP	12	12	2	0
7:06:17 AM	GAP	26	26	6	0
7:06:43 AM	GAP	20	20	5	0
7:07:03 AM	GAP	5	0	0	0
7:07:08 AM	GAP	60	60	16	0
7:08:08 AM	GAP	2	0	0	0
7:08:10 AM	GAP	10	10	2	0
7:08:20 AM	GAP	22	22	5	0
7:08:42 AM	GAP	10	10	2	0
7:08:52 AM	GAP	3	0	0	0
7:08:55 AM	GAP	5	0	0	0
7:09:00 AM	GAP	13	13	3	0
7:09:13 AM	GAP	1	0	0	0
7:09:14 AM	GAP	2	0	0	0
7:09:16 AM	GAP	4	0	0	0
7:09:20 AM	GAP	3	0	0	0
7:09:23 AM	GAP	27	27	7	0
7:09:50 AM	GAP	37	37	10	0
7:10:27 AM	GAP	25	25	6	0
7:10:52 AM	GAP	21	21	5	0
7:11:13 AM	GAP	19	19	4	0
7:11:32 AM	GAP	5	0	0	0
7:11:37 AM	GAP	8	8	1	0
7:11:45 AM	GAP	45	45	12	0
7:12:30 AM	GAP	2	0	0	0
7:12:32 AM	GAP	1	0	0	0
7:12:33 AM	GAP	10	10	2	0
7:12:43 AM	GAP	3	0	0	0
7:12:46 AM	GAP	2	0	0	0
7:12:48 AM	GAP	4	0	0	0
7:12:52 AM	GAP	6	0	0	0
7:12:58 AM	GAP	30	30	8	0
7:13:28 AM	GAP	14	14	3	0
7:13:42 AM	GAP	11	11	2	0
7:13:53 AM	GAP	12	12	2	0
7:14:05 AM	GAP	22	22	5	0
7:14:27 AM	GAP	3	0	0	0
7:14:30 AM	GAP	25	25	6	0

GAP ANALYSIS-FIELD COUNTS

STREET: HIGHBRIDGE ROAD
LANE: SOUTHBOUND (LEFT TURN)
DATE: 12.29.2015
FIELD ENGINEER: RPG
START TIME: 7:00:00 AM
BASE CRITICAL GAP: 7.1
BASE FOLLOW UP TIME: 3.5

TIME (HOUR:MIN:SEC)	NOTES	OBSERVED GAPS (SECS)	ACCEPTABLE GAPS (SECS)	POTENTIAL CAPACITY (VEH)	OBSERVED BLOCK (SECS)
7:14:55 AM	GAP	5	0	0	0
7:15:00 AM	GAP	30	30	8	0
7:15:30 AM	GAP	2	0	0	0
7:15:32 AM	GAP	6	0	0	0
7:15:38 AM	GAP	3	0	0	0
7:15:41 AM	GAP	27	27	7	0
7:16:08 AM	GAP	3	0	0	0
7:16:11 AM	GAP	23	23	6	0
7:16:34 AM	GAP	1	0	0	0
7:16:35 AM	GAP	20	20	5	0
7:16:55 AM	GAP	19	19	4	0
7:17:14 AM	GAP	34	34	9	0
7:17:48 AM	GAP	17	17	4	0
7:18:05 AM	GAP	14	14	3	0
7:18:19 AM	GAP	18	18	4	0
7:18:37 AM	GAP	3	0	0	0
7:18:40 AM	GAP	3	0	0	0
7:18:43 AM	GAP	4	0	0	0
7:18:47 AM	GAP	2	0	0	0
7:18:49 AM	GAP	25	25	6	0
7:19:14 AM	GAP	32	32	8	0
7:19:46 AM	GAP	12	12	2	0
7:19:58 AM	GAP	6	0	0	0
7:20:04 AM	GAP	23	23	6	0
7:20:27 AM	GAP	5	0	0	0
7:20:32 AM	GAP	1	0	0	0
7:20:33 AM	GAP	11	11	2	0
7:20:44 AM	GAP	12	12	2	0
7:20:56 AM	GAP	4	0	0	0
7:21:00 AM	GAP	7	0	0	0
7:21:07 AM	GAP	3	0	0	0
7:21:10 AM	GAP	7	0	0	0
7:21:17 AM	GAP	19	19	4	0
7:21:36 AM	GAP	1	0	0	0
7:21:37 AM	GAP	16	16	4	0
7:21:53 AM	GAP	13	13	3	0
7:22:06 AM	GAP	31	31	8	0
7:22:37 AM	GAP	5	0	0	0
7:22:42 AM	GAP	15	15	3	0
7:22:57 AM	GAP	1	0	0	0
7:22:58 AM	GAP	3	0	0	0
7:23:01 AM	GAP	1	0	0	0
7:23:02 AM	GAP	5	0	0	0
7:23:07 AM	GAP	6	0	0	0
7:23:13 AM	GAP	4	0	0	0
7:23:17 AM	GAP	2	0	0	0
7:23:19 AM	GAP	8	8	1	0
7:23:27 AM	GAP	2	0	0	0
7:23:29 AM	GAP	1	0	0	0
7:23:30 AM	GAP	10	10	2	0
7:23:40 AM	GAP	4	0	0	0
7:23:44 AM	GAP	14	14	3	0
7:23:58 AM	GAP	4	0	0	0
7:24:02 AM	BLOCKED	0	0	0	28
7:24:30 AM	GAP	22	22	5	0

GAP ANALYSIS-FIELD COUNTS

STREET: HIGHBRIDGE ROAD
LANE: SOUTHBOUND (LEFT TURN)
DATE: 12.29.2015
FIELD ENGINEER: RPG
START TIME: 7:00:00 AM
BASE CRITICAL GAP: 7.1
BASE FOLLOW UP TIME: 3.5

TIME (HOUR:MIN:SEC)	NOTES	OBSERVED GAPS (SECS)	ACCEPTABLE GAPS (SECS)	POTENTIAL CAPACITY (VEH)	OBSERVED BLOCK (SECS)
7:24:52 AM	GAP	5	0	0	0
7:24:57 AM	GAP	4	0	0	0
7:25:01 AM	GAP	21	21	5	0
7:25:22 AM	GAP	4	0	0	0
7:25:26 AM	GAP	21	21	5	0
7:25:47 AM	GAP	3	0	0	0
7:25:50 AM	GAP	5	0	0	0
7:25:55 AM	GAP	4	0	0	0
7:25:59 AM	GAP	7	0	0	0
7:26:06 AM	GAP	39	39	10	0
7:26:45 AM	GAP	17	17	4	0
7:27:02 AM	GAP	15	15	3	0
7:27:17 AM	GAP	5	0	0	0
7:27:22 AM	GAP	12	12	2	0
7:27:34 AM	GAP	1	0	0	0
7:27:35 AM	GAP	4	0	0	0
7:27:39 AM	GAP	35	35	9	0
7:28:14 AM	GAP	27	27	7	0
7:28:41 AM	GAP	17	17	4	0
7:28:58 AM	GAP	10	10	2	0
7:29:08 AM	GAP	2	0	0	0
7:29:10 AM	GAP	2	0	0	0
7:29:12 AM	GAP	3	0	0	0
7:29:15 AM	GAP	32	32	8	0
7:29:47 AM	GAP	1	0	0	0
7:29:48 AM	GAP	4	0	0	0
7:29:52 AM	GAP	30	30	8	0
7:30:22 AM	GAP	9	9	2	0
7:30:31 AM	GAP	8	8	1	0
7:30:39 AM	GAP	8	8	1	0
7:30:47 AM	GAP	2	0	0	0
7:30:49 AM	GAP	4	0	0	0
7:30:53 AM	GAP	2	0	0	0
7:30:55 AM	GAP	3	0	0	0
7:30:58 AM	GAP	2	0	0	0
7:31:00 AM	GAP	13	13	3	0
7:31:13 AM	GAP	14	14	3	0
7:31:27 AM	GAP	8	8	1	0
7:31:35 AM	GAP	9	9	2	0
7:31:44 AM	GAP	8	8	1	0
7:31:52 AM	GAP	2	0	0	0
7:31:54 AM	GAP	13	13	3	0
7:32:07 AM	GAP	25	25	6	0
7:32:32 AM	GAP	1	0	0	0
7:32:33 AM	GAP	11	11	2	0
7:32:44 AM	GAP	7	0	0	0
7:32:51 AM	GAP	2	0	0	0
7:32:53 AM	GAP	5	0	0	0
7:32:58 AM	GAP	64	64	17	0
7:34:02 AM	GAP	2	0	0	0
7:34:04 AM	GAP	3	0	0	0
7:34:07 AM	GAP	9	9	2	0
7:34:16 AM	GAP	38	38	10	0
7:34:54 AM	GAP	4	0	0	0
7:34:58 AM	GAP	2	0	0	0

GAP ANALYSIS-FIELD COUNTS

STREET: HIGHBRIDGE ROAD
LANE: SOUTHBOUND (LEFT TURN)
DATE: 12.29.2015
FIELD ENGINEER: RPG
START TIME: 7:00:00 AM
BASE CRITICAL GAP: 7.1
BASE FOLLOW UP TIME: 3.5

TIME (HOUR:MIN:SEC)	NOTES	OBSERVED GAPS (SECS)	ACCEPTABLE GAPS (SECS)	POTENTIAL CAPACITY (VEH)	OBSERVED BLOCK (SECS)
7:35:00 AM	GAP	42	42	11	0
7:35:42 AM	GAP	12	12	2	0
7:35:54 AM	GAP	5	0	0	0
7:35:59 AM	GAP	19	19	4	0
7:36:18 AM	GAP	4	0	0	0
7:36:22 AM	GAP	7	0	0	0
7:36:29 AM	GAP	3	0	0	0
7:36:32 AM	GAP	7	0	0	0
7:36:39 AM	GAP	15	15	3	0
7:36:54 AM	GAP	38	38	10	0
7:37:32 AM	GAP	3	0	0	0
7:37:35 AM	GAP	26	26	6	0
7:38:01 AM	GAP	6	0	0	0
7:38:07 AM	GAP	11	11	2	0
7:38:18 AM	GAP	2	0	0	0
7:38:20 AM	GAP	50	50	13	0
7:39:10 AM	GAP	7	0	0	0
7:39:17 AM	GAP	6	0	0	0
7:39:23 AM	GAP	3	0	0	0
7:39:26 AM	GAP	7	0	0	0
7:39:33 AM	GAP	1	0	0	0
7:39:34 AM	GAP	2	0	0	0
7:39:36 AM	GAP	3	0	0	0
7:39:39 AM	GAP	3	0	0	0
7:39:42 AM	GAP	7	0	0	0
7:39:49 AM	GAP	3	0	0	0
7:39:52 AM	GAP	3	0	0	0
7:39:55 AM	BLOCKED	0	0	0	80
7:41:15 AM	GAP	2	0	0	0
7:41:17 AM	GAP	2	0	0	0
7:41:19 AM	GAP	3	0	0	0
7:41:22 AM	GAP	1	0	0	0
7:41:23 AM	GAP	4	0	0	0
7:41:27 AM	GAP	2	0	0	0
7:41:29 AM	GAP	3	0	0	0
7:41:32 AM	GAP	4	0	0	0
7:41:36 AM	GAP	3	0	0	0
7:41:39 AM	GAP	4	0	0	0
7:41:43 AM	GAP	2	0	0	0
7:41:45 AM	BLOCKED	0	0	0	65
7:42:50 AM	GAP	1	0	0	0
7:42:51 AM	GAP	2	0	0	0
7:42:53 AM	GAP	2	0	0	0
7:42:55 AM	GAP	2	0	0	0
7:42:57 AM	GAP	4	0	0	0
7:43:01 AM	GAP	1	0	0	0
7:43:02 AM	GAP	4	0	0	0
7:43:06 AM	GAP	5	0	0	0
7:43:11 AM	GAP	13	13	3	0
7:43:24 AM	GAP	11	11	2	0
7:43:35 AM	GAP	3	0	0	0
7:43:38 AM	GAP	5	0	0	0
7:43:43 AM	GAP	27	27	7	0
7:44:10 AM	GAP	4	0	0	0
7:44:14 AM	GAP	2	0	0	0

GAP ANALYSIS-FIELD COUNTS

STREET: HIGHBRIDGE ROAD
LANE: SOUTHBOUND (LEFT TURN)
DATE: 12.29.2015
FIELD ENGINEER: RPG
START TIME: 7:00:00 AM
BASE CRITICAL GAP: 7.1
BASE FOLLOW UP TIME: 3.5

TIME (HOUR:MIN:SEC)	NOTES	OBSERVED GAPS (SECS)	ACCEPTABLE GAPS (SECS)	POTENTIAL CAPACITY (VEH)	OBSERVED BLOCK (SECS)
7:44:16 AM	GAP	2	0	0	0
7:44:18 AM	GAP	3	0	0	0
7:44:21 AM	GAP	2	0	0	0
7:44:23 AM	GAP	3	0	0	0
7:44:26 AM	GAP	31	31	8	0
7:44:57 AM	GAP	12	12	2	0
7:45:09 AM	GAP	1	0	0	0
7:45:10 AM	GAP	6	0	0	0
7:45:16 AM	GAP	7	0	0	0
7:45:23 AM	GAP	3	0	0	0
7:45:26 AM	GAP	7	0	0	0
7:45:33 AM	GAP	5	0	0	0
7:45:38 AM	GAP	4	0	0	0
7:45:42 AM	GAP	7	0	0	0
7:45:49 AM	GAP	2	0	0	0
7:45:51 AM	GAP	4	0	0	0
7:45:55 AM	BLOCKED	0	0	0	15
7:46:10 AM	GAP	5	0	0	0
7:46:15 AM	GAP	5	0	0	0
7:46:20 AM	GAP	12	12	2	0
7:46:32 AM	GAP	3	0	0	0
7:46:35 AM	GAP	4	0	0	0
7:46:39 AM	GAP	5	0	0	0
7:46:44 AM	GAP	14	14	3	0
7:46:58 AM	GAP	3	0	0	0
7:47:01 AM	GAP	2	0	0	0
7:47:03 AM	GAP	26	26	6	0
7:47:29 AM	GAP	2	0	0	0
7:47:31 AM	GAP	47	47	12	0
7:48:18 AM	GAP	47	47	12	0
7:49:05 AM	GAP	7	0	0	0
7:49:12 AM	GAP	2	0	0	0
7:49:14 AM	GAP	2	0	0	0
7:49:16 AM	GAP	11	11	2	0
7:49:27 AM	GAP	1	0	0	0
7:49:28 AM	GAP	2	0	0	0
7:49:30 AM	GAP	4	0	0	0
7:49:34 AM	GAP	13	13	3	0
7:49:47 AM	GAP	2	0	0	0
7:49:49 AM	GAP	9	9	2	0
7:49:58 AM	GAP	5	0	0	0
7:50:03 AM	GAP	24	24	6	0
7:50:27 AM	GAP	5	0	0	0
7:50:32 AM	GAP	13	13	3	0
7:50:45 AM	GAP	4	0	0	0
7:50:49 AM	GAP	16	16	4	0
7:51:05 AM	GAP	5	0	0	0
7:51:10 AM	GAP	7	0	0	0
7:51:17 AM	GAP	6	0	0	0
7:51:23 AM	GAP	1	0	0	0
7:51:24 AM	GAP	10	10	2	0
7:51:34 AM	GAP	5	0	0	0
7:51:39 AM	GAP	6	0	0	0
7:51:45 AM	GAP	9	9	2	0
7:51:54 AM	GAP	4	0	0	0

GAP ANALYSIS-FIELD COUNTS

STREET: HIGHBRIDGE ROAD
LANE: SOUTHBOUND (LEFT TURN)
DATE: 12.29.2015
FIELD ENGINEER: RPG
START TIME: 7:00:00 AM
BASE CRITICAL GAP: 7.1
BASE FOLLOW UP TIME: 3.5

TIME (HOUR:MIN:SEC)	NOTES	OBSERVED GAPS (SECS)	ACCEPTABLE GAPS (SECS)	POTENTIAL CAPACITY (VEH)	OBSERVED BLOCK (SECS)
7:51:58 AM	GAP	2	0	0	0
7:52:00 AM	GAP	7	0	0	0
7:52:07 AM	GAP	19	19	4	0
7:52:26 AM	GAP	8	8	1	0
7:52:34 AM	GAP	5	0	0	0
7:52:39 AM	GAP	2	0	0	0
7:52:41 AM	GAP	5	0	0	0
7:52:46 AM	GAP	5	0	0	0
7:52:51 AM	GAP	3	0	0	0
7:52:54 AM	GAP	3	0	0	0
7:52:57 AM	GAP	5	0	0	0
7:53:02 AM	GAP	4	0	0	0
7:53:06 AM	GAP	11	11	2	0
7:53:17 AM	GAP	2	0	0	0
7:53:19 AM	GAP	4	0	0	0
7:53:23 AM	GAP	1	0	0	0
7:53:24 AM	GAP	9	9	2	0
7:53:33 AM	GAP	8	8	1	0
7:53:41 AM	GAP	1	0	0	0
7:53:42 AM	GAP	3	0	0	0
7:53:45 AM	GAP	6	0	0	0
7:53:51 AM	GAP	7	0	0	0
7:53:58 AM	GAP	7	0	0	0
7:54:05 AM	BLOCKED	0	0	0	40
7:54:45 AM	GAP	11	11	2	0
7:54:56 AM	GAP	12	12	2	0
7:55:08 AM	GAP	9	9	2	0
7:55:17 AM	GAP	8	8	1	0
7:55:25 AM	GAP	8	8	1	0
7:55:33 AM	GAP	12	12	2	0
7:55:45 AM	BLOCKED	0	0	0	30
7:56:15 AM	GAP	2	0	0	0
7:56:17 AM	GAP	3	0	0	0
7:56:20 AM	GAP	8	8	1	0
7:56:28 AM	GAP	2	0	0	0
7:56:30 AM	GAP	3	0	0	0
7:56:33 AM	GAP	11	11	2	0
7:56:44 AM	GAP	10	10	2	0
7:56:54 AM	GAP	26	26	6	0
7:57:20 AM	GAP	27	27	7	0
7:57:47 AM	GAP	8	8	1	0
7:57:55 AM	GAP	5	0	0	0
7:58:00 AM	GAP	31	31	8	0
7:58:31 AM	GAP	2	0	0	0
7:58:33 AM	GAP	2	0	0	0
7:58:35 AM	GAP	3	0	0	0
7:58:38 AM	GAP	6	0	0	0
7:58:44 AM	GAP	31	31	8	0
7:59:15 AM	GAP	1	0	0	0
7:59:16 AM	GAP	4	0	0	0
7:59:20 AM	GAP	2	0	0	0
7:59:22 AM	GAP	3	0	0	0
7:59:25 AM	GAP	3	0	0	0
7:59:28 AM	GAP	1	0	0	0
7:59:29 AM	GAP	1	0	0	0

