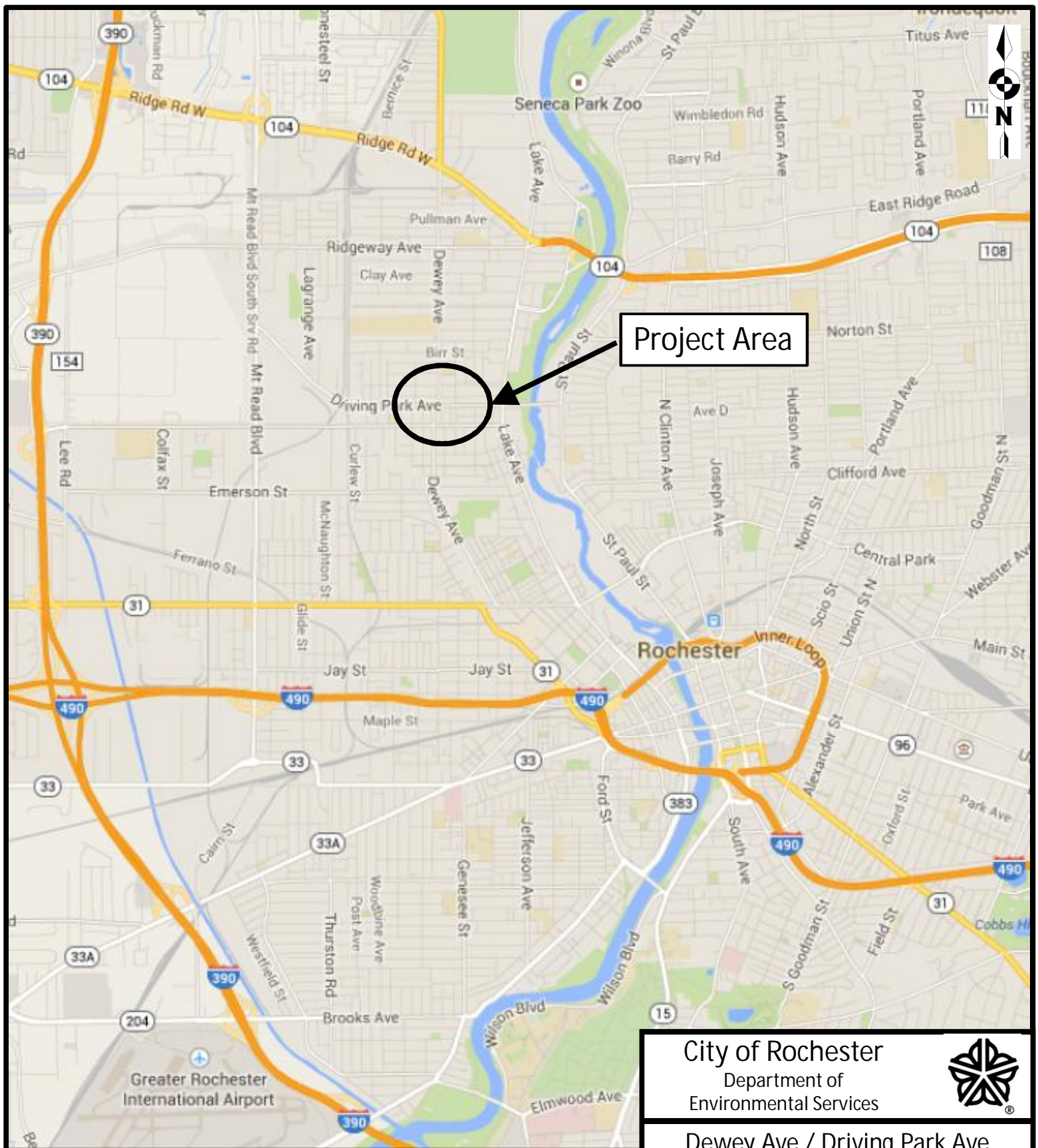


Appendix A:

Project Location Maps, Existing On-Street Parking Plan,
Alternative 4: Concept Graphic, Alternative 4: Typical
Sections, Plans, Profiles