GAP ANALYSIS-FIELD COUNTS

STREET: HIGHBRIDGE ROAD
LANE: SOUTHBOUND (LEFT TURN)
DATE: 12.29.2015
FIELD ENGINEER: RPG
START TIME: 7:00:00 AM
BASE CRITICAL GAP: 7.1
BASE FOLLOW UP TIME: 3.5

TIME (HOUR:MIN:SEC)	NOTES	OBSERVED GAPS (SECS)	ACCEPTABLE GAPS (SECS)	POTENTIAL CAPACITY (VEH)	OBSERVED BLOCK (SECS)
7:59:30 AM	GAP	22	22	5	0
7:59:52 AM	GAP	10	10	2	0
8:00:02 AM	GAP	9	9	2	0
8:00:11 AM	GAP	3	0	0	0
8:00:14 AM	GAP	1	0	0	0
8:00:15 AM	GAP	3	0	0	0
8:00:18 AM	GAP	9	9	2	0
8:00:27 AM	GAP	1	0	0	0
8:00:28 AM	GAP	15	15	3	0
8:00:43 AM	GAP	9	9	2	0
8:00:52 AM	GAP	2	0	0	0
8:00:54 AM	GAP	2	0	0	0
8:00:56 AM	GAP	1	0	0	0
8:00:57 AM	GAP	1	0	0	0
8:00:58 AM	GAP	1	0	0	0
8:00:59 AM	GAP	3	0	0	0
8:01:02 AM	GAP	1	0	0	0
8:01:03 AM	GAP	1	0	0	0
8:01:04 AM	GAP	1	0	0	0
8:01:05 AM	GAP	3	0	0	0
8:01:08 AM	GAP	4	0	0	0
8:01:12 AM	GAP	7	0	0	0
8:01:19 AM	GAP	21	21	5	0
8:01:40 AM	GAP	16	16	4	0
8:01:56 AM	GAP	21	21	5	0
8:02:17 AM	GAP	2	0	0	0
8:02:19 AM	GAP	13	13	3	0
8:02:32 AM	GAP	3	0	0	0
8:02:35 AM	GAP	4	0	0	0
8:02:39 AM	GAP	1	0	0	0
8:02:40 AM	GAP	1	0	0	0
8:02:41 AM	GAP	1	0	0	0
8:02:42 AM	GAP	17	17	4	0
8:02:59 AM	GAP	10	10	2	0
8:03:09 AM	GAP	4	0	0	0
8:03:13 AM	GAP	7	0	0	0
8:03:20 AM	GAP	18	18	4	0
8:03:38 AM	GAP	4	0	0	0
8:03:42 AM	GAP	19	19	4	0
8:04:01 AM	GAP	21	21	5	0
8:04:22 AM	GAP	2	0	0	0
8:04:24 AM	GAP	1	0	0	0
8:04:25 AM	GAP	1	0	0	0
8:04:26 AM	GAP	34	34	9	0
8:05:00 AM	GAP	1	0	0	0
8:05:01 AM	GAP	1	0	0	0
8:05:02 AM	GAP	3	0	0	0
8:05:05 AM	GAP	1	0	0	0
8:05:06 AM	GAP	17	17	4	0
8:05:23 AM	GAP	23	23	6	0
8:05:46 AM	GAP	16	16	4	0
8:06:02 AM	GAP	1	0	0	0
8:06:03 AM	GAP	1	0	0	0
8:06:04 AM	GAP	5	0	0	0
8:06:09 AM	GAP	6	0	0	0

GAP ANALYSIS-FIELD COUNTS

STREET: HIGHBRIDGE ROAD
LANE: SOUTHBOUND (LEFT TURN)
DATE: 12.29.2015
FIELD ENGINEER: RPG
START TIME: 7:00:00 AM
BASE CRITICAL GAP: 7.1
BASE FOLLOW UP TIME: 3.5

TIME (HOUR:MIN:SEC)	NOTES	OBSERVED GAPS (SECS)	ACCEPTABLE GAPS (SECS)	POTENTIAL CAPACITY (VEH)	OBSERVED BLOCK (SECS)
8:06:15 AM	GAP	3	0	0	0
8:06:18 AM	GAP	4	0	0	0
8:06:22 AM	GAP	18	18	4	0
8:06:40 AM	GAP	7	0	0	0
8:06:47 AM	GAP	7	0	0	0
8:06:54 AM	GAP	10	10	2	0
8:07:04 AM	GAP	15	15	3	0
8:07:19 AM	GAP	12	12	2	0
8:07:31 AM	GAP	1	0	0	0
8:07:32 AM	GAP	2	0	0	0
8:07:34 AM	GAP	1	0	0	0
8:07:35 AM	GAP	8	8	1	0
8:07:43 AM	GAP	3	0	0	0
8:07:46 AM	GAP	5	0	0	0
8:07:51 AM	GAP	10	10	2	0
8:08:01 AM	GAP	22	22	5	0
8:08:23 AM	GAP	3	0	0	0
8:08:26 AM	GAP	30	30	8	0
8:08:56 AM	GAP	10	10	2	0
8:09:06 AM	GAP	3	0	0	0
8:09:09 AM	GAP	3	0	0	0
8:09:12 AM	GAP	3	0	0	0
8:09:15 AM	GAP	3	0	0	0
8:09:18 AM	GAP	1	0	0	0
8:09:19 AM	GAP	34	34	9	0
8:09:53 AM	GAP	7	0	0	0
8:10:00 AM	GAP	26	26	6	0
8:10:26 AM	GAP	1	0	0	0
8:10:27 AM	GAP	2	0	0	0
8:10:29 AM	GAP	12	12	2	0
8:10:41 AM	GAP	1	0	0	0
8:10:42 AM	GAP	6	0	0	0
8:10:48 AM	GAP	2	0	0	0
8:10:50 AM	GAP	5	0	0	0
8:10:55 AM	GAP	1	0	0	0
8:10:56 AM	GAP	9	9	2	0
8:11:05 AM	GAP	28	28	7	0
8:11:33 AM	GAP	5	0	0	0
8:11:38 AM	GAP	18	18	4	0
8:11:56 AM	GAP	11	11	2	0
8:12:07 AM	GAP	3	0	0	0
8:12:10 AM	GAP	17	17	4	0
8:12:27 AM	GAP	27	27	7	0
8:12:54 AM	GAP	11	11	2	0
8:13:05 AM	GAP	12	12	2	0
8:13:17 AM	GAP	11	11	2	0
8:13:28 AM	GAP	17	17	4	0
8:13:45 AM	GAP	27	27	7	0
8:14:12 AM	GAP	3	0	0	0
8:14:15 AM	GAP	4	0	0	0
8:14:19 AM	GAP	1	0	0	0
8:14:20 AM	GAP	2	0	0	0
8:14:22 AM	GAP	17	17	4	0
8:14:39 AM	GAP	4	0	0	0
8:14:43 AM	GAP	7	0	0	0

GAP ANALYSIS-FIELD COUNTS

STREET: HIGHBRIDGE ROAD
LANE: SOUTHBOUND (LEFT TURN)
DATE: 12.29.2015
FIELD ENGINEER: RPG
START TIME: 7:00:00 AM
BASE CRITICAL GAP: 7.1
BASE FOLLOW UP TIME: 3.5

TIME (HOUR:MIN:SEC)	NOTES	OBSERVED GAPS (SECS)	ACCEPTABLE GAPS (SECS)	POTENTIAL CAPACITY (VEH)	OBSERVED BLOCK (SECS)
8:14:50 AM	GAP	3	0	0	0
8:14:53 AM	GAP	53	53	14	0
8:15:46 AM	GAP	5	0	0	0
8:15:51 AM	BLOCKED	0	0	0	17
8:16:08 AM	GAP	16	16	4	0
8:16:24 AM	GAP	2	0	0	0
8:16:26 AM	GAP	3	0	0	0
8:16:29 AM	GAP	4	0	0	0
8:16:33 AM	GAP	6	0	0	0
8:16:39 AM	GAP	1	0	0	0
8:16:40 AM	GAP	12	12	2	0
8:16:52 AM	GAP	9	9	2	0
8:17:01 AM	GAP	3	0	0	0
8:17:04 AM	GAP	10	10	2	0
8:17:14 AM	GAP	10	10	2	0
8:17:24 AM	GAP	3	0	0	0
8:17:27 AM	GAP	9	9	2	0
8:17:36 AM	BLOCKED	0	0	0	10
8:17:46 AM	GAP	10	10	2	0
8:17:56 AM	GAP	12	12	2	0
8:18:08 AM	GAP	2	0	0	0
8:18:10 AM	GAP	4	0	0	0
8:18:14 AM	GAP	10	10	2	0
8:18:24 AM	GAP	7	0	0	0
8:18:31 AM	GAP	29	29	7	0
8:19:00 AM	GAP	2	0	0	0
8:19:02 AM	GAP	8	8	1	0
8:19:10 AM	GAP	1	0	0	0
8:19:11 AM	GAP	4	0	0	0
8:19:15 AM	GAP	12	12	2	0
8:19:27 AM	GAP	12	12	2	0
8:19:39 AM	GAP	10	10	2	0
8:19:49 AM	GAP	1	0	0	0
8:19:50 AM	GAP	1	0	0	0
8:19:51 AM	GAP	21	21	5	0
8:20:12 AM	GAP	6	0	0	0
8:20:18 AM	GAP	5	0	0	0
8:20:23 AM	GAP	5	0	0	0
8:20:28 AM	GAP	21	21	5	0
8:20:49 AM	GAP	7	0	0	0
8:20:56 AM	BLOCKED	0	0	0	10
8:21:06 AM	GAP	4	0	0	0
8:21:10 AM	GAP	1	0	0	0
8:21:11 AM	GAP	4	0	0	0
8:21:15 AM	GAP	25	25	6	0
8:21:40 AM	GAP	3	0	0	0
8:21:43 AM	GAP	4	0	0	0
8:21:47 AM	GAP	9	9	2	0
8:21:56 AM	GAP	15	15	3	0
8:22:11 AM	GAP	3	0	0	0
8:22:14 AM	GAP	12	12	2	0
8:22:26 AM	GAP	9	9	2	0
8:22:35 AM	GAP	1	0	0	0
8:22:36 AM	BLOCKED	0	0	0	15
8:22:51 AM	GAP	9	9	2	0

GAP ANALYSIS-FIELD COUNTS

STREET: HIGHBRIDGE ROAD
LANE: SOUTHBOUND (LEFT TURN)
DATE: 12.29.2015
FIELD ENGINEER: RPG
START TIME: 7:00:00 AM
BASE CRITICAL GAP: 7.1
BASE FOLLOW UP TIME: 3.5

TIME (HOUR:MIN:SEC)	NOTES	OBSERVED GAPS (SECS)	ACCEPTABLE GAPS (SECS)	POTENTIAL CAPACITY (VEH)	OBSERVED BLOCK (SECS)
8:23:00 AM	GAP	9	9	2	0
8:23:09 AM	GAP	25	25	6	0
8:23:34 AM	GAP	14	14	3	0
8:23:48 AM	GAP	1	0	0	0
8:23:49 AM	GAP	3	0	0	0
8:23:52 AM	GAP	2	0	0	0
8:23:54 AM	GAP	6	0	0	0
8:24:00 AM	GAP	24	24	6	0
8:24:24 AM	GAP	1	0	0	0
8:24:25 AM	GAP	33	33	8	0
8:24:58 AM	GAP	31	31	8	0
8:25:29 AM	GAP	3	0	0	0
8:25:32 AM	GAP	4	0	0	0
8:25:36 AM	GAP	4	0	0	0
8:25:40 AM	GAP	19	19	4	0
8:25:59 AM	GAP	1	0	0	0
8:26:00 AM	GAP	11	11	2	0
8:26:11 AM	GAP	4	0	0	0
8:26:15 AM	GAP	28	28	7	0
8:26:43 AM	GAP	4	0	0	0
8:26:47 AM	GAP	6	0	0	0
8:26:53 AM	GAP	3	0	0	0
8:26:56 AM	GAP	12	12	2	0
8:27:08 AM	GAP	4	0	0	0
8:27:12 AM	GAP	9	9	2	0
8:27:21 AM	BLOCKED	0	0	0	25
8:27:46 AM	GAP	3	0	0	0
8:27:49 AM	GAP	1	0	0	0
8:27:50 AM	GAP	3	0	0	0
8:27:53 AM	GAP	4	0	0	0
8:27:57 AM	GAP	7	0	0	0
8:28:04 AM	GAP	28	28	7	0
8:28:32 AM	GAP	5	0	0	0
8:28:37 AM	GAP	30	30	8	0
8:29:07 AM	GAP	8	8	1	0
8:29:15 AM	GAP	9	9	2	0
8:29:24 AM	GAP	2	0	0	0
8:29:26 AM	GAP	2	0	0	0
8:29:28 AM	GAP	10	10	2	0
8:29:38 AM	GAP	24	24	6	0
8:30:02 AM	GAP	6	0	0	0
8:30:08 AM	GAP	7	0	0	0
8:30:15 AM	GAP	1	0	0	0
8:30:16 AM	GAP	2	0	0	0
8:30:18 AM	GAP	3	0	0	0
8:30:21 AM	GAP	6	0	0	0
8:30:27 AM	GAP	23	23	6	0
8:30:50 AM	GAP	19	19	4	0
8:31:09 AM	GAP	2	0	0	0
8:31:11 AM	GAP	35	35	9	0
8:31:46 AM	GAP	9	9	2	0
8:31:55 AM	GAP	2	0	0	0
8:31:57 AM	GAP	1	0	0	0
8:31:58 AM	GAP	1	0	0	0
8:31:59 AM	GAP	31	31	8	0

GAP ANALYSIS-FIELD COUNTS

STREET: HIGHBRIDGE ROAD
LANE: SOUTHBOUND (LEFT TURN)
DATE: 12.29.2015
FIELD ENGINEER: RPG
START TIME: 7:00:00 AM
BASE CRITICAL GAP: 7.1
BASE FOLLOW UP TIME: 3.5

TIME (HOUR:MIN:SEC)	NOTES	OBSERVED GAPS (SECS)	ACCEPTABLE GAPS (SECS)	POTENTIAL CAPACITY (VEH)	OBSERVED BLOCK (SECS)
8:32:30 AM	GAP	3	0	0	0
8:32:33 AM	GAP	9	9	2	0
8:32:42 AM	GAP	4	0	0	0
8:32:46 AM	GAP	32	32	8	0
8:33:18 AM	GAP	3	0	0	0
8:33:21 AM	GAP	2	0	0	0
8:33:23 AM	GAP	11	11	2	0
8:33:34 AM	GAP	25	25	6	0
8:33:59 AM	GAP	9	9	2	0
8:34:08 AM	GAP	2	0	0	0
8:34:10 AM	GAP	11	11	2	0
8:34:21 AM	GAP	24	24	6	0
8:34:45 AM	GAP	5	0	0	0
8:34:50 AM	GAP	16	16	4	0
8:35:06 AM	GAP	3	0	0	0
8:35:09 AM	GAP	21	21	5	0
8:35:30 AM	GAP	21	21	5	0
8:35:51 AM	GAP	36	36	9	0
8:36:27 AM	GAP	23	23	6	0
8:36:50 AM	GAP	8	8	1	0
8:36:58 AM	GAP	17	17	4	0
8:37:15 AM	GAP	18	18	4	0
8:37:33 AM	GAP	9	9	2	0
8:37:42 AM	GAP	6	0	0	0
8:37:48 AM	GAP	4	0	0	0
8:37:52 AM	GAP	1	0	0	0
8:37:53 AM	GAP	1	0	0	0
8:37:54 AM	GAP	2	0	0	0
8:37:56 AM	GAP	1	0	0	0
8:37:57 AM	GAP	5	0	0	0
8:38:02 AM	GAP	3	0	0	0
8:38:05 AM	GAP	6	0	0	0
8:38:11 AM	BLOCKED	0	0	0	67
8:39:18 AM	GAP	2	0	0	0
8:39:20 AM	GAP	1	0	0	0
8:39:21 AM	GAP	3	0	0	0
8:39:24 AM	GAP	2	0	0	0
8:39:26 AM	GAP	3	0	0	0
8:39:29 AM	GAP	2	0	0	0
8:39:31 AM	GAP	2	0	0	0
8:39:33 AM	GAP	2	0	0	0
8:39:35 AM	GAP	3	0	0	0
8:39:38 AM	GAP	2	0	0	0
8:39:40 AM	GAP	2	0	0	0
8:39:42 AM	GAP	5	0	0	0
8:39:47 AM	GAP	3	0	0	0
8:39:50 AM	GAP	2	0	0	0
8:39:52 AM	GAP	4	0	0	0
8:39:56 AM	GAP	15	15	3	0
8:40:11 AM	BLOCKED	0	0	0	45
8:40:56 AM	GAP	5	0	0	0
8:41:01 AM	GAP	1	0	0	0
8:41:02 AM	GAP	3	0	0	0
8:41:05 AM	GAP	2	0	0	0
8:41:07 AM	GAP	1	0	0	0

GAP ANALYSIS-FIELD COUNTS

STREET: HIGHBRIDGE ROAD
LANE: SOUTHBOUND (LEFT TURN)
DATE: 12.29.2015
FIELD ENGINEER: RPG
START TIME: 7:00:00 AM
BASE CRITICAL GAP: 7.1
BASE FOLLOW UP TIME: 3.5

TIME (HOUR:MIN:SEC)	NOTES	OBSERVED GAPS (SECS)	ACCEPTABLE GAPS (SECS)	POTENTIAL CAPACITY (VEH)	OBSERVED BLOCK (SECS)
8:41:08 AM	GAP	2	0	0	0
8:41:10 AM	GAP	5	0	0	0
8:41:15 AM	GAP	2	0	0	0
8:41:17 AM	GAP	2	0	0	0
8:41:19 AM	GAP	13	13	3	0
8:41:32 AM	GAP	45	45	12	0
8:42:17 AM	GAP	2	0	0	0
8:42:19 AM	GAP	32	32	8	0
8:42:51 AM	GAP	5	0	0	0
8:42:56 AM	GAP	6	0	0	0
8:43:02 AM	GAP	1	0	0	0
8:43:03 AM	GAP	1	0	0	0
8:43:04 AM	GAP	1	0	0	0
8:43:05 AM	GAP	5	0	0	0
8:43:10 AM	GAP	1	0	0	0
8:43:11 AM	GAP	3	0	0	0
8:43:14 AM	GAP	2	0	0	0
8:43:16 AM	GAP	17	17	4	0
8:43:33 AM	GAP	11	11	2	0
8:43:44 AM	GAP	23	23	6	0
8:44:07 AM	GAP	8	8	1	0
8:44:15 AM	GAP	5	0	0	0
8:44:20 AM	GAP	2	0	0	0
8:44:22 AM	GAP	6	0	0	0
8:44:28 AM	GAP	14	14	3	0
8:44:42 AM	GAP	7	0	0	0
8:44:49 AM	GAP	2	0	0	0
8:44:51 AM	GAP	16	16	4	0
8:45:07 AM	GAP	4	0	0	0
8:45:11 AM	GAP	23	23	6	0
8:45:34 AM	GAP	2	0	0	0
8:45:36 AM	GAP	1	0	0	0
8:45:37 AM	GAP	2	0	0	0
8:45:39 AM	GAP	32	32	8	0
8:46:11 AM	GAP	2	0	0	0
8:46:13 AM	GAP	4	0	0	0
8:46:17 AM	GAP	1	0	0	0
8:46:18 AM	GAP	6	0	0	0
8:46:24 AM	GAP	37	37	10	0
8:47:01 AM	GAP	2	0	0	0
8:47:03 AM	GAP	16	16	4	0
8:47:19 AM	GAP	8	8	1	0
8:47:27 AM	GAP	6	0	0	0
8:47:33 AM	GAP	9	9	2	0
8:47:42 AM	GAP	14	14	3	0
8:47:56 AM	GAP	30	30	8	0
8:48:26 AM	GAP	1	0	0	0
8:48:27 AM	GAP	3	0	0	0
8:48:30 AM	GAP	9	9	2	0
8:48:39 AM	GAP	15	15	3	0
8:48:54 AM	GAP	3	0	0	0
8:48:57 AM	GAP	8	8	1	0
8:49:05 AM	GAP	2	0	0	0
8:49:07 AM	GAP	12	12	2	0
8:49:19 AM	GAP	12	12	2	0

GAP ANALYSIS-FIELD COUNTS

STREET: HIGHBRIDGE ROAD
LANE: SOUTHBOUND (LEFT TURN)
DATE: 12.29.2015
FIELD ENGINEER: RPG
START TIME: 7:00:00 AM
BASE CRITICAL GAP: 7.1
BASE FOLLOW UP TIME: 3.5

TIME (HOUR:MIN:SEC)	NOTES	OBSERVED GAPS (SECS)	ACCEPTABLE GAPS (SECS)	POTENTIAL CAPACITY (VEH)	OBSERVED BLOCK (SECS)
8:49:31 AM	GAP	15	15	3	0
8:49:46 AM	GAP	2	0	0	0
8:49:48 AM	GAP	9	9	2	0
8:49:57 AM	GAP	7	0	0	0
8:50:04 AM	GAP	13	13	3	0
8:50:17 AM	GAP	2	0	0	0
8:50:19 AM	GAP	8	8	1	0
8:50:27 AM	GAP	5	0	0	0
8:50:32 AM	GAP	2	0	0	0
8:50:34 AM	GAP	7	0	0	0
8:50:41 AM	BLOCKED	0	0	0	10
8:50:51 AM	GAP	20	20	5	0
8:51:11 AM	GAP	5	0	0	0
8:51:16 AM	GAP	11	11	2	0
8:51:27 AM	GAP	27	27	7	0
8:51:54 AM	GAP	1	0	0	0
8:51:55 AM	GAP	10	10	2	0
8:52:05 AM	GAP	11	11	2	0
8:52:16 AM	GAP	2	0	0	0
8:52:18 AM	GAP	4	0	0	0
8:52:22 AM	GAP	4	0	0	0
8:52:26 AM	GAP	42	42	11	0
8:53:08 AM	GAP	3	0	0	0
8:53:11 AM	GAP	39	39	10	0
8:53:50 AM	GAP	4	0	0	0
8:53:54 AM	GAP	1	0	0	0
8:53:55 AM	GAP	4	0	0	0
8:53:59 AM	GAP	1	0	0	0
8:54:00 AM	GAP	1	0	0	0
8:54:01 AM	GAP	3	0	0	0
8:54:04 AM	GAP	24	24	6	0
8:54:28 AM	GAP	1	0	0	0
8:54:29 AM	GAP	5	0	0	0
8:54:34 AM	GAP	28	28	7	0
8:55:02 AM	GAP	1	0	0	0
8:55:03 AM	GAP	33	33	8	0
8:55:36 AM	GAP	19	19	4	0
8:55:55 AM	GAP	6	0	0	0
8:56:01 AM	GAP	20	20	5	0
8:56:21 AM	GAP	4	0	0	0
8:56:25 AM	GAP	1	0	0	0
8:56:26 AM	GAP	13	13	3	0
8:56:39 AM	GAP	2	0	0	0
8:56:41 AM	GAP	6	0	0	0
8:56:47 AM	GAP	4	0	0	0
8:56:51 AM	GAP	1	0	0	0
8:56:52 AM	GAP	20	20	5	0
8:57:12 AM	GAP	3	0	0	0
8:57:15 AM	GAP	19	19	4	0
8:57:34 AM	GAP	1	0	0	0
8:57:35 AM	GAP	2	0	0	0
8:57:37 AM	GAP	10	10	2	0
8:57:47 AM	GAP	7	0	0	0
8:57:54 AM	GAP	3	0	0	0
8:57:57 AM	GAP	4	0	0	0

GAP ANALYSIS-FIELD COUNTS

STREET: HIGHBRIDGE ROAD
LANE: SOUTHBOUND (LEFT TURN)
DATE: 12.29.2015
FIELD ENGINEER: RPG
START TIME: 7:00:00 AM
BASE CRITICAL GAP: 7.1
BASE FOLLOW UP TIME: 3.5

TIME (HOUR:MIN:SEC)	NOTES	OBSERVED GAPS (SECS)	ACCEPTABLE GAPS (SECS)	POTENTIAL CAPACITY (VEH)	OBSERVED BLOCK (SECS)
8:58:01 AM	GAP	10	10	2	0
8:58:11 AM	GAP	3	0	0	0
8:58:14 AM	GAP	7	0	0	0
8:58:21 AM	GAP	7	0	0	0
8:58:28 AM	GAP	2	0	0	0
8:58:30 AM	GAP	3	0	0	0
8:58:33 AM	GAP	4	0	0	0
8:58:37 AM	BLOCKED	0	0	0	42
8:59:19 AM	GAP	20	20	5	0
8:59:39 AM	GAP	4	0	0	0
8:59:43 AM	GAP	2	0	0	0
8:59:45 AM	GAP	2	0	0	0
8:59:47 AM	GAP	2	0	0	0
8:59:49 AM	GAP	5	0	0	0
8:59:54 AM	GAP	4	0	0	0
8:59:58 AM	GAP	4	0	0	0
9:00:02 AM	GAP	16	16	4	0
9:00:18 AM	BLOCKED	0	0	0	4
9:00:22 AM	END	0	0	0	0

GAP ANALYSIS – FIELD COUNTS

HIGHBRIDGE ROAD

NORTHBOUND (RIGHT TURN)

PM

GAP ANALYSIS-FIELD COUNTS

STREET: HIGHBRIDGE ROAD
LANE: NORTHBOUND (RIGHT TURN)
DATE: 12.29.2015
FIELD ENGINEER: RPG
START TIME: 4:00:00 PM
BASE CRITICAL GAP: 6.2
BASE FOLLOW UP TIME: 3.3

TIME (HOUR:MIN:SEC)	NOTES	OBSERVED GAPS (SECS)	ACCEPTABLE GAPS (SECS)	POTENTIAL CAPACITY (VEH)	OBSERVED BLOCK (SECS)
4:00:00 PM	GAP	5	0	0	0
4:00:05 PM	GAP	1	0	0	0
4:00:06 PM	GAP	39	39	11	0
4:00:45 PM	GAP	1	0	0	0
4:00:46 PM	GAP	14	14	3	0
4:01:00 PM	GAP	16	16	4	0
4:01:16 PM	GAP	2	0	0	0
4:01:18 PM	GAP	4	0	0	0
4:01:22 PM	GAP	30	30	8	0
4:01:52 PM	GAP	26	26	7	0
4:02:18 PM	GAP	8	8	2	0
4:02:26 PM	GAP	6	0	0	0
4:02:32 PM	GAP	70	70	20	0
4:03:42 PM	GAP	43	43	12	0
4:04:25 PM	GAP	7	7	1	0
4:04:32 PM	GAP	2	0	0	0
4:04:34 PM	GAP	1	0	0	0
4:04:35 PM	GAP	1	0	0	0
4:04:36 PM	GAP	4	0	0	0
4:04:40 PM	GAP	6	0	0	0
4:04:46 PM	GAP	8	8	2	0
4:04:54 PM	GAP	5	0	0	0
4:04:59 PM	GAP	4	0	0	0
4:05:03 PM	GAP	5	0	0	0
4:05:08 PM	GAP	2	0	0	0
4:05:10 PM	GAP	10	10	2	0
4:05:20 PM	GAP	16	16	4	0
4:05:36 PM	GAP	9	9	2	0
4:05:45 PM	GAP	18	18	5	0
4:06:03 PM	GAP	18	18	5	0
4:06:21 PM	GAP	9	9	2	0
4:06:30 PM	GAP	8	8	2	0
4:06:38 PM	GAP	10	10	2	0
4:06:48 PM	GAP	27	27	7	0
4:07:15 PM	GAP	10	10	2	0
4:07:25 PM	GAP	2	0	0	0
4:07:27 PM	GAP	139	139	41	0
4:09:46 PM	GAP	4	0	0	0
4:09:50 PM	GAP	5	0	0	0
4:09:55 PM	GAP	3	0	0	0
4:09:58 PM	GAP	1	0	0	0
4:09:59 PM	GAP	3	0	0	0
4:10:02 PM	GAP	4	0	0	0
4:10:06 PM	GAP	6	0	0	0
4:10:12 PM	GAP	6	0	0	0
4:10:18 PM	GAP	2	0	0	0
4:10:20 PM	GAP	4	0	0	0
4:10:24 PM	GAP	7	7	1	0
4:10:31 PM	GAP	3	0	0	0
4:10:34 PM	GAP	3	0	0	0
4:10:37 PM	GAP	2	0	0	0
4:10:39 PM	GAP	3	0	0	0
4:10:42 PM	GAP	4	0	0	0
4:10:46 PM	GAP	4	0	0	0
4:10:50 PM	GAP	2	0	0	0
4:10:52 PM	GAP	2	0	0	0

GAP ANALYSIS-FIELD COUNTS

STREET: HIGHBRIDGE ROAD
LANE: NORTHBOUND (RIGHT TURN)
DATE: 12.29.2015
FIELD ENGINEER: RPG
START TIME: 4:00:00 PM
BASE CRITICAL GAP: 6.2
BASE FOLLOW UP TIME: 3.3

TIME (HOUR:MIN:SEC)	NOTES	OBSERVED GAPS (SECS)	ACCEPTABLE GAPS (SECS)	POTENTIAL CAPACITY (VEH)	OBSERVED BLOCK (SECS)
4:10:54 PM	GAP	5	0	0	0
4:10:59 PM	GAP	4	0	0	0
4:11:03 PM	GAP	5	0	0	0
4:11:08 PM	BLOCKED	0	0	0	50
4:11:58 PM	GAP	5	0	0	0
4:12:03 PM	GAP	2	0	0	0
4:12:05 PM	GAP	5	0	0	0
4:12:10 PM	GAP	3	0	0	0
4:12:13 PM	GAP	4	0	0	0
4:12:17 PM	GAP	15	15	4	0
4:12:32 PM	GAP	28	28	8	0
4:13:00 PM	GAP	10	10	2	0
4:13:10 PM	GAP	55	55	16	0
4:14:05 PM	GAP	2	0	0	0
4:14:07 PM	GAP	4	0	0	0
4:14:11 PM	GAP	3	0	0	0
4:14:14 PM	GAP	5	0	0	0
4:14:19 PM	GAP	4	0	0	0
4:14:23 PM	GAP	9	9	2	0
4:14:32 PM	GAP	55	55	16	0
4:15:27 PM	GAP	1	0	0	0
4:15:28 PM	GAP	2	0	0	0
4:15:30 PM	GAP	4	0	0	0
4:15:34 PM	GAP	3	0	0	0
4:15:37 PM	GAP	22	22	6	0
4:15:59 PM	GAP	21	21	5	0
4:16:20 PM	GAP	6	0	0	0
4:16:26 PM	GAP	4	0	0	0
4:16:30 PM	GAP	5	0	0	0
4:16:35 PM	GAP	16	16	4	0
4:16:51 PM	GAP	5	0	0	0
4:16:56 PM	GAP	5	0	0	0
4:17:01 PM	GAP	5	0	0	0
4:17:06 PM	GAP	2	0	0	0
4:17:08 PM	GAP	2	0	0	0
4:17:10 PM	GAP	4	0	0	0
4:17:14 PM	GAP	1	0	0	0
4:17:15 PM	GAP	3	0	0	0
4:17:18 PM	GAP	10	10	2	0
4:17:28 PM	GAP	7	7	1	0
4:17:35 PM	GAP	17	17	4	0
4:17:52 PM	GAP	24	24	6	0
4:18:16 PM	GAP	30	30	8	0
4:18:46 PM	GAP	5	0	0	0
4:18:51 PM	GAP	42	42	12	0
4:19:33 PM	GAP	32	32	9	0
4:20:05 PM	GAP	5	0	0	0
4:20:10 PM	GAP	30	30	8	0
4:20:40 PM	GAP	20	20	5	0
4:21:00 PM	GAP	1	0	0	0
4:21:01 PM	GAP	53	53	15	0
4:21:54 PM	GAP	4	0	0	0
4:21:58 PM	GAP	4	0	0	0
4:22:02 PM	GAP	2	0	0	0
4:22:04 PM	GAP	11	11	2	0

GAP ANALYSIS-FIELD COUNTS

STREET: HIGHBRIDGE ROAD
LANE: NORTHBOUND (RIGHT TURN)
DATE: 12.29.2015
FIELD ENGINEER: RPG
START TIME: 4:00:00 PM
BASE CRITICAL GAP: 6.2
BASE FOLLOW UP TIME: 3.3

TIME (HOUR:MIN:SEC)	NOTES	OBSERVED GAPS (SECS)	ACCEPTABLE GAPS (SECS)	POTENTIAL CAPACITY (VEH)	OBSERVED BLOCK (SECS)
4:22:15 PM	GAP	4	0	0	0
4:22:19 PM	GAP	7	7	1	0
4:22:26 PM	GAP	3	0	0	0
4:22:29 PM	GAP	8	8	2	0
4:22:37 PM	GAP	13	13	3	0
4:22:50 PM	GAP	16	16	4	0
4:23:06 PM	GAP	29	29	8	0
4:23:35 PM	GAP	5	0	0	0
4:23:40 PM	GAP	6	0	0	0
4:23:46 PM	GAP	8	8	2	0
4:23:54 PM	GAP	4	0	0	0
4:23:58 PM	GAP	25	25	7	0
4:24:23 PM	GAP	72	72	21	0
4:25:35 PM	GAP	2	0	0	0
4:25:37 PM	GAP	10	10	2	0
4:25:47 PM	GAP	23	23	6	0
4:26:10 PM	GAP	4	0	0	0
4:26:14 PM	GAP	9	9	2	0
4:26:23 PM	GAP	8	8	2	0
4:26:31 PM	GAP	22	22	6	0
4:26:53 PM	GAP	6	0	0	0
4:26:59 PM	GAP	5	0	0	0
4:27:04 PM	GAP	5	0	0	0
4:27:09 PM	GAP	4	0	0	0
4:27:13 PM	GAP	10	10	2	0
4:27:23 PM	GAP	18	18	5	0
4:27:41 PM	GAP	27	27	7	0
4:28:08 PM	GAP	2	0	0	0
4:28:10 PM	GAP	46	46	13	0
4:28:56 PM	GAP	11	11	2	0
4:29:07 PM	GAP	1	0	0	0
4:29:08 PM	GAP	15	15	4	0
4:29:23 PM	GAP	7	7	1	0
4:29:30 PM	GAP	12	12	3	0
4:29:42 PM	GAP	13	13	3	0
4:29:55 PM	GAP	20	20	5	0
4:30:15 PM	GAP	4	0	0	0
4:30:19 PM	GAP	30	30	8	0
4:30:49 PM	GAP	27	27	7	0
4:31:16 PM	GAP	7	7	1	0
4:31:23 PM	GAP	81	81	24	0
4:32:44 PM	GAP	14	14	3	0
4:32:58 PM	GAP	16	16	4	0
4:33:14 PM	GAP	16	16	4	0
4:33:30 PM	GAP	8	8	2	0
4:33:38 PM	GAP	29	29	8	0
4:34:07 PM	GAP	3	0	0	0
4:34:10 PM	GAP	5	0	0	0
4:34:15 PM	GAP	36	36	10	0
4:34:51 PM	GAP	22	22	6	0
4:35:13 PM	GAP	3	0	0	0
4:35:16 PM	GAP	3	0	0	0
4:35:19 PM	GAP	2	0	0	0
4:35:21 PM	GAP	3	0	0	0
4:35:24 PM	GAP	11	11	2	0