City of Rochester
Department of
Environmental Services



Dewey Ave / Driving Park Ave
Intersection Realignment Project
P.I.N. 4755.55

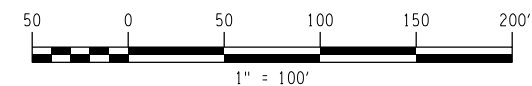
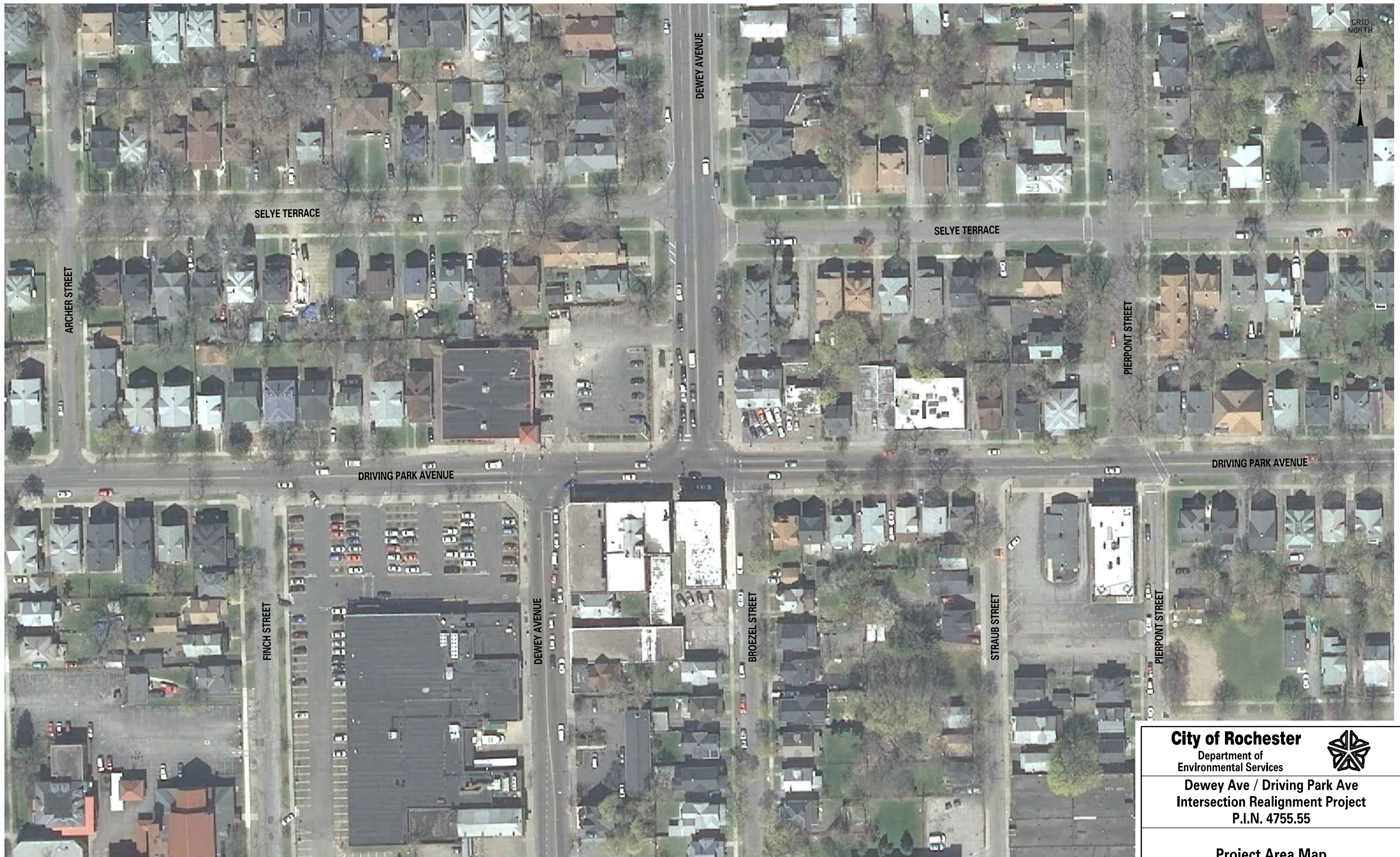
Figure 1.2.1
Project Location Map