GAP ANALYSIS-FIELD COUNTS

STREET: HIGHBRIDGE ROAD
LANE: NORTHBOUND (RIGHT TURN)
DATE: 12.29.2015
FIELD ENGINEER: RPG
START TIME: 4:00:00 PM
BASE CRITICAL GAP: 6.2
BASE FOLLOW UP TIME: 3.3

TIME (HOUR:MIN:SEC)	NOTES	OBSERVED GAPS (SECS)	ACCEPTABLE GAPS (SECS)	POTENTIAL CAPACITY (VEH)	OBSERVED BLOCK (SECS)
4:35:35 PM	GAP	32	32	9	0
4:36:07 PM	GAP	5	0	0	0
4:36:12 PM	GAP	10	10	2	0
4:36:22 PM	GAP	38	38	11	0
4:37:00 PM	GAP	6	0	0	0
4:37:06 PM	GAP	13	13	3	0
4:37:19 PM	GAP	28	28	8	0
4:37:47 PM	GAP	18	18	5	0
4:38:05 PM	GAP	47	47	13	0
4:38:52 PM	GAP	9	9	2	0
4:39:01 PM	GAP	6	0	0	0
4:39:07 PM	GAP	6	0	0	0
4:39:13 PM	GAP	3	0	0	0
4:39:16 PM	GAP	8	8	2	0
4:39:24 PM	GAP	32	32	9	0
4:39:56 PM	GAP	18	18	5	0
4:40:14 PM	GAP	42	42	12	0
4:40:56 PM	GAP	4	0	0	0
4:41:00 PM	GAP	10	10	2	0
4:41:10 PM	GAP	56	56	16	0
4:42:06 PM	GAP	6	0	0	0
4:42:12 PM	GAP	14	14	3	0
4:42:26 PM	GAP	2	0	0	0
4:42:28 PM	GAP	17	17	4	0
4:42:45 PM	GAP	31	31	9	0
4:43:16 PM	GAP	2	0	0	0
4:43:18 PM	GAP	4	0	0	0
4:43:22 PM	GAP	8	8	2	0
4:43:30 PM	GAP	8	8	2	0
4:43:38 PM	GAP	35	35	10	0
4:44:13 PM	GAP	4	0	0	0
4:44:17 PM	GAP	25	25	7	0
4:44:42 PM	GAP	6	0	0	0
4:44:48 PM	GAP	20	20	5	0
4:45:08 PM	GAP	9	9	2	0
4:45:17 PM	GAP	2	0	0	0
4:45:19 PM	GAP	4	0	0	0
4:45:23 PM	GAP	21	21	5	0
4:45:44 PM	GAP	49	49	14	0
4:46:33 PM	GAP	13	13	3	0
4:46:46 PM	GAP	18	18	5	0
4:47:04 PM	GAP	3	0	0	0
4:47:07 PM	GAP	1	0	0	0
4:47:08 PM	GAP	3	0	0	0
4:47:11 PM	GAP	17	17	4	0
4:47:28 PM	GAP	8	8	2	0
4:47:36 PM	GAP	5	0	0	0
4:47:41 PM	GAP	21	21	5	0
4:48:02 PM	GAP	12	12	3	0
4:48:14 PM	GAP	2	0	0	0
4:48:16 PM	GAP	40	40	11	0
4:48:56 PM	GAP	3	0	0	0
4:48:59 PM	GAP	20	20	5	0
4:49:19 PM	GAP	27	27	7	0
4:49:46 PM	GAP	5	0	0	0

GAP ANALYSIS-FIELD COUNTS

STREET: HIGHBRIDGE ROAD
LANE: NORTHBOUND (RIGHT TURN)
DATE: 12.29.2015
FIELD ENGINEER: RPG
START TIME: 4:00:00 PM
BASE CRITICAL GAP: 6.2
BASE FOLLOW UP TIME: 3.3

TIME (HOUR:MIN:SEC)	NOTES	OBSERVED GAPS (SECS)	ACCEPTABLE GAPS (SECS)	POTENTIAL CAPACITY (VEH)	OBSERVED BLOCK (SECS)
4:49:51 PM	GAP	28	28	8	0
4:50:19 PM	GAP	16	16	4	0
4:50:35 PM	GAP	10	10	2	0
4:50:45 PM	GAP	5	0	0	0
4:50:50 PM	GAP	5	0	0	0
4:50:55 PM	GAP	17	17	4	0
4:51:12 PM	GAP	7	7	1	0
4:51:19 PM	GAP	16	16	4	0
4:51:35 PM	GAP	3	0	0	0
4:51:38 PM	BLOCKED	0	0	0	24
4:52:02 PM	GAP	15	15	4	0
4:52:17 PM	GAP	6	0	0	0
4:52:23 PM	GAP	5	0	0	0
4:52:28 PM	GAP	4	0	0	0
4:52:32 PM	GAP	4	0	0	0
4:52:36 PM	GAP	8	8	2	0
4:52:44 PM	GAP	22	22	6	0
4:53:06 PM	GAP	13	13	3	0
4:53:19 PM	GAP	16	16	4	0
4:53:35 PM	GAP	1	0	0	0
4:53:36 PM	GAP	3	0	0	0
4:53:39 PM	GAP	1	0	0	0
4:53:40 PM	GAP	13	13	3	0
4:53:53 PM	GAP	17	17	4	0
4:54:10 PM	GAP	11	11	2	0
4:54:21 PM	GAP	13	13	3	0
4:54:34 PM	GAP	7	7	1	0
4:54:41 PM	GAP	10	10	2	0
4:54:51 PM	GAP	28	28	8	0
4:55:19 PM	GAP	50	50	14	0
4:56:09 PM	GAP	23	23	6	0
4:56:32 PM	GAP	7	7	1	0
4:56:39 PM	GAP	4	0	0	0
4:56:43 PM	GAP	2	0	0	0
4:56:45 PM	GAP	31	31	9	0
4:57:16 PM	GAP	4	0	0	0
4:57:20 PM	GAP	10	10	2	0
4:57:30 PM	GAP	2	0	0	0
4:57:32 PM	GAP	15	15	4	0
4:57:47 PM	GAP	8	8	2	0
4:57:55 PM	BLOCKED	0	0	0	61
4:58:56 PM	GAP	10	10	2	0
4:59:06 PM	GAP	9	9	2	0
4:59:15 PM	BLOCKED	0	0	0	70
5:00:25 PM	GAP	1	0	0	0
5:00:26 PM	GAP	21	21	5	0
5:00:47 PM	GAP	17	17	4	0
5:01:04 PM	GAP	2	0	0	0
5:01:06 PM	GAP	8	8	2	0
5:01:14 PM	GAP	8	8	2	0
5:01:22 PM	GAP	47	47	13	0
5:02:09 PM	GAP	3	0	0	0
5:02:12 PM	GAP	1	0	0	0
5:02:13 PM	GAP	1	0	0	0
5:02:14 PM	GAP	11	11	2	0

GAP ANALYSIS-FIELD COUNTS

STREET: HIGHBRIDGE ROAD
LANE: NORTHBOUND (RIGHT TURN)
DATE: 12.29.2015
FIELD ENGINEER: RPG
START TIME: 4:00:00 PM
BASE CRITICAL GAP: 6.2
BASE FOLLOW UP TIME: 3.3

TIME (HOUR:MIN:SEC)	NOTES	OBSERVED GAPS (SECS)	ACCEPTABLE GAPS (SECS)	POTENTIAL CAPACITY (VEH)	OBSERVED BLOCK (SECS)
5:02:25 PM	GAP	37	37	10	0
5:03:02 PM	GAP	25	25	7	0
5:03:27 PM	GAP	33	33	9	0
5:04:00 PM	GAP	65	65	19	0
5:05:05 PM	GAP	3	0	0	0
5:05:08 PM	GAP	8	8	2	0
5:05:16 PM	GAP	6	0	0	0
5:05:22 PM	GAP	11	11	2	0
5:05:33 PM	GAP	24	24	6	0
5:05:57 PM	GAP	5	0	0	0
5:06:02 PM	GAP	13	13	3	0
5:06:15 PM	GAP	22	22	6	0
5:06:37 PM	GAP	2	0	0	0
5:06:39 PM	GAP	13	13	3	0
5:06:52 PM	GAP	15	15	4	0
5:07:07 PM	GAP	24	24	6	0
5:07:31 PM	GAP	11	11	2	0
5:07:42 PM	GAP	14	14	3	0
5:07:56 PM	GAP	28	28	8	0
5:08:24 PM	GAP	22	22	6	0
5:08:46 PM	GAP	29	29	8	0
5:09:15 PM	GAP	27	27	7	0
5:09:42 PM	GAP	11	11	2	0
5:09:53 PM	GAP	11	11	2	0
5:10:04 PM	GAP	30	30	8	0
5:10:34 PM	GAP	10	10	2	0
5:10:44 PM	GAP	21	21	5	0
5:11:05 PM	GAP	5	0	0	0
5:11:10 PM	GAP	15	15	4	0
5:11:25 PM	GAP	3	0	0	0
5:11:28 PM	GAP	10	10	2	0
5:11:38 PM	GAP	13	13	3	0
5:11:51 PM	GAP	17	17	4	0
5:12:08 PM	GAP	8	8	2	0
5:12:16 PM	GAP	9	9	2	0
5:12:25 PM	GAP	1	0	0	0
5:12:26 PM	GAP	4	0	0	0
5:12:30 PM	GAP	4	0	0	0
5:12:34 PM	GAP	12	12	3	0
5:12:46 PM	GAP	16	16	4	0
5:13:02 PM	GAP	5	0	0	0
5:13:07 PM	GAP	30	30	8	0
5:13:37 PM	GAP	14	14	3	0
5:13:51 PM	GAP	25	25	7	0
5:14:16 PM	GAP	5	0	0	0
5:14:21 PM	GAP	6	0	0	0
5:14:27 PM	GAP	33	33	9	0
5:15:00 PM	GAP	20	20	5	0
5:15:20 PM	GAP	19	19	5	0
5:15:39 PM	GAP	9	9	2	0
5:15:48 PM	GAP	11	11	2	0
5:15:59 PM	GAP	3	0	0	0
5:16:02 PM	GAP	18	18	5	0
5:16:20 PM	GAP	4	0	0	0
5:16:24 PM	GAP	47	47	13	0

GAP ANALYSIS-FIELD COUNTS

STREET: HIGHBRIDGE ROAD
LANE: NORTHBOUND (RIGHT TURN)
DATE: 12.29.2015
FIELD ENGINEER: RPG
START TIME: 4:00:00 PM
BASE CRITICAL GAP: 6.2
BASE FOLLOW UP TIME: 3.3

TIME (HOUR:MIN:SEC)	NOTES	OBSERVED GAPS (SECS)	ACCEPTABLE GAPS (SECS)	POTENTIAL CAPACITY (VEH)	OBSERVED BLOCK (SECS)
5:17:11 PM	GAP	21	21	5	0
5:17:32 PM	GAP	38	38	11	0
5:18:10 PM	GAP	3	0	0	0
5:18:13 PM	GAP	21	21	5	0
5:18:34 PM	GAP	1	0	0	0
5:18:35 PM	GAP	5	0	0	0
5:18:40 PM	GAP	10	10	2	0
5:18:50 PM	GAP	48	48	14	0
5:19:38 PM	GAP	2	0	0	0
5:19:40 PM	GAP	4	0	0	0
5:19:44 PM	GAP	74	74	22	0
5:20:58 PM	GAP	2	0	0	0
5:21:00 PM	GAP	27	27	7	0
5:21:27 PM	GAP	33	33	9	0
5:22:00 PM	GAP	10	10	2	0
5:22:10 PM	GAP	3	0	0	0
5:22:13 PM	GAP	2	0	0	0
5:22:15 PM	GAP	2	0	0	0
5:22:17 PM	GAP	4	0	0	0
5:22:21 PM	GAP	17	17	4	0
5:22:38 PM	GAP	8	8	2	0
5:22:46 PM	GAP	28	28	8	0
5:23:14 PM	GAP	3	0	0	0
5:23:17 PM	GAP	6	0	0	0
5:23:23 PM	GAP	2	0	0	0
5:23:25 PM	GAP	14	14	3	0
5:23:39 PM	GAP	13	13	3	0
5:23:52 PM	GAP	8	8	2	0
5:24:00 PM	GAP	3	0	0	0
5:24:03 PM	GAP	2	0	0	0
5:24:05 PM	BLOCKED	0	0	0	37
5:24:42 PM	GAP	3	0	0	0
5:24:45 PM	GAP	14	14	3	0
5:24:59 PM	GAP	11	11	2	0
5:25:10 PM	GAP	17	17	4	0
5:25:27 PM	GAP	1	0	0	0
5:25:28 PM	GAP	15	15	4	0
5:25:43 PM	GAP	19	19	5	0
5:26:02 PM	GAP	6	0	0	0
5:26:08 PM	GAP	20	20	5	0
5:26:28 PM	GAP	17	17	4	0
5:26:45 PM	GAP	26	26	7	0
5:27:11 PM	GAP	3	0	0	0
5:27:14 PM	GAP	24	24	6	0
5:27:38 PM	GAP	7	7	1	0
5:27:45 PM	GAP	2	0	0	0
5:27:47 PM	GAP	1	0	0	0
5:27:48 PM	GAP	2	0	0	0
5:27:50 PM	GAP	2	0	0	0
5:27:52 PM	GAP	5	0	0	0
5:27:57 PM	GAP	6	0	0	0
5:28:03 PM	GAP	27	27	7	0
5:28:30 PM	GAP	3	0	0	0
5:28:33 PM	GAP	7	7	1	0
5:28:40 PM	GAP	23	23	6	0

GAP ANALYSIS-FIELD COUNTS

STREET: HIGHBRIDGE ROAD
LANE: NORTHBOUND (RIGHT TURN)
DATE: 12.29.2015
FIELD ENGINEER: RPG
START TIME: 4:00:00 PM
BASE CRITICAL GAP: 6.2
BASE FOLLOW UP TIME: 3.3

TIME (HOUR:MIN:SEC)	NOTES	OBSERVED GAPS (SECS)	ACCEPTABLE GAPS (SECS)	POTENTIAL CAPACITY (VEH)	OBSERVED BLOCK (SECS)
5:29:03 PM	GAP	1	0	0	0
5:29:04 PM	GAP	6	0	0	0
5:29:10 PM	GAP	3	0	0	0
5:29:13 PM	BLOCKED	0	0	0	34
5:29:47 PM	GAP	16	16	4	0
5:30:03 PM	GAP	3	0	0	0
5:30:06 PM	GAP	3	0	0	0
5:30:09 PM	GAP	7	7	1	0
5:30:16 PM	GAP	4	0	0	0
5:30:20 PM	GAP	24	24	6	0
5:30:44 PM	GAP	9	9	2	0
5:30:53 PM	GAP	35	35	10	0
5:31:28 PM	GAP	7	7	1	0
5:31:35 PM	GAP	6	0	0	0
5:31:41 PM	GAP	11	11	2	0
5:31:52 PM	GAP	7	7	1	0
5:31:59 PM	GAP	7	7	1	0
5:32:06 PM	GAP	52	52	15	0
5:32:58 PM	GAP	10	10	2	0
5:33:08 PM	GAP	15	15	4	0
5:33:23 PM	GAP	7	7	1	0
5:33:30 PM	GAP	10	10	2	0
5:33:40 PM	GAP	4	0	0	0
5:33:44 PM	GAP	48	48	14	0
5:34:32 PM	GAP	4	0	0	0
5:34:36 PM	GAP	32	32	9	0
5:35:08 PM	GAP	2	0	0	0
5:35:10 PM	GAP	47	47	13	0
5:35:57 PM	GAP	4	0	0	0
5:36:01 PM	GAP	11	11	2	0
5:36:12 PM	GAP	4	0	0	0
5:36:16 PM	GAP	9	9	2	0
5:36:25 PM	GAP	10	10	2	0
5:36:35 PM	GAP	4	0	0	0
5:36:39 PM	GAP	21	21	5	0
5:37:00 PM	GAP	13	13	3	0
5:37:13 PM	GAP	4	0	0	0
5:37:17 PM	GAP	28	28	8	0
5:37:45 PM	GAP	3	0	0	0
5:37:48 PM	GAP	6	0	0	0
5:37:54 PM	GAP	4	0	0	0
5:37:58 PM	GAP	15	15	4	0
5:38:13 PM	GAP	23	23	6	0
5:38:36 PM	GAP	8	8	2	0
5:38:44 PM	GAP	4	0	0	0
5:38:48 PM	GAP	4	0	0	0
5:38:52 PM	GAP	5	0	0	0
5:38:57 PM	GAP	4	0	0	0
5:39:01 PM	GAP	38	38	11	0
5:39:39 PM	GAP	10	10	2	0
5:39:49 PM	GAP	1	0	0	0
5:39:50 PM	GAP	4	0	0	0
5:39:54 PM	GAP	4	0	0	0
5:39:58 PM	GAP	4	0	0	0
5:40:02 PM	GAP	35	35	10	0

GAP ANALYSIS-FIELD COUNTS

STREET: HIGHBRIDGE ROAD
LANE: NORTHBOUND (RIGHT TURN)
DATE: 12.29.2015
FIELD ENGINEER: RPG
START TIME: 4:00:00 PM
BASE CRITICAL GAP: 6.2
BASE FOLLOW UP TIME: 3.3