SHEET NO.
1

SCALE
NTS

DATE
07/14

Bergmann
associates
architects // engineers // planners



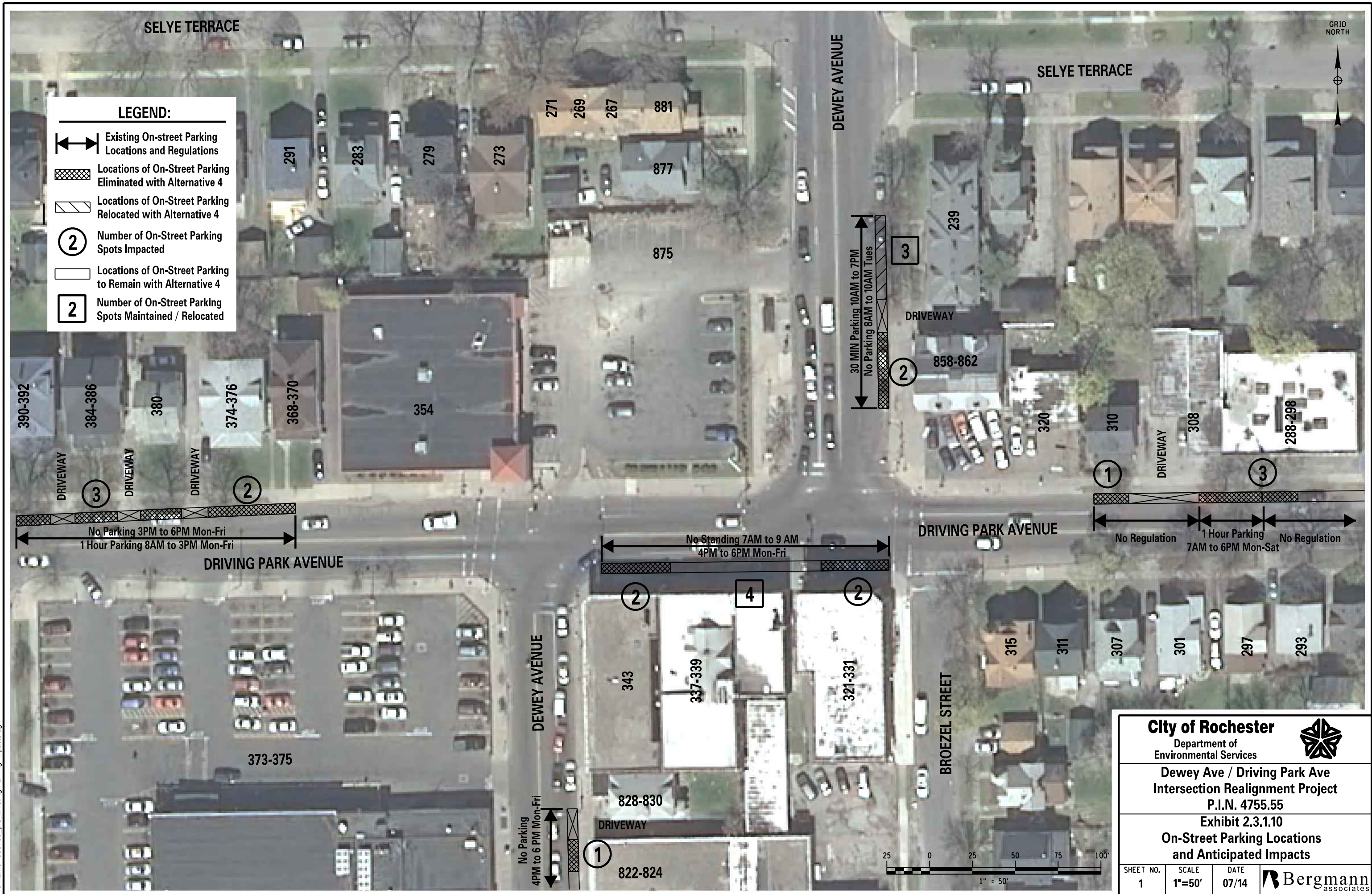
City of Rochester
Department of
Environmental Services



**Dewey Ave / Driving Park Ave
Intersection Realignment Project
P.I.N. 4755.55**

Project Area Map

SHEET NO.	SCALE	DATE	Bergmann associates
1	1"=100'	06/14	



City of Rochester

Department of
Environmental Services



**Dewey Ave / Driving Park Ave
Intersection Realignment Project
P.I.N. 4755.55**

**Exhibit 2.3.1.10
On-Street Parking Locations
and Anticipated Impacts**

SHEET NO.
1

SCALE
1"=50'

DATE
07/14

Bergmann
associates



Reclaimed Public Space and Gateway Concept



Dewey Ave / Driving
Park Ave Intersection
Realignment Project
PC #12105

City of Rochester



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Environmental Services

Bergmann
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architects // engineers // planners

28 East Main Street
200 First Federal Plaza
Rochester, New York 14614-1909

office: 585.232.5135
fax: 585.232.4652

www.bergmannpc.com

REVISIONS				
NO.	DATE	DESCRIPTION	REV.	CK'D

The underground structures and utilities shown on this drawing have been plotted from available surveys or utility record maps. They are not certified to the accuracy of their location or their completeness. It is the Contractor's responsibility to verify the location and extent of all underground structures and utilities.