TIME (HOUR:MIN:SEC)	NOTES	OBSERVED GAPS (SECS)	ACCEPTABLE GAPS (SECS)	POTENTIAL CAPACITY (VEH)	OBSERVED BLOCK (SECS)
5:40:37 PM	GAP	42	42	12	0
5:41:19 PM	GAP	23	23	6	0
5:41:42 PM	GAP	4	0	0	0
5:41:46 PM	GAP	2	0	0	0
5:41:48 PM	GAP	6	0	0	0
5:41:54 PM	GAP	25	25	7	0
5:42:19 PM	GAP	16	16	4	0
5:42:35 PM	GAP	1	0	0	0
5:42:36 PM	GAP	5	0	0	0
5:42:41 PM	GAP	3	0	0	0
5:42:44 PM	GAP	27	27	7	0
5:43:11 PM	GAP	27	27	7	0
5:43:38 PM	GAP	23	23	6	0
5:44:01 PM	GAP	26	26	7	0
5:44:27 PM	GAP	21	21	5	0
5:44:48 PM	GAP	40	40	11	0
5:45:28 PM	GAP	4	0	0	0
5:45:32 PM	GAP	7	7	1	0
5:45:39 PM	GAP	2	0	0	0
5:45:41 PM	GAP	26	26	7	0
5:46:07 PM	GAP	14	14	3	0
5:46:21 PM	GAP	10	10	2	0
5:46:31 PM	GAP	22	22	6	0
5:46:53 PM	GAP	3	0	0	0
5:46:56 PM	GAP	4	0	0	0
5:47:00 PM	GAP	3	0	0	0
5:47:03 PM	GAP	2	0	0	0
5:47:05 PM	GAP	2	0	0	0
5:47:07 PM	GAP	5	0	0	0
5:47:12 PM	GAP	1	0	0	0
5:47:13 PM	GAP	10	10	2	0
5:47:23 PM	GAP	13	13	3	0
5:47:36 PM	GAP	4	0	0	0
5:47:40 PM	GAP	28	28	8	0
5:48:08 PM	GAP	8	8	2	0
5:48:16 PM	GAP	11	11	2	0
5:48:27 PM	GAP	15	15	4	0
5:48:42 PM	GAP	3	0	0	0
5:48:45 PM	GAP	6	0	0	0
5:48:51 PM	GAP	4	0	0	0
5:48:55 PM	GAP	16	16	4	0
5:49:11 PM	GAP	28	28	8	0
5:49:39 PM	GAP	9	9	2	0
5:49:48 PM	GAP	2	0	0	0
5:49:50 PM	GAP	36	36	10	0
5:50:26 PM	GAP	7	7	1	0
5:50:33 PM	GAP	9	9	2	0
5:50:42 PM	GAP	27	27	7	0
5:51:09 PM	GAP	2	0	0	0
5:51:11 PM	GAP	7	7	1	0
5:51:18 PM	GAP	12	12	3	0
5:51:30 PM	GAP	13	13	3	0
5:51:43 PM	GAP	12	12	3	0
5:51:55 PM	GAP	2	0	0	0
5:51:57 PM	GAP	7	7	1	0

GAP ANALYSIS-FIELD COUNTS

STREET: HIGHBRIDGE ROAD
LANE: NORTHBOUND (RIGHT TURN)
DATE: 12.29.2015
FIELD ENGINEER: RPG
START TIME: 4:00:00 PM
BASE CRITICAL GAP: 6.2
BASE FOLLOW UP TIME: 3.3

TIME (HOUR:MIN:SEC)	NOTES	OBSERVED GAPS (SECS)	ACCEPTABLE GAPS (SECS)	POTENTIAL CAPACITY (VEH)	OBSERVED BLOCK (SECS)
5:52:04 PM	GAP	18	18	5	0
5:52:22 PM	GAP	13	13	3	0
5:52:35 PM	GAP	14	14	3	0
5:52:49 PM	GAP	10	10	2	0
5:52:59 PM	GAP	6	0	0	0
5:53:05 PM	GAP	12	12	3	0
5:53:17 PM	GAP	3	0	0	0
5:53:20 PM	GAP	35	35	10	0
5:53:55 PM	GAP	45	45	13	0
5:54:40 PM	GAP	10	10	2	0
5:54:50 PM	GAP	3	0	0	0
5:54:53 PM	GAP	1	0	0	0
5:54:54 PM	GAP	30	30	8	0
5:55:24 PM	GAP	2	0	0	0
5:55:26 PM	GAP	3	0	0	0
5:55:29 PM	GAP	3	0	0	0
5:55:32 PM	GAP	2	0	0	0
5:55:34 PM	GAP	19	19	5	0
5:55:53 PM	GAP	27	27	7	0
5:56:20 PM	GAP	41	41	12	0
5:57:01 PM	GAP	7	7	1	0
5:57:08 PM	GAP	3	0	0	0
5:57:11 PM	GAP	3	0	0	0
5:57:14 PM	GAP	4	0	0	0
5:57:18 PM	GAP	16	16	4	0
5:57:34 PM	GAP	4	0	0	0
5:57:38 PM	GAP	3	0	0	0
5:57:41 PM	GAP	2	0	0	0
5:57:43 PM	GAP	7	7	1	0
5:57:50 PM	GAP	2	0	0	0
5:57:52 PM	GAP	6	0	0	0
5:57:58 PM	GAP	4	0	0	0
5:58:02 PM	GAP	4	0	0	0
5:58:06 PM	GAP	7	7	1	0
5:58:13 PM	GAP	5	0	0	0
5:58:18 PM	GAP	8	8	2	0
5:58:26 PM	GAP	7	7	1	0
5:58:33 PM	GAP	16	16	4	0
5:58:49 PM	GAP	2	0	0	0
5:58:51 PM	GAP	24	24	6	0
5:59:15 PM	GAP	17	17	4	0
5:59:32 PM	BLOCKED	0	0	0	10
5:59:42 PM	GAP	4	0	0	0
5:59:46 PM	GAP	6	0	0	0
5:59:52 PM	GAP	3	0	0	0
5:59:55 PM	GAP	25	25	7	0
6:00:20 PM	GAP	11	11	2	0
6:00:31 PM	GAP	14	14	3	0
6:00:45 PM	GAP	25	25	7	0
6:01:10 PM	GAP	8	8	2	0
6:01:18 PM	GAP	6	0	0	0
6:01:24 PM	GAP	15	15	4	0
6:01:39 PM	GAP	2	0	0	0
6:01:41 PM	GAP	3	0	0	0
6:01:44 PM	GAP	3	0	0	0

GAP ANALYSIS-FIELD COUNTS

STREET: HIGHBRIDGE ROAD
LANE: NORTHBOUND (RIGHT TURN)
DATE: 12.29.2015
FIELD ENGINEER: RPG
START TIME: 4:00:00 PM
BASE CRITICAL GAP: 6.2
BASE FOLLOW UP TIME: 3.3

TIME (HOUR:MIN:SEC)	NOTES	OBSERVED GAPS (SECS)	ACCEPTABLE GAPS (SECS)	POTENTIAL CAPACITY (VEH)	OBSERVED BLOCK (SECS)
6:01:47 PM	GAP	31	31	9	0
6:02:18 PM	GAP	11	11	2	0
6:02:29 PM	GAP	4	0	0	0
6:02:33 PM	GAP	5	0	0	0
6:02:38 PM	GAP	9	9	2	0
6:02:47 PM	GAP	24	24	6	0
6:03:11 PM	GAP	11	11	2	0
6:03:22 PM	GAP	2	0	0	0
6:03:24 PM	GAP	22	22	6	0
6:03:46 PM	GAP	7	7	1	0
6:03:53 PM	GAP	5	0	0	0
6:03:58 PM	END	0	0	0	0

GAP ANALYSIS – FIELD COUNTS

HIGHBRIDGE ROAD

SOUTHBOUND (LEFT TURN)

PM

GAP ANALYSIS-FIELD COUNTS

STREET: HIGHBRIDGE ROAD
LANE: SOUTHBOUND (LEFT TURN)
DATE: 12.29.2015
FIELD ENGINEER: RPG
START TIME: 4:00:00 PM
BASE CRITICAL GAP: 7.1
BASE FOLLOW UP TIME: 3.5

TIME (HOUR:MIN:SEC)	NOTES	OBSERVED GAPS (SECS)	ACCEPTABLE GAPS (SECS)	POTENTIAL CAPACITY (VEH)	OBSERVED BLOCK (SECS)
4:00:00 PM	GAP	2	0	0	0
4:00:02 PM	GAP	1	0	0	0
4:00:03 PM	GAP	5	0	0	0
4:00:08 PM	GAP	35	35	9	0
4:00:43 PM	GAP	1	0	0	0
4:00:44 PM	GAP	2	0	0	0
4:00:46 PM	GAP	2	0	0	0
4:00:48 PM	GAP	3	0	0	0
4:00:51 PM	GAP	8	8	1	0
4:00:59 PM	GAP	2	0	0	0
4:01:01 PM	GAP	3	0	0	0
4:01:04 PM	GAP	3	0	0	0
4:01:07 PM	GAP	6	0	0	0
4:01:13 PM	GAP	2	0	0	0
4:01:15 PM	GAP	1	0	0	0
4:01:16 PM	GAP	2	0	0	0
4:01:18 PM	GAP	3	0	0	0
4:01:21 PM	GAP	30	30	8	0
4:01:51 PM	GAP	26	26	6	0
4:02:17 PM	GAP	9	9	2	0
4:02:26 PM	GAP	1	0	0	0
4:02:27 PM	GAP	5	0	0	0
4:02:32 PM	GAP	20	20	5	0
4:02:52 PM	GAP	3	0	0	0
4:02:55 PM	GAP	27	27	7	0
4:03:22 PM	GAP	3	0	0	0
4:03:25 PM	GAP	5	0	0	0
4:03:30 PM	GAP	12	12	2	0
4:03:42 PM	GAP	36	36	9	0
4:04:18 PM	GAP	4	0	0	0
4:04:22 PM	GAP	3	0	0	0
4:04:25 PM	GAP	1	0	0	0
4:04:26 PM	GAP	6	0	0	0
4:04:32 PM	GAP	2	0	0	0
4:04:34 PM	GAP	1	0	0	0
4:04:35 PM	GAP	4	0	0	0
4:04:39 PM	GAP	7	0	0	0
4:04:46 PM	GAP	8	8	1	0
4:04:54 PM	GAP	5	0	0	0
4:04:59 PM	GAP	3	0	0	0
4:05:02 PM	GAP	5	0	0	0
4:05:07 PM	GAP	6	0	0	0
4:05:13 PM	GAP	3	0	0	0
4:05:16 PM	GAP	19	19	4	0
4:05:35 PM	GAP	9	9	2	0
4:05:44 PM	GAP	9	9	2	0
4:05:53 PM	GAP	4	0	0	0
4:05:57 PM	GAP	4	0	0	0
4:06:01 PM	GAP	3	0	0	0
4:06:04 PM	GAP	1	0	0	0
4:06:05 PM	GAP	3	0	0	0
4:06:08 PM	GAP	2	0	0	0
4:06:10 PM	GAP	10	10	2	0
4:06:20 PM	GAP	10	10	2	0
4:06:30 PM	GAP	7	0	0	0
4:06:37 PM	GAP	11	11	2	0

GAP ANALYSIS-FIELD COUNTS

STREET: HIGHBRIDGE ROAD
LANE: SOUTHBOUND (LEFT TURN)
DATE: 12.29.2015
FIELD ENGINEER: RPG
START TIME: 4:00:00 PM
BASE CRITICAL GAP: 7.1
BASE FOLLOW UP TIME: 3.5

TIME (HOUR:MIN:SEC)	NOTES	OBSERVED GAPS (SECS)	ACCEPTABLE GAPS (SECS)	POTENTIAL CAPACITY (VEH)	OBSERVED BLOCK (SECS)
4:06:48 PM	GAP	8	8	1	0
4:06:56 PM	GAP	16	16	4	0
4:07:12 PM	GAP	11	11	2	0
4:07:23 PM	GAP	2	0	0	0
4:07:25 PM	GAP	10	10	2	0
4:07:35 PM	GAP	9	9	2	0
4:07:44 PM	GAP	77	77	21	0
4:09:01 PM	GAP	10	10	2	0
4:09:11 PM	GAP	10	10	2	0
4:09:21 PM	GAP	1	0	0	0
4:09:22 PM	GAP	3	0	0	0
4:09:25 PM	GAP	9	9	2	0
4:09:34 PM	GAP	10	10	2	0
4:09:44 PM	GAP	4	0	0	0
4:09:48 PM	GAP	7	0	0	0
4:09:55 PM	GAP	3	0	0	0
4:09:58 PM	GAP	2	0	0	0
4:10:00 PM	GAP	1	0	0	0
4:10:01 PM	GAP	3	0	0	0
4:10:04 PM	GAP	1	0	0	0
4:10:05 PM	GAP	5	0	0	0
4:10:10 PM	GAP	4	0	0	0
4:10:14 PM	GAP	1	0	0	0
4:10:15 PM	GAP	5	0	0	0
4:10:20 PM	GAP	2	0	0	0
4:10:22 PM	GAP	1	0	0	0
4:10:23 PM	GAP	2	0	0	0
4:10:25 PM	GAP	1	0	0	0
4:10:26 PM	GAP	9	9	2	0
4:10:35 PM	GAP	5	0	0	0
4:10:40 PM	GAP	2	0	0	0
4:10:42 PM	GAP	2	0	0	0
4:10:44 PM	GAP	2	0	0	0
4:10:46 PM	GAP	4	0	0	0
4:10:50 PM	GAP	2	0	0	0
4:10:52 PM	GAP	2	0	0	0
4:10:54 PM	GAP	3	0	0	0
4:10:57 PM	GAP	1	0	0	0
4:10:58 PM	GAP	2	0	0	0
4:11:00 PM	GAP	3	0	0	0
4:11:03 PM	GAP	5	0	0	0
4:11:08 PM	BLOCKED	0	0	0	50
4:11:58 PM	GAP	2	0	0	0
4:12:00 PM	GAP	1	0	0	0
4:12:01 PM	GAP	3	0	0	0
4:12:04 PM	GAP	2	0	0	0
4:12:06 PM	GAP	4	0	0	0
4:12:10 PM	GAP	2	0	0	0
4:12:12 PM	GAP	1	0	0	0
4:12:13 PM	GAP	4	0	0	0
4:12:17 PM	GAP	14	14	3	0
4:12:31 PM	GAP	5	0	0	0
4:12:36 PM	GAP	9	9	2	0
4:12:45 PM	GAP	4	0	0	0
4:12:49 PM	GAP	16	16	4	0

GAP ANALYSIS-FIELD COUNTS

STREET: HIGHBRIDGE ROAD
LANE: SOUTHBOUND (LEFT TURN)
DATE: 12.29.2015
FIELD ENGINEER: RPG
START TIME: 4:00:00 PM
BASE CRITICAL GAP: 7.1
BASE FOLLOW UP TIME: 3.5

TIME (HOUR:MIN:SEC)	NOTES	OBSERVED GAPS (SECS)	ACCEPTABLE GAPS (SECS)	POTENTIAL CAPACITY (VEH)	OBSERVED BLOCK (SECS)
4:13:05 PM	GAP	1	0	0	0
4:13:06 PM	GAP	25	25	6	0
4:13:31 PM	GAP	33	33	8	0
4:14:04 PM	GAP	3	0	0	0
4:14:07 PM	GAP	5	0	0	0
4:14:12 PM	GAP	2	0	0	0
4:14:14 PM	GAP	2	0	0	0
4:14:16 PM	GAP	1	0	0	0
4:14:17 PM	GAP	1	0	0	0
4:14:18 PM	GAP	1	0	0	0
4:14:19 PM	GAP	3	0	0	0
4:14:22 PM	GAP	1	0	0	0
4:14:23 PM	GAP	4	0	0	0
4:14:27 PM	GAP	5	0	0	0
4:14:32 PM	GAP	21	21	5	0
4:14:53 PM	GAP	16	16	4	0
4:15:09 PM	GAP	1	0	0	0
4:15:10 PM	GAP	16	16	4	0
4:15:26 PM	GAP	2	0	0	0
4:15:28 PM	GAP	2	0	0	0
4:15:30 PM	GAP	3	0	0	0
4:15:33 PM	GAP	3	0	0	0
4:15:36 PM	GAP	22	22	5	0
4:15:58 PM	GAP	3	0	0	0
4:16:01 PM	GAP	2	0	0	0
4:16:03 PM	GAP	5	0	0	0
4:16:08 PM	GAP	12	12	2	0
4:16:20 PM	GAP	4	0	0	0
4:16:24 PM	GAP	6	0	0	0
4:16:30 PM	GAP	5	0	0	0
4:16:35 PM	GAP	1	0	0	0
4:16:36 PM	GAP	8	8	1	0
4:16:44 PM	GAP	4	0	0	0
4:16:48 PM	GAP	2	0	0	0
4:16:50 PM	GAP	4	0	0	0
4:16:54 PM	GAP	6	0	0	0
4:17:00 PM	GAP	3	0	0	0
4:17:03 PM	GAP	4	0	0	0
4:17:07 PM	GAP	2	0	0	0
4:17:09 PM	GAP	1	0	0	0
4:17:10 PM	GAP	3	0	0	0
4:17:13 PM	GAP	1	0	0	0
4:17:14 PM	GAP	5	0	0	0
4:17:19 PM	GAP	7	0	0	0
4:17:26 PM	GAP	7	0	0	0
4:17:33 PM	GAP	2	0	0	0
4:17:35 PM	GAP	1	0	0	0
4:17:36 PM	GAP	2	0	0	0
4:17:38 PM	GAP	8	8	1	0
4:17:46 PM	GAP	4	0	0	0
4:17:50 PM	GAP	26	26	6	0
4:18:16 PM	GAP	7	0	0	0
4:18:23 PM	GAP	22	22	5	0
4:18:45 PM	GAP	6	0	0	0
4:18:51 PM	GAP	28	28	7	0

GAP ANALYSIS-FIELD COUNTS

STREET: HIGHBRIDGE ROAD
LANE: SOUTHBOUND (LEFT TURN)
DATE: 12.29.2015
FIELD ENGINEER: RPG
START TIME: 4:00:00 PM
BASE CRITICAL GAP: 7.1
BASE FOLLOW UP TIME: 3.5

TIME (HOUR:MIN:SEC)	NOTES	OBSERVED GAPS (SECS)	ACCEPTABLE GAPS (SECS)	POTENTIAL CAPACITY (VEH)	OBSERVED BLOCK (SECS)
4:19:19 PM	GAP	9	9	2	0
4:19:28 PM	GAP	4	0	0	0
4:19:32 PM	GAP	1	0	0	0
4:19:33 PM	GAP	14	14	3	0
4:19:47 PM	GAP	17	17	4	0
4:20:04 PM	GAP	2	0	0	0
4:20:06 PM	GAP	3	0	0	0
4:20:09 PM	GAP	2	0	0	0
4:20:11 PM	GAP	2	0	0	0
4:20:13 PM	GAP	5	0	0	0
4:20:18 PM	GAP	24	24	6	0
4:20:42 PM	GAP	3	0	0	0
4:20:45 PM	GAP	14	14	3	0
4:20:59 PM	GAP	2	0	0	0
4:21:01 PM	GAP	1	0	0	0
4:21:02 PM	GAP	4	0	0	0
4:21:06 PM	GAP	5	0	0	0
4:21:11 PM	GAP	8	8	1	0
4:21:19 PM	GAP	26	26	6	0
4:21:45 PM	GAP	1	0	0	0
4:21:46 PM	GAP	8	8	1	0
4:21:54 PM	GAP	4	0	0	0
4:21:58 PM	GAP	4	0	0	0
4:22:02 PM	GAP	1	0	0	0
4:22:03 PM	GAP	13	13	3	0
4:22:16 PM	GAP	2	0	0	0
4:22:18 PM	GAP	6	0	0	0
4:22:24 PM	GAP	5	0	0	0
4:22:29 PM	GAP	7	0	0	0
4:22:36 PM	GAP	2	0	0	0
4:22:38 PM	GAP	6	0	0	0
4:22:44 PM	GAP	3	0	0	0
4:22:47 PM	GAP	2	0	0	0
4:22:49 PM	GAP	1	0	0	0
4:22:50 PM	GAP	7	0	0	0
4:22:57 PM	GAP	3	0	0	0
4:23:00 PM	GAP	3	0	0	0
4:23:03 PM	GAP	2	0	0	0
4:23:05 PM	GAP	30	30	8	0
4:23:35 PM	GAP	5	0	0	0
4:23:40 PM	GAP	2	0	0	0
4:23:42 PM	GAP	4	0	0	0
4:23:46 PM	GAP	8	8	1	0
4:23:54 PM	GAP	3	0	0	0
4:23:57 PM	GAP	16	16	4	0
4:24:13 PM	GAP	4	0	0	0
4:24:17 PM	GAP	5	0	0	0
4:24:22 PM	GAP	1	0	0	0
4:24:23 PM	GAP	8	8	1	0
4:24:31 PM	GAP	33	33	8	0
4:25:04 PM	GAP	2	0	0	0
4:25:06 PM	GAP	27	27	7	0
4:25:33 PM	GAP	5	0	0	0
4:25:38 PM	GAP	8	8	1	0
4:25:46 PM	GAP	3	0	0	0

GAP ANALYSIS-FIELD COUNTS

STREET: HIGHBRIDGE ROAD
LANE: SOUTHBOUND (LEFT TURN)
DATE: 12.29.2015
FIELD ENGINEER: RPG
START TIME: 4:00:00 PM
BASE CRITICAL GAP: 7.1
BASE FOLLOW UP TIME: 3.5

TIME (HOUR:MIN:SEC)	NOTES	OBSERVED GAPS (SECS)	ACCEPTABLE GAPS (SECS)	POTENTIAL CAPACITY (VEH)	OBSERVED BLOCK (SECS)
4:25:49 PM	GAP	6	0	0	0
4:25:55 PM	GAP	6	0	0	0
4:26:01 PM	GAP	2	0	0	0
4:26:03 PM	GAP	6	0	0	0
4:26:09 PM	GAP	4	0	0	0
4:26:13 PM	GAP	9	9	2	0
4:26:22 PM	GAP	8	8	1	0
4:26:30 PM	GAP	18	18	4	0
4:26:48 PM	GAP	5	0	0	0
4:26:53 PM	GAP	3	0	0	0
4:26:56 PM	GAP	4	0	0	0
4:27:00 PM	GAP	3	0	0	0
4:27:03 PM	GAP	4	0	0	0
4:27:07 PM	GAP	6	0	0	0
4:27:13 PM	GAP	10	10	2	0
4:27:23 PM	GAP	10	10	2	0
4:27:33 PM	GAP	7	0	0	0
4:27:40 PM	GAP	3	0	0	0
4:27:43 PM	GAP	5	0	0	0
4:27:48 PM	GAP	4	0	0	0
4:27:52 PM	GAP	2	0	0	0
4:27:54 PM	GAP	2	0	0	0
4:27:56 PM	GAP	12	12	2	0
4:28:08 PM	GAP	2	0	0	0
4:28:10 PM	GAP	15	15	3	0
4:28:25 PM	GAP	20	20	5	0
4:28:45 PM	GAP	10	10	2	0
4:28:55 PM	GAP	12	12	2	0
4:29:07 PM	GAP	1	0	0	0
4:29:08 PM	GAP	13	13	3	0
4:29:21 PM	GAP	2	0	0	0
4:29:23 PM	GAP	1	0	0	0
4:29:24 PM	GAP	5	0	0	0
4:29:29 PM	GAP	8	8	1	0
4:29:37 PM	GAP	1	0	0	0
4:29:38 PM	GAP	4	0	0	0
4:29:42 PM	GAP	13	13	3	0
4:29:55 PM	GAP	11	11	2	0
4:30:06 PM	GAP	9	9	2	0
4:30:15 PM	GAP	9	9	2	0
4:30:24 PM	GAP	18	18	4	0
4:30:42 PM	GAP	7	0	0	0
4:30:49 PM	GAP	8	8	1	0
4:30:57 PM	GAP	3	0	0	0
4:31:00 PM	GAP	2	0	0	0
4:31:02 PM	GAP	4	0	0	0
4:31:06 PM	GAP	11	11	2	0
4:31:17 PM	GAP	5	0	0	0
4:31:22 PM	GAP	22	22	5	0
4:31:44 PM	GAP	2	0	0	0
4:31:46 PM	GAP	2	0	0	0
4:31:48 PM	GAP	1	0	0	0
4:31:49 PM	GAP	1	0	0	0
4:31:50 PM	GAP	8	8	1	0
4:31:58 PM	GAP	29	29	7	0

GAP ANALYSIS-FIELD COUNTS

STREET: HIGHBRIDGE ROAD
LANE: SOUTHBOUND (LEFT TURN)
DATE: 12.29.2015
FIELD ENGINEER: RPG
START TIME: 4:00:00 PM
BASE CRITICAL GAP: 7.1
BASE FOLLOW UP TIME: 3.5

TIME (HOUR:MIN:SEC)	NOTES	OBSERVED GAPS (SECS)	ACCEPTABLE GAPS (SECS)	POTENTIAL CAPACITY (VEH)	OBSERVED BLOCK (SECS)
4:32:27 PM	GAP	2	0	0	0
4:32:29 PM	GAP	13	13	3	0
4:32:42 PM	GAP	2	0	0	0
4:32:44 PM	GAP	1	0	0	0
4:32:45 PM	GAP	1	0	0	0
4:32:46 PM	GAP	4	0	0	0
4:32:50 PM	GAP	7	0	0	0
4:32:57 PM	GAP	18	18	4	0
4:33:15 PM	GAP	8	8	1	0
4:33:23 PM	GAP	3	0	0	0
4:33:26 PM	GAP	3	0	0	0
4:33:29 PM	GAP	4	0	0	0
4:33:33 PM	GAP	5	0	0	0
4:33:38 PM	GAP	29	29	7	0
4:34:07 PM	GAP	3	0	0	0
4:34:10 PM	GAP	5	0	0	0
4:34:15 PM	GAP	9	9	2	0
4:34:24 PM	GAP	2	0	0	0
4:34:26 PM	GAP	2	0	0	0
4:34:28 PM	GAP	2	0	0	0
4:34:30 PM	GAP	21	21	5	0
4:34:51 PM	GAP	23	23	6	0
4:35:14 PM	GAP	3	0	0	0
4:35:17 PM	GAP	2	0	0	0
4:35:19 PM	GAP	2	0	0	0
4:35:21 PM	GAP	2	0	0	0
4:35:23 PM	GAP	2	0	0	0
4:35:25 PM	GAP	10	10	2	0
4:35:35 PM	GAP	12	12	2	0
4:35:47 PM	GAP	2	0	0	0
4:35:49 PM	GAP	1	0	0	0
4:35:50 PM	GAP	3	0	0	0
4:35:53 PM	GAP	3	0	0	0
4:35:56 PM	GAP	2	0	0	0
4:35:58 PM	GAP	9	9	2	0
4:36:07 PM	GAP	6	0	0	0
4:36:13 PM	GAP	11	11	2	0
4:36:24 PM	GAP	6	0	0	0
4:36:30 PM	GAP	25	25	6	0
4:36:55 PM	GAP	5	0	0	0
4:37:00 PM	GAP	8	8	1	0
4:37:08 PM	GAP	12	12	2	0
4:37:20 PM	GAP	9	9	2	0
4:37:29 PM	GAP	3	0	0	0
4:37:32 PM	GAP	8	8	1	0
4:37:40 PM	GAP	2	0	0	0
4:37:42 PM	GAP	7	0	0	0
4:37:49 PM	GAP	17	17	4	0
4:38:06 PM	GAP	7	0	0	0
4:38:13 PM	GAP	3	0	0	0
4:38:16 PM	GAP	12	12	2	0
4:38:28 PM	GAP	26	26	6	0
4:38:54 PM	GAP	8	8	1	0
4:39:02 PM	GAP	6	0	0	0
4:39:08 PM	GAP	7	0	0	0

GAP ANALYSIS-FIELD COUNTS

STREET: HIGHBRIDGE ROAD
LANE: SOUTHBOUND (LEFT TURN)
DATE: 12.29.2015
FIELD ENGINEER: RPG
START TIME: 4:00:00 PM
BASE CRITICAL GAP: 7.1
BASE FOLLOW UP TIME: 3.5

TIME (HOUR:MIN:SEC)	NOTES	OBSERVED GAPS (SECS)	ACCEPTABLE GAPS (SECS)	POTENTIAL CAPACITY (VEH)	OBSERVED BLOCK (SECS)
4:39:15 PM	GAP	3	0	0	0
4:39:18 PM	GAP	1	0	0	0
4:39:19 PM	GAP	6	0	0	0
4:39:25 PM	GAP	32	32	8	0
4:39:57 PM	GAP	9	9	2	0
4:40:06 PM	GAP	3	0	0	0
4:40:09 PM	GAP	6	0	0	0
4:40:15 PM	GAP	28	28	7	0
4:40:43 PM	GAP	14	14	3	0
4:40:57 PM	GAP	5	0	0	0
4:41:02 PM	GAP	1	0	0	0
4:41:03 PM	GAP	8	8	1	0
4:41:11 PM	GAP	1	0	0	0
4:41:12 PM	GAP	3	0	0	0
4:41:15 PM	GAP	16	16	4	0
4:41:31 PM	GAP	36	36	9	0
4:42:07 PM	GAP	6	0	0	0
4:42:13 PM	GAP	14	14	3	0
4:42:27 PM	GAP	3	0	0	0
4:42:30 PM	GAP	7	0	0	0
4:42:37 PM	GAP	2	0	0	0
4:42:39 PM	GAP	3	0	0	0
4:42:42 PM	GAP	3	0	0	0
4:42:45 PM	GAP	1	0	0	0
4:42:46 PM	GAP	1	0	0	0
4:42:47 PM	GAP	1	0	0	0
4:42:48 PM	GAP	3	0	0	0
4:42:51 PM	GAP	4	0	0	0
4:42:55 PM	GAP	2	0	0	0
4:42:57 PM	GAP	1	0	0	0
4:42:58 PM	GAP	1	0	0	0
4:42:59 PM	GAP	13	13	3	0
4:43:12 PM	GAP	6	0	0	0
4:43:18 PM	GAP	2	0	0	0
4:43:20 PM	GAP	2	0	0	0
4:43:22 PM	GAP	1	0	0	0
4:43:23 PM	GAP	2	0	0	0
4:43:25 PM	GAP	7	0	0	0
4:43:32 PM	GAP	8	8	1	0
4:43:40 PM	GAP	29	29	7	0
4:44:09 PM	GAP	4	0	0	0
4:44:13 PM	GAP	3	0	0	0
4:44:16 PM	GAP	1	0	0	0
4:44:17 PM	GAP	2	0	0	0
4:44:19 PM	GAP	3	0	0	0
4:44:22 PM	GAP	6	0	0	0
4:44:28 PM	GAP	17	17	4	0
4:44:45 PM	GAP	5	0	0	0
4:44:50 PM	GAP	15	15	3	0
4:45:05 PM	GAP	2	0	0	0
4:45:07 PM	GAP	2	0	0	0
4:45:09 PM	GAP	1	0	0	0
4:45:10 PM	GAP	1	0	0	0
4:45:11 PM	GAP	1	0	0	0
4:45:12 PM	GAP	5	0	0	0

GAP ANALYSIS-FIELD COUNTS

STREET: HIGHBRIDGE ROAD
LANE: SOUTHBOUND (LEFT TURN)
DATE: 12.29.2015
FIELD ENGINEER: RPG
START TIME: 4:00:00 PM
BASE CRITICAL GAP: 7.1
BASE FOLLOW UP TIME: 3.5

TIME (HOUR:MIN:SEC)	NOTES	OBSERVED GAPS (SECS)	ACCEPTABLE GAPS (SECS)	POTENTIAL CAPACITY (VEH)	OBSERVED BLOCK (SECS)
4:45:17 PM	GAP	2	0	0	0
4:45:19 PM	GAP	2	0	0	0
4:45:21 PM	GAP	1	0	0	0
4:45:22 PM	GAP	3	0	0	0
4:45:25 PM	GAP	20	20	5	0
4:45:45 PM	GAP	11	11	2	0
4:45:56 PM	GAP	3	0	0	0
4:45:59 PM	GAP	2	0	0	0
4:46:01 PM	GAP	3	0	0	0
4:46:04 PM	GAP	3	0	0	0
4:46:07 PM	GAP	27	27	7	0
4:46:34 PM	GAP	10	10	2	0
4:46:44 PM	GAP	4	0	0	0
4:46:48 PM	GAP	17	17	4	0
4:47:05 PM	GAP	3	0	0	0
4:47:08 PM	GAP	1	0	0	0
4:47:09 PM	GAP	1	0	0	0
4:47:10 PM	GAP	3	0	0	0
4:47:13 PM	GAP	16	16	4	0
4:47:29 PM	GAP	8	8	1	0
4:47:37 PM	GAP	4	0	0	0
4:47:41 PM	GAP	3	0	0	0
4:47:44 PM	GAP	3	0	0	0
4:47:47 PM	GAP	15	15	3	0
4:48:02 PM	GAP	13	13	3	0
4:48:15 PM	GAP	3	0	0	0
4:48:18 PM	GAP	15	15	3	0
4:48:33 PM	GAP	25	25	6	0
4:48:58 PM	GAP	2	0	0	0
4:49:00 PM	GAP	7	0	0	0
4:49:07 PM	GAP	8	8	1	0
4:49:15 PM	GAP	5	0	0	0
4:49:20 PM	GAP	6	0	0	0
4:49:26 PM	GAP	2	0	0	0
4:49:28 PM	GAP	19	19	4	0
4:49:47 PM	GAP	5	0	0	0
4:49:52 PM	GAP	16	16	4	0
4:50:08 PM	GAP	12	12	2	0
4:50:20 PM	GAP	16	16	4	0
4:50:36 PM	GAP	5	0	0	0
4:50:41 PM	GAP	7	0	0	0
4:50:48 PM	GAP	4	0	0	0
4:50:52 PM	GAP	6	0	0	0
4:50:58 PM	GAP	8	8	1	0
4:51:06 PM	GAP	7	0	0	0
4:51:13 PM	GAP	7	0	0	0
4:51:20 PM	GAP	16	16	4	0
4:51:36 PM	GAP	2	0	0	0
4:51:38 PM	BLOCKED	0	0	0	24
4:52:02 PM	GAP	17	17	4	0
4:52:19 PM	GAP	6	0	0	0
4:52:25 PM	GAP	4	0	0	0
4:52:29 PM	GAP	3	0	0	0
4:52:32 PM	GAP	2	0	0	0
4:52:34 PM	GAP	4	0	0	0

GAP ANALYSIS-FIELD COUNTS

STREET: HIGHBRIDGE ROAD
LANE: SOUTHBOUND (LEFT TURN)
DATE: 12.29.2015
FIELD ENGINEER: RPG
START TIME: 4:00:00 PM
BASE CRITICAL GAP: 7.1
BASE FOLLOW UP TIME: 3.5

TIME (HOUR:MIN:SEC)	NOTES	OBSERVED GAPS (SECS)	ACCEPTABLE GAPS (SECS)	POTENTIAL CAPACITY (VEH)	OBSERVED BLOCK (SECS)
4:52:38 PM	GAP	2	0	0	0
4:52:40 PM	GAP	2	0	0	0
4:52:42 PM	GAP	3	0	0	0
4:52:45 PM	GAP	4	0	0	0
4:52:49 PM	GAP	18	18	4	0
4:53:07 PM	GAP	8	8	1	0
4:53:15 PM	GAP	10	10	2	0
4:53:25 PM	GAP	5	0	0	0
4:53:30 PM	GAP	7	0	0	0
4:53:37 PM	GAP	3	0	0	0
4:53:40 PM	GAP	2	0	0	0
4:53:42 PM	GAP	13	13	3	0
4:53:55 PM	GAP	17	17	4	0
4:54:12 PM	GAP	6	0	0	0
4:54:18 PM	GAP	2	0	0	0
4:54:20 PM	GAP	3	0	0	0
4:54:23 PM	GAP	13	13	3	0
4:54:36 PM	GAP	2	0	0	0
4:54:38 PM	GAP	5	0	0	0
4:54:43 PM	GAP	5	0	0	0
4:54:48 PM	GAP	4	0	0	0
4:54:52 PM	GAP	11	11	2	0
4:55:03 PM	GAP	17	17	4	0
4:55:20 PM	GAP	43	43	11	0
4:56:03 PM	GAP	8	8	1	0
4:56:11 PM	GAP	2	0	0	0
4:56:13 PM	GAP	3	0	0	0
4:56:16 PM	GAP	18	18	4	0
4:56:34 PM	GAP	2	0	0	0
4:56:36 PM	GAP	5	0	0	0
4:56:41 PM	GAP	4	0	0	0
4:56:45 PM	GAP	2	0	0	0
4:56:47 PM	GAP	31	31	8	0
4:57:18 PM	GAP	4	0	0	0
4:57:22 PM	GAP	10	10	2	0
4:57:32 PM	GAP	6	0	0	0
4:57:38 PM	GAP	4	0	0	0
4:57:42 PM	GAP	5	0	0	0
4:57:47 PM	GAP	2	0	0	0
4:57:49 PM	GAP	6	0	0	0
4:57:55 PM	BLOCKED	0	0	0	61
4:58:56 PM	GAP	3	0	0	0
4:58:59 PM	GAP	9	9	2	0
4:59:08 PM	GAP	2	0	0	0
4:59:10 PM	GAP	5	0	0	0
4:59:15 PM	BLOCKED	0	0	0	70
5:00:25 PM	GAP	1	0	0	0
5:00:26 PM	GAP	3	0	0	0
5:00:29 PM	GAP	19	19	4	0
5:00:48 PM	GAP	16	16	4	0
5:01:04 PM	GAP	1	0	0	0
5:01:05 PM	GAP	1	0	0	0
5:01:06 PM	GAP	8	8	1	0
5:01:14 PM	GAP	6	0	0	0
5:01:20 PM	GAP	1	0	0	0

GAP ANALYSIS-FIELD COUNTS

STREET: HIGHBRIDGE ROAD
LANE: SOUTHBOUND (LEFT TURN)
DATE: 12.29.2015
FIELD ENGINEER: RPG
START TIME: 4:00:00 PM
BASE CRITICAL GAP: 7.1
BASE FOLLOW UP TIME: 3.5

TIME (HOUR:MIN:SEC)	NOTES	OBSERVED GAPS (SECS)	ACCEPTABLE GAPS (SECS)	POTENTIAL CAPACITY (VEH)	OBSERVED BLOCK (SECS)
5:01:21 PM	GAP	3	0	0	0
5:01:24 PM	GAP	2	0	0	0
5:01:26 PM	GAP	1	0	0	0
5:01:27 PM	GAP	3	0	0	0
5:01:30 PM	GAP	5	0	0	0
5:01:35 PM	GAP	4	0	0	0
5:01:39 PM	GAP	2	0	0	0
5:01:41 PM	GAP	2	0	0	0
5:01:43 PM	GAP	7	0	0	0
5:01:50 PM	GAP	3	0	0	0
5:01:53 PM	GAP	13	13	3	0
5:02:06 PM	GAP	2	0	0	0
5:02:08 PM	GAP	2	0	0	0
5:02:10 PM	GAP	1	0	0	0
5:02:11 PM	GAP	3	0	0	0
5:02:14 PM	GAP	11	11	2	0
5:02:25 PM	GAP	1	0	0	0
5:02:26 PM	GAP	2	0	0	0
5:02:28 PM	GAP	22	22	5	0
5:02:50 PM	GAP	1	0	0	0
5:02:51 PM	GAP	6	0	0	0
5:02:57 PM	GAP	4	0	0	0
5:03:01 PM	GAP	24	24	6	0
5:03:25 PM	GAP	2	0	0	0
5:03:27 PM	GAP	1	0	0	0
5:03:28 PM	GAP	31	31	8	0
5:03:59 PM	GAP	5	0	0	0
5:04:04 PM	GAP	7	0	0	0
5:04:11 PM	GAP	2	0	0	0
5:04:13 PM	GAP	2	0	0	0
5:04:15 PM	GAP	11	11	2	0
5:04:26 PM	GAP	39	39	10	0
5:05:05 PM	GAP	4	0	0	0
5:05:09 PM	GAP	1	0	0	0
5:05:10 PM	GAP	2	0	0	0
5:05:12 PM	GAP	4	0	0	0
5:05:16 PM	GAP	5	0	0	0
5:05:21 PM	GAP	12	12	2	0
5:05:33 PM	GAP	17	17	4	0
5:05:50 PM	GAP	7	0	0	0
5:05:57 PM	GAP	13	13	3	0
5:06:10 PM	GAP	3	0	0	0
5:06:13 PM	GAP	1	0	0	0
5:06:14 PM	GAP	23	23	6	0
5:06:37 PM	GAP	2	0	0	0
5:06:39 PM	GAP	2	0	0	0
5:06:41 PM	GAP	2	0	0	0
5:06:43 PM	GAP	6	0	0	0
5:06:49 PM	GAP	17	17	4	0
5:07:06 PM	GAP	26	26	6	0
5:07:32 PM	GAP	8	8	1	0
5:07:40 PM	GAP	16	16	4	0
5:07:56 PM	GAP	13	13	3	0
5:08:09 PM	GAP	13	13	3	0
5:08:22 PM	GAP	23	23	6	0

GAP ANALYSIS-FIELD COUNTS

STREET: HIGHBRIDGE ROAD
LANE: SOUTHBOUND (LEFT TURN)
DATE: 12.29.2015
FIELD ENGINEER: RPG
START TIME: 4:00:00 PM
BASE CRITICAL GAP: 7.1
BASE FOLLOW UP TIME: 3.5

TIME (HOUR:MIN:SEC)	NOTES	OBSERVED GAPS (SECS)	ACCEPTABLE GAPS (SECS)	POTENTIAL CAPACITY (VEH)	OBSERVED BLOCK (SECS)
5:08:45 PM	GAP	17	17	4	0
5:09:02 PM	GAP	13	13	3	0
5:09:15 PM	GAP	2	0	0	0
5:09:17 PM	GAP	6	0	0	0
5:09:23 PM	GAP	2	0	0	0
5:09:25 PM	GAP	16	16	4	0
5:09:41 PM	GAP	5	0	0	0
5:09:46 PM	GAP	4	0	0	0
5:09:50 PM	GAP	2	0	0	0
5:09:52 PM	GAP	13	13	3	0
5:10:05 PM	GAP	28	28	7	0
5:10:33 PM	GAP	10	10	2	0
5:10:43 PM	GAP	20	20	5	0
5:11:03 PM	GAP	2	0	0	0
5:11:05 PM	GAP	1	0	0	0
5:11:06 PM	GAP	1	0	0	0
5:11:07 PM	GAP	1	0	0	0
5:11:08 PM	GAP	1	0	0	0
5:11:09 PM	GAP	1	0	0	0
5:11:10 PM	GAP	14	14	3	0
5:11:24 PM	GAP	4	0	0	0
5:11:28 PM	GAP	1	0	0	0
5:11:29 PM	GAP	9	9	2	0
5:11:38 PM	GAP	8	8	1	0
5:11:46 PM	GAP	1	0	0	0
5:11:47 PM	GAP	1	0	0	0
5:11:48 PM	GAP	2	0	0	0
5:11:50 PM	GAP	2	0	0	0
5:11:52 PM	GAP	2	0	0	0
5:11:54 PM	GAP	6	0	0	0
5:12:00 PM	GAP	8	8	1	0
5:12:08 PM	GAP	8	8	1	0
5:12:16 PM	GAP	8	8	1	0
5:12:24 PM	GAP	4	0	0	0
5:12:28 PM	GAP	2	0	0	0
5:12:30 PM	GAP	4	0	0	0
5:12:34 PM	GAP	3	0	0	0
5:12:37 PM	GAP	6	0	0	0
5:12:43 PM	GAP	3	0	0	0
5:12:46 PM	GAP	1	0	0	0
5:12:47 PM	GAP	1	0	0	0
5:12:48 PM	GAP	1	0	0	0
5:12:49 PM	GAP	1	0	0	0
5:12:50 PM	GAP	2	0	0	0
5:12:52 PM	GAP	3	0	0	0
5:12:55 PM	GAP	1	0	0	0
5:12:56 PM	GAP	6	0	0	0
5:13:02 PM	GAP	5	0	0	0
5:13:07 PM	GAP	6	0	0	0
5:13:13 PM	GAP	25	25	6	0
5:13:38 PM	GAP	15	15	3	0
5:13:53 PM	GAP	2	0	0	0
5:13:55 PM	GAP	9	9	2	0
5:14:04 PM	GAP	12	12	2	0
5:14:16 PM	GAP	5	0	0	0

GAP ANALYSIS-FIELD COUNTS

STREET: HIGHBRIDGE ROAD
LANE: SOUTHBOUND (LEFT TURN)
DATE: 12.29.2015
FIELD ENGINEER: RPG
START TIME: 4:00:00 PM
BASE CRITICAL GAP: 7.1
BASE FOLLOW UP TIME: 3.5

TIME (HOUR:MIN:SEC)	NOTES	OBSERVED GAPS (SECS)	ACCEPTABLE GAPS (SECS)	POTENTIAL CAPACITY (VEH)	OBSERVED BLOCK (SECS)
5:14:21 PM	GAP	3	0	0	0
5:14:24 PM	GAP	2	0	0	0
5:14:26 PM	GAP	1	0	0	0
5:14:27 PM	GAP	2	0	0	0
5:14:29 PM	GAP	8	8	1	0
5:14:37 PM	GAP	2	0	0	0
5:14:39 PM	GAP	20	20	5	0
5:14:59 PM	GAP	6	0	0	0
5:15:05 PM	GAP	3	0	0	0
5:15:08 PM	GAP	3	0	0	0
5:15:11 PM	GAP	9	9	2	0
5:15:20 PM	GAP	19	19	4	0
5:15:39 PM	GAP	3	0	0	0
5:15:42 PM	GAP	6	0	0	0
5:15:48 PM	GAP	6	0	0	0
5:15:54 PM	GAP	3	0	0	0
5:15:57 PM	GAP	2	0	0	0
5:15:59 PM	GAP	1	0	0	0
5:16:00 PM	GAP	2	0	0	0
5:16:02 PM	GAP	7	0	0	0
5:16:09 PM	GAP	1	0	0	0
5:16:10 PM	GAP	10	10	2	0
5:16:20 PM	GAP	4	0	0	0
5:16:24 PM	GAP	28	28	7	0
5:16:52 PM	GAP	2	0	0	0
5:16:54 PM	GAP	17	17	4	0
5:17:11 PM	GAP	20	20	5	0
5:17:31 PM	GAP	1	0	0	0
5:17:32 PM	GAP	2	0	0	0
5:17:34 PM	GAP	4	0	0	0
5:17:38 PM	GAP	3	0	0	0
5:17:41 PM	GAP	10	10	2	0
5:17:51 PM	GAP	18	18	4	0
5:18:09 PM	GAP	4	0	0	0
5:18:13 PM	GAP	15	15	3	0
5:18:28 PM	GAP	6	0	0	0
5:18:34 PM	GAP	1	0	0	0
5:18:35 PM	GAP	5	0	0	0
5:18:40 PM	GAP	1	0	0	0
5:18:41 PM	GAP	2	0	0	0
5:18:43 PM	GAP	12	12	2	0
5:18:55 PM	GAP	26	26	6	0
5:19:21 PM	GAP	6	0	0	0
5:19:27 PM	GAP	10	10	2	0
5:19:37 PM	GAP	2	0	0	0
5:19:39 PM	GAP	1	0	0	0
5:19:40 PM	GAP	1	0	0	0
5:19:41 PM	GAP	3	0	0	0
5:19:44 PM	GAP	1	0	0	0
5:19:45 PM	GAP	28	28	7	0
5:20:13 PM	GAP	12	12	2	0
5:20:25 PM	GAP	24	24	6	0
5:20:49 PM	GAP	10	10	2	0
5:20:59 PM	GAP	1	0	0	0
5:21:00 PM	GAP	26	26	6	0

GAP ANALYSIS-FIELD COUNTS

STREET: HIGHBRIDGE ROAD
LANE: SOUTHBOUND (LEFT TURN)
DATE: 12.29.2015
FIELD ENGINEER: RPG
START TIME: 4:00:00 PM
BASE CRITICAL GAP: 7.1
BASE FOLLOW UP TIME: 3.5

TIME (HOUR:MIN:SEC)	NOTES	OBSERVED GAPS (SECS)	ACCEPTABLE GAPS (SECS)	POTENTIAL CAPACITY (VEH)	OBSERVED BLOCK (SECS)
5:21:26 PM	GAP	22	22	5	0
5:21:48 PM	GAP	4	0	0	0
5:21:52 PM	GAP	8	8	1	0
5:22:00 PM	GAP	4	0	0	0
5:22:04 PM	GAP	9	9	2	0
5:22:13 PM	GAP	3	0	0	0
5:22:16 PM	GAP	1	0	0	0
5:22:17 PM	GAP	4	0	0	0
5:22:21 PM	GAP	1	0	0	0
5:22:22 PM	GAP	3	0	0	0
5:22:25 PM	GAP	18	18	4	0
5:22:43 PM	GAP	7	0	0	0
5:22:50 PM	GAP	2	0	0	0
5:22:52 PM	GAP	8	8	1	0
5:23:00 PM	GAP	3	0	0	0
5:23:03 PM	GAP	15	15	3	0
5:23:18 PM	GAP	4	0	0	0
5:23:22 PM	GAP	4	0	0	0
5:23:26 PM	GAP	2	0	0	0
5:23:28 PM	GAP	1	0	0	0
5:23:29 PM	GAP	14	14	3	0
5:23:43 PM	GAP	5	0	0	0
5:23:48 PM	GAP	7	0	0	0
5:23:55 PM	GAP	1	0	0	0
5:23:56 PM	GAP	9	9	2	0
5:24:05 PM	BLOCKED	0	0	0	37
5:24:42 PM	GAP	7	0	0	0
5:24:49 PM	GAP	4	0	0	0
5:24:53 PM	GAP	10	10	2	0
5:25:03 PM	GAP	11	11	2	0
5:25:14 PM	GAP	2	0	0	0
5:25:16 PM	GAP	14	14	3	0
5:25:30 PM	GAP	2	0	0	0
5:25:32 PM	GAP	1	0	0	0
5:25:33 PM	GAP	6	0	0	0
5:25:39 PM	GAP	2	0	0	0
5:25:41 PM	GAP	3	0	0	0
5:25:44 PM	GAP	2	0	0	0
5:25:46 PM	GAP	1	0	0	0
5:25:47 PM	GAP	3	0	0	0
5:25:50 PM	GAP	15	15	3	0
5:26:05 PM	GAP	3	0	0	0
5:26:08 PM	GAP	2	0	0	0
5:26:10 PM	GAP	1	0	0	0
5:26:11 PM	GAP	21	21	5	0
5:26:32 PM	GAP	17	17	4	0
5:26:49 PM	GAP	10	10	2	0
5:26:59 PM	GAP	6	0	0	0
5:27:05 PM	GAP	11	11	2	0
5:27:16 PM	GAP	2	0	0	0
5:27:18 PM	GAP	1	0	0	0
5:27:19 PM	GAP	24	24	6	0
5:27:43 PM	GAP	6	0	0	0
5:27:49 PM	GAP	2	0	0	0
5:27:51 PM	GAP	2	0	0	0

GAP ANALYSIS-FIELD COUNTS

STREET: HIGHBRIDGE ROAD
LANE: SOUTHBOUND (LEFT TURN)
DATE: 12.29.2015
FIELD ENGINEER: RPG
START TIME: 4:00:00 PM
BASE CRITICAL GAP: 7.1
BASE FOLLOW UP TIME: 3.5

TIME (HOUR:MIN:SEC)	NOTES	OBSERVED GAPS (SECS)	ACCEPTABLE GAPS (SECS)	POTENTIAL CAPACITY (VEH)	OBSERVED BLOCK (SECS)
5:27:53 PM	GAP	3	0	0	0
5:27:56 PM	GAP	5	0	0	0
5:28:01 PM	GAP	6	0	0	0
5:28:07 PM	GAP	28	28	7	0
5:28:35 PM	GAP	5	0	0	0
5:28:40 PM	GAP	4	0	0	0
5:28:44 PM	GAP	2	0	0	0
5:28:46 PM	GAP	7	0	0	0
5:28:53 PM	GAP	2	0	0	0
5:28:55 PM	GAP	12	12	2	0
5:29:07 PM	GAP	1	0	0	0
5:29:08 PM	GAP	1	0	0	0
5:29:09 PM	GAP	1	0	0	0
5:29:10 PM	GAP	2	0	0	0
5:29:12 PM	GAP	1	0	0	0
5:29:13 PM	BLOCKED	0	0	0	34
5:29:47 PM	GAP	2	0	0	0
5:29:49 PM	GAP	19	19	4	0
5:30:08 PM	GAP	2	0	0	0
5:30:10 PM	GAP	4	0	0	0
5:30:14 PM	GAP	5	0	0	0
5:30:19 PM	GAP	1	0	0	0
5:30:20 PM	GAP	2	0	0	0
5:30:22 PM	GAP	4	0	0	0
5:30:26 PM	GAP	3	0	0	0
5:30:29 PM	GAP	3	0	0	0
5:30:32 PM	GAP	2	0	0	0
5:30:34 PM	GAP	5	0	0	0
5:30:39 PM	GAP	3	0	0	0
5:30:42 PM	GAP	6	0	0	0
5:30:48 PM	GAP	14	14	3	0
5:31:02 PM	GAP	7	0	0	0
5:31:09 PM	GAP	4	0	0	0
5:31:13 PM	GAP	19	19	4	0
5:31:32 PM	GAP	7	0	0	0
5:31:39 PM	GAP	6	0	0	0
5:31:45 PM	GAP	11	11	2	0
5:31:56 PM	GAP	7	0	0	0
5:32:03 PM	GAP	6	0	0	0
5:32:09 PM	GAP	1	0	0	0
5:32:10 PM	GAP	10	10	2	0
5:32:20 PM	GAP	3	0	0	0
5:32:23 PM	GAP	24	24	6	0
5:32:47 PM	GAP	3	0	0	0
5:32:50 PM	GAP	4	0	0	0
5:32:54 PM	GAP	4	0	0	0
5:32:58 PM	GAP	2	0	0	0
5:33:00 PM	GAP	2	0	0	0
5:33:02 PM	GAP	1	0	0	0
5:33:03 PM	GAP	10	10	2	0
5:33:13 PM	GAP	14	14	3	0
5:33:27 PM	GAP	6	0	0	0
5:33:33 PM	GAP	10	10	2	0
5:33:43 PM	GAP	1	0	0	0
5:33:44 PM	GAP	3	0	0	0

GAP ANALYSIS-FIELD COUNTS

STREET: HIGHBRIDGE ROAD
LANE: SOUTHBOUND (LEFT TURN)
DATE: 12.29.2015
FIELD ENGINEER: RPG
START TIME: 4:00:00 PM
BASE CRITICAL GAP: 7.1
BASE FOLLOW UP TIME: 3.5

TIME (HOUR:MIN:SEC)	NOTES	OBSERVED GAPS (SECS)	ACCEPTABLE GAPS (SECS)	POTENTIAL CAPACITY (VEH)	OBSERVED BLOCK (SECS)
5:33:47 PM	GAP	4	0	0	0
5:33:51 PM	GAP	8	8	1	0
5:33:59 PM	GAP	3	0	0	0
5:34:02 PM	GAP	5	0	0	0
5:34:07 PM	GAP	30	30	8	0
5:34:37 PM	GAP	3	0	0	0
5:34:40 PM	GAP	32	32	8	0
5:35:12 PM	GAP	2	0	0	0
5:35:14 PM	GAP	2	0	0	0
5:35:16 PM	GAP	17	17	4	0
5:35:33 PM	GAP	5	0	0	0
5:35:38 PM	GAP	3	0	0	0
5:35:41 PM	GAP	13	13	3	0
5:35:54 PM	GAP	6	0	0	0
5:36:00 PM	GAP	7	0	0	0
5:36:07 PM	GAP	2	0	0	0
5:36:09 PM	GAP	2	0	0	0
5:36:11 PM	GAP	2	0	0	0
5:36:13 PM	GAP	3	0	0	0
5:36:16 PM	GAP	1	0	0	0
5:36:17 PM	GAP	3	0	0	0
5:36:20 PM	GAP	9	9	2	0
5:36:29 PM	GAP	10	10	2	0
5:36:39 PM	GAP	5	0	0	0
5:36:44 PM	GAP	19	19	4	0
5:37:03 PM	GAP	1	0	0	0
5:37:04 PM	GAP	3	0	0	0
5:37:07 PM	GAP	3	0	0	0
5:37:10 PM	GAP	2	0	0	0
5:37:12 PM	GAP	2	0	0	0
5:37:14 PM	GAP	3	0	0	0
5:37:17 PM	GAP	1	0	0	0
5:37:18 PM	GAP	2	0	0	0
5:37:20 PM	GAP	1	0	0	0
5:37:21 PM	GAP	1	0	0	0
5:37:22 PM	GAP	4	0	0	0
5:37:26 PM	GAP	20	20	5	0
5:37:46 PM	GAP	3	0	0	0
5:37:49 PM	GAP	1	0	0	0
5:37:50 PM	GAP	2	0	0	0
5:37:52 PM	GAP	6	0	0	0
5:37:58 PM	GAP	3	0	0	0
5:38:01 PM	GAP	17	17	4	0
5:38:18 PM	GAP	21	21	5	0
5:38:39 PM	GAP	7	0	0	0
5:38:46 PM	GAP	3	0	0	0
5:38:49 PM	GAP	4	0	0	0
5:38:53 PM	GAP	3	0	0	0
5:38:56 PM	GAP	3	0	0	0
5:38:59 PM	GAP	5	0	0	0
5:39:04 PM	GAP	3	0	0	0
5:39:07 PM	GAP	35	35	9	0
5:39:42 PM	GAP	3	0	0	0
5:39:45 PM	GAP	11	11	2	0
5:39:56 PM	GAP	2	0	0	0

GAP ANALYSIS-FIELD COUNTS

STREET: HIGHBRIDGE ROAD
LANE: SOUTHBOUND (LEFT TURN)
DATE: 12.29.2015
FIELD ENGINEER: RPG
START TIME: 4:00:00 PM
BASE CRITICAL GAP: 7.1
BASE FOLLOW UP TIME: 3.5

TIME (HOUR:MIN:SEC)	NOTES	OBSERVED GAPS (SECS)	ACCEPTABLE GAPS (SECS)	POTENTIAL CAPACITY (VEH)	OBSERVED BLOCK (SECS)
5:39:58 PM	GAP	1	0	0	0
5:39:59 PM	GAP	1	0	0	0
5:40:00 PM	GAP	1	0	0	0
5:40:01 PM	GAP	2	0	0	0
5:40:03 PM	GAP	2	0	0	0
5:40:05 PM	GAP	2	0	0	0
5:40:07 PM	GAP	2	0	0	0
5:40:09 PM	GAP	27	27	7	0
5:40:36 PM	GAP	3	0	0	0
5:40:39 PM	GAP	1	0	0	0
5:40:40 PM	GAP	21	21	5	0
5:41:01 PM	GAP	5	0	0	0
5:41:06 PM	GAP	3	0	0	0
5:41:09 PM	GAP	2	0	0	0
5:41:11 PM	GAP	3	0	0	0
5:41:14 PM	GAP	1	0	0	0
5:41:15 PM	GAP	8	8	1	0
5:41:23 PM	GAP	23	23	6	0
5:41:46 PM	GAP	3	0	0	0
5:41:49 PM	GAP	4	0	0	0
5:41:53 PM	GAP	6	0	0	0
5:41:59 PM	GAP	9	9	2	0
5:42:08 PM	GAP	3	0	0	0
5:42:11 PM	GAP	4	0	0	0
5:42:15 PM	GAP	9	9	2	0
5:42:24 PM	GAP	16	16	4	0
5:42:40 PM	GAP	2	0	0	0
5:42:42 PM	GAP	3	0	0	0
5:42:45 PM	GAP	28	28	7	0
5:43:13 PM	GAP	26	26	6	0
5:43:39 PM	GAP	3	0	0	0
5:43:42 PM	GAP	2	0	0	0
5:43:44 PM	GAP	2	0	0	0
5:43:46 PM	GAP	10	10	2	0
5:43:56 PM	GAP	2	0	0	0
5:43:58 PM	GAP	4	0	0	0
5:44:02 PM	GAP	2	0	0	0
5:44:04 PM	GAP	20	20	5	0
5:44:24 PM	GAP	2	0	0	0
5:44:26 PM	GAP	14	14	3	0
5:44:40 PM	GAP	7	0	0	0
5:44:47 PM	GAP	7	0	0	0
5:44:54 PM	GAP	20	20	5	0
5:45:14 PM	GAP	4	0	0	0
5:45:18 PM	GAP	10	10	2	0
5:45:28 PM	GAP	2	0	0	0
5:45:30 PM	GAP	10	10	2	0
5:45:40 PM	GAP	2	0	0	0
5:45:42 PM	GAP	15	15	3	0
5:45:57 PM	GAP	9	9	2	0
5:46:06 PM	GAP	1	0	0	0
5:46:07 PM	GAP	6	0	0	0
5:46:13 PM	GAP	3	0	0	0
5:46:16 PM	GAP	2	0	0	0
5:46:18 PM	GAP	2	0	0	0

GAP ANALYSIS-FIELD COUNTS

STREET: HIGHBRIDGE ROAD
LANE: SOUTHBOUND (LEFT TURN)
DATE: 12.29.2015
FIELD ENGINEER: RPG
START TIME: 4:00:00 PM
BASE CRITICAL GAP: 7.1
BASE FOLLOW UP TIME: 3.5

TIME (HOUR:MIN:SEC)	NOTES	OBSERVED GAPS (SECS)	ACCEPTABLE GAPS (SECS)	POTENTIAL CAPACITY (VEH)	OBSERVED BLOCK (SECS)
5:46:20 PM	GAP	12	12	2	0
5:46:32 PM	GAP	20	20	5	0
5:46:52 PM	GAP	3	0	0	0
5:46:55 PM	GAP	4	0	0	0
5:46:59 PM	GAP	3	0	0	0
5:47:02 PM	GAP	1	0	0	0
5:47:03 PM	GAP	1	0	0	0
5:47:04 PM	GAP	3	0	0	0
5:47:07 PM	GAP	2	0	0	0
5:47:09 PM	GAP	2	0	0	0
5:47:11 PM	GAP	2	0	0	0
5:47:13 PM	GAP	7	0	0	0
5:47:20 PM	GAP	11	11	2	0
5:47:31 PM	GAP	13	13	3	0
5:47:44 PM	GAP	14	14	3	0
5:47:58 PM	GAP	9	9	2	0
5:48:07 PM	GAP	9	9	2	0
5:48:16 PM	GAP	11	11	2	0
5:48:27 PM	GAP	2	0	0	0
5:48:29 PM	GAP	5	0	0	0
5:48:34 PM	GAP	5	0	0	0
5:48:39 PM	GAP	2	0	0	0
5:48:41 PM	GAP	4	0	0	0
5:48:45 PM	GAP	2	0	0	0
5:48:47 PM	GAP	5	0	0	0
5:48:52 PM	GAP	2	0	0	0
5:48:54 PM	GAP	2	0	0	0
5:48:56 PM	GAP	16	16	4	0
5:49:12 PM	GAP	13	13	3	0
5:49:25 PM	GAP	1	0	0	0
5:49:26 PM	GAP	4	0	0	0
5:49:30 PM	GAP	4	0	0	0
5:49:34 PM	GAP	3	0	0	0
5:49:37 PM	GAP	2	0	0	0
5:49:39 PM	GAP	9	9	2	0
5:49:48 PM	GAP	2	0	0	0
5:49:50 PM	GAP	31	31	8	0
5:50:21 PM	GAP	4	0	0	0
5:50:25 PM	GAP	6	0	0	0
5:50:31 PM	GAP	2	0	0	0
5:50:33 PM	GAP	1	0	0	0
5:50:34 PM	GAP	8	8	1	0
5:50:42 PM	GAP	18	18	4	0
5:51:00 PM	GAP	3	0	0	0
5:51:03 PM	GAP	6	0	0	0
5:51:09 PM	GAP	2	0	0	0
5:51:11 PM	GAP	6	0	0	0
5:51:17 PM	GAP	15	15	3	0
5:51:32 PM	GAP	11	11	2	0
5:51:43 PM	GAP	12	12	2	0
5:51:55 PM	GAP	1	0	0	0
5:51:56 PM	GAP	8	8	1	0
5:52:04 PM	GAP	5	0	0	0
5:52:09 PM	GAP	13	13	3	0
5:52:22 PM	GAP	2	0	0	0

GAP ANALYSIS-FIELD COUNTS

STREET: HIGHBRIDGE ROAD
LANE: SOUTHBOUND (LEFT TURN)
DATE: 12.29.2015
FIELD ENGINEER: RPG
START TIME: 4:00:00 PM
BASE CRITICAL GAP: 7.1
BASE FOLLOW UP TIME: 3.5

TIME (HOUR:MIN:SEC)	NOTES	OBSERVED GAPS (SECS)	ACCEPTABLE GAPS (SECS)	POTENTIAL CAPACITY (VEH)	OBSERVED BLOCK (SECS)
5:52:24 PM	GAP	10	10	2	0
5:52:34 PM	GAP	8	8	1	0
5:52:42 PM	GAP	6	0	0	0
5:52:48 PM	GAP	5	0	0	0
5:52:53 PM	GAP	6	0	0	0
5:52:59 PM	GAP	5	0	0	0
5:53:04 PM	GAP	12	12	2	0
5:53:16 PM	GAP	4	0	0	0
5:53:20 PM	GAP	15	15	3	0
5:53:35 PM	GAP	2	0	0	0
5:53:37 PM	GAP	4	0	0	0
5:53:41 PM	GAP	13	13	3	0
5:53:54 PM	GAP	1	0	0	0
5:53:55 PM	GAP	17	17	4	0
5:54:12 PM	GAP	12	12	2	0
5:54:24 PM	GAP	3	0	0	0
5:54:27 PM	GAP	13	13	3	0
5:54:40 PM	GAP	9	9	2	0
5:54:49 PM	GAP	1	0	0	0
5:54:50 PM	GAP	2	0	0	0
5:54:52 PM	GAP	2	0	0	0
5:54:54 PM	GAP	12	12	2	0
5:55:06 PM	GAP	17	17	4	0
5:55:23 PM	GAP	4	0	0	0
5:55:27 PM	GAP	3	0	0	0
5:55:30 PM	GAP	1	0	0	0
5:55:31 PM	GAP	1	0	0	0
5:55:32 PM	GAP	1	0	0	0
5:55:33 PM	GAP	3	0	0	0
5:55:36 PM	GAP	1	0	0	0
5:55:37 PM	GAP	9	9	2	0
5:55:46 PM	GAP	5	0	0	0
5:55:51 PM	GAP	10	10	2	0
5:56:01 PM	GAP	8	8	1	0
5:56:09 PM	GAP	11	11	2	0
5:56:20 PM	GAP	1	0	0	0
5:56:21 PM	GAP	27	27	7	0
5:56:48 PM	GAP	9	9	2	0
5:56:57 PM	GAP	4	0	0	0
5:57:01 PM	GAP	7	0	0	0
5:57:08 PM	GAP	1	0	0	0
5:57:09 PM	GAP	3	0	0	0
5:57:12 PM	GAP	1	0	0	0
5:57:13 PM	GAP	2	0	0	0
5:57:15 PM	GAP	4	0	0	0
5:57:19 PM	GAP	16	16	4	0
5:57:35 PM	GAP	3	0	0	0
5:57:38 PM	GAP	2	0	0	0
5:57:40 PM	GAP	1	0	0	0
5:57:41 PM	GAP	2	0	0	0
5:57:43 PM	GAP	1	0	0	0
5:57:44 PM	GAP	1	0	0	0
5:57:45 PM	GAP	5	0	0	0
5:57:50 PM	GAP	1	0	0	0
5:57:51 PM	GAP	1	0	0	0

GAP ANALYSIS-FIELD COUNTS

STREET: HIGHBRIDGE ROAD
LANE: SOUTHBOUND (LEFT TURN)
DATE: 12.29.2015
FIELD ENGINEER: RPG
START TIME: 4:00:00 PM
BASE CRITICAL GAP: 7.1
BASE FOLLOW UP TIME: 3.5

TIME (HOUR:MIN:SEC)	NOTES	OBSERVED GAPS (SECS)	ACCEPTABLE GAPS (SECS)	POTENTIAL CAPACITY (VEH)	OBSERVED BLOCK (SECS)
5:57:52 PM	GAP	1	0	0	0
5:57:53 PM	GAP	5	0	0	0
5:57:58 PM	GAP	4	0	0	0
5:58:02 PM	GAP	4	0	0	0
5:58:06 PM	GAP	2	0	0	0
5:58:08 PM	GAP	5	0	0	0
5:58:13 PM	GAP	5	0	0	0
5:58:18 PM	GAP	7	0	0	0
5:58:25 PM	GAP	6	0	0	0
5:58:31 PM	GAP	2	0	0	0
5:58:33 PM	GAP	6	0	0	0
5:58:39 PM	GAP	5	0	0	0
5:58:44 PM	GAP	3	0	0	0
5:58:47 PM	GAP	1	0	0	0
5:58:48 PM	GAP	2	0	0	0
5:58:50 PM	GAP	8	8	1	0
5:58:58 PM	GAP	13	13	3	0
5:59:11 PM	GAP	14	14	3	0
5:59:25 PM	GAP	4	0	0	0
5:59:29 PM	GAP	3	0	0	0
5:59:32 PM	BLOCKED	0	0	0	10
5:59:42 PM	GAP	2	0	0	0
5:59:44 PM	GAP	6	0	0	0
5:59:50 PM	GAP	4	0	0	0
5:59:54 PM	GAP	24	24	6	0
6:00:18 PM	GAP	9	9	2	0
6:00:27 PM	GAP	1	0	0	0
6:00:28 PM	GAP	12	12	2	0
6:00:40 PM	GAP	3	0	0	0
6:00:43 PM	GAP	1	0	0	0
6:00:44 PM	GAP	24	24	6	0
6:01:08 PM	GAP	6	0	0	0
6:01:14 PM	GAP	3	0	0	0
6:01:17 PM	GAP	7	0	0	0
6:01:24 PM	GAP	14	14	3	0
6:01:38 PM	GAP	2	0	0	0
6:01:40 PM	GAP	1	0	0	0
6:01:41 PM	GAP	3	0	0	0
6:01:44 PM	GAP	3	0	0	0
6:01:47 PM	GAP	11	11	2	0
6:01:58 PM	GAP	9	9	2	0
6:02:07 PM	GAP	7	0	0	0
6:02:14 PM	GAP	4	0	0	0
6:02:18 PM	GAP	10	10	2	0
6:02:28 PM	GAP	5	0	0	0
6:02:33 PM	GAP	4	0	0	0
6:02:37 PM	GAP	1	0	0	0
6:02:38 PM	GAP	2	0	0	0
6:02:40 PM	GAP	6	0	0	0
6:02:46 PM	GAP	24	24	6	0
6:03:10 PM	GAP	11	11	2	0
6:03:21 PM	GAP	2	0	0	0
6:03:23 PM	GAP	2	0	0	0
6:03:25 PM	GAP	7	0	0	0
6:03:32 PM	GAP	6	0	0	0

GAP ANALYSIS-FIELD COUNTS

STREET: HIGHBRIDGE ROAD
LANE: SOUTHBOUND (LEFT TURN)
DATE: 12.29.2015
FIELD ENGINEER: RPG
START TIME: 4:00:00 PM
BASE CRITICAL GAP: 7.1
BASE FOLLOW UP TIME: 3.5

TIME (HOUR:MIN:SEC)	NOTES	OBSERVED GAPS (SECS)	ACCEPTABLE GAPS (SECS)	POTENTIAL CAPACITY (VEH)	OBSERVED BLOCK (SECS)
6:03:38 PM	GAP	7	0	0	0
6:03:45 PM	GAP	3	0	0	0
6:03:48 PM	GAP	5	0	0	0
6:03:53 PM	GAP	5	0	0	0
6:03:58 PM	END	0	0	0	0

APPENDIX H

CD - Synchro Files