DESIGN REPORT

Date

TYPICAL SECTIONS

Unauthorized alteration or addition to this drawing is a violation of the New York State Education Law Article 145, Section 7209.

Project Manager:

M.T.C.

Designed By:

D.W.T.

Drawn By:

A.A.G.

Checked By:

T.R.D.

Drawing Number:

Project Number:
9937.00

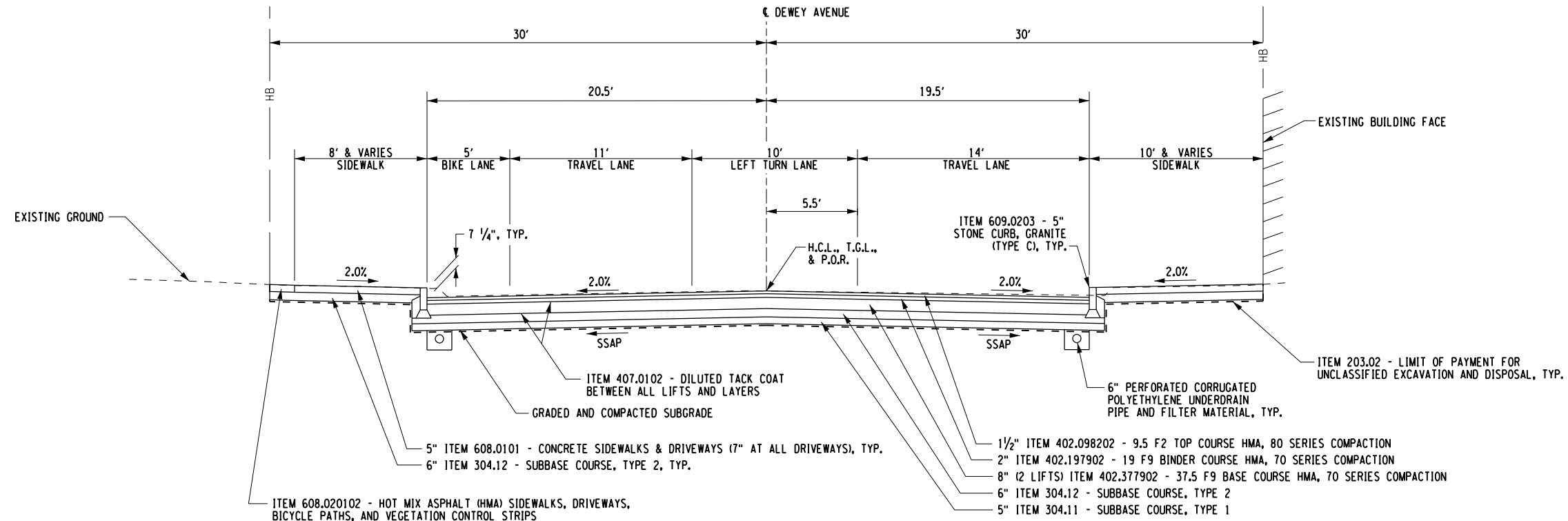
Date Issued:

JULY 2014

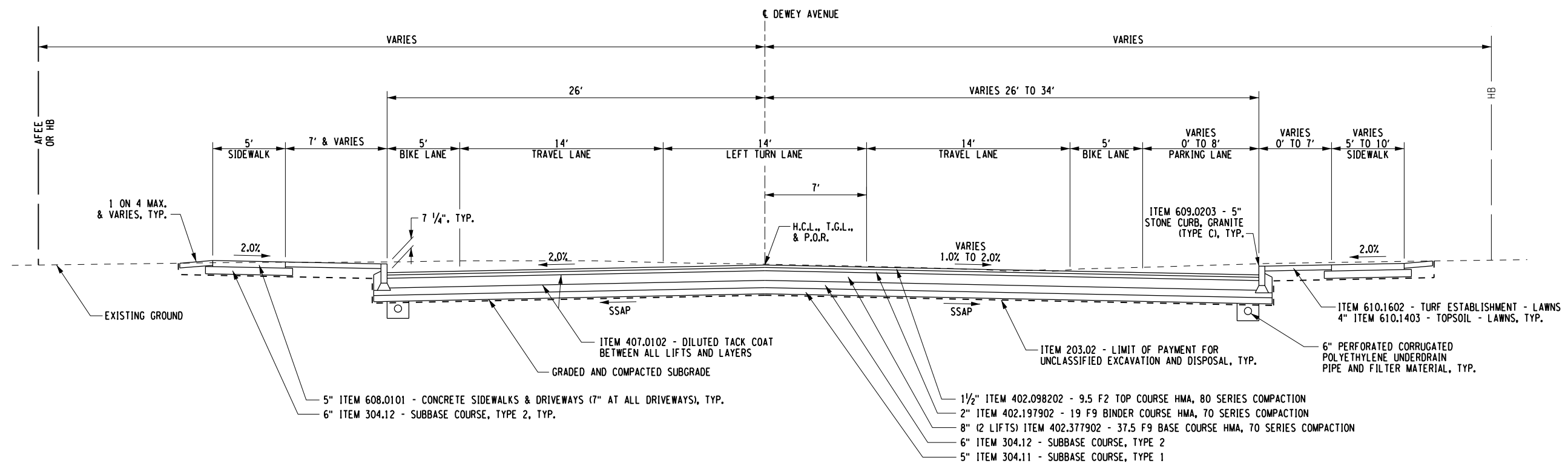
Scale:

AS SHOWN

TS-1



DEWEY AVENUE ①
SCALE: 1/8" = 1'-0"
STA. DA 8+18 TO STA. DA 10+00



DEWEY AVENUE ②
SCALE: 1/8" = 1'-0"
STA. DA 10+00 TO STA. DA 13+34

NOTE: SSAP = SAME SLOPE AS PAVEMENT

Dewey Ave / Driving
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Project Manager:

M.T.C.

Designed By:

D.W.T.

Drawn By:

A.A.G.

Checked By:

T.R.D.

Drawing Number:

Project Number:

9937.00

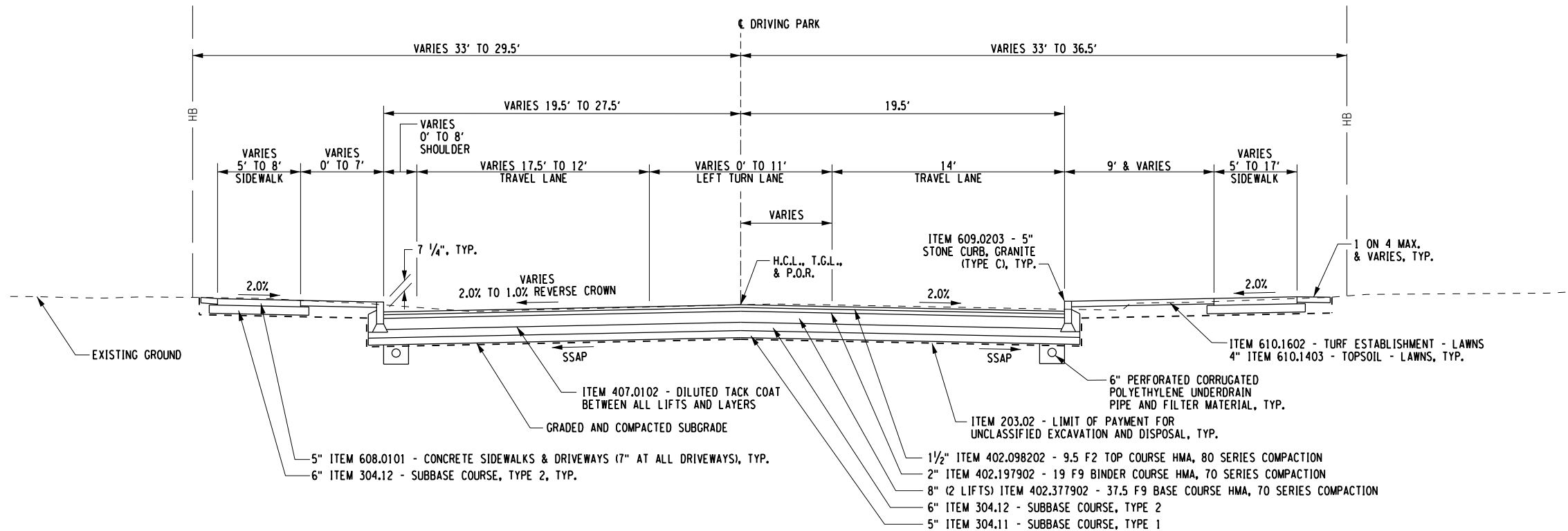
Date Issued:

JULY 2014

Scale:

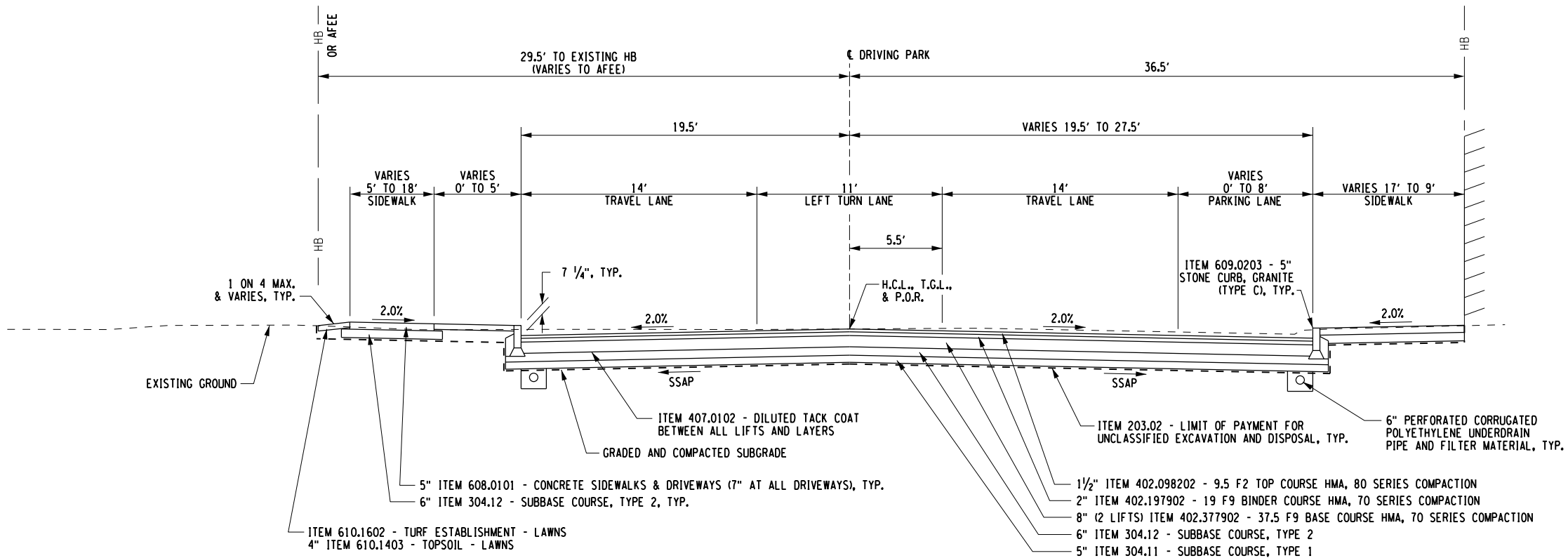
AS SHOWN

TS-2



DRIVING PARK AVENUE ③

SCALE: 1/8" = 1'-0"
STA. DP 11+32 TO STA. DP 14+50
STA. DP 16+56 TO STA. DP 19+22



DRIVING PARK AVENUE ④

SCALE: 1/8" = 1'-0"
STA. DP 14+50 TO STA. DP 16+56

NOTE: SSAP = SAME SLOPE AS PAVEMENT

Dewey Ave / Driving
Park Ave Intersection
Realignment Project
PC #12105

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REVISIONS			
NO.	DATE	DESCRIPTION	REV. CK'D

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DESIGN REPORT

Date

GENERAL PLAN

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Project Manager:

M.T.C.

Designed By:

D.W.T.

Drawn By:

D.W.T.

Checked By:

T.R.D.

Drawing Number:

Project Number:

9937.00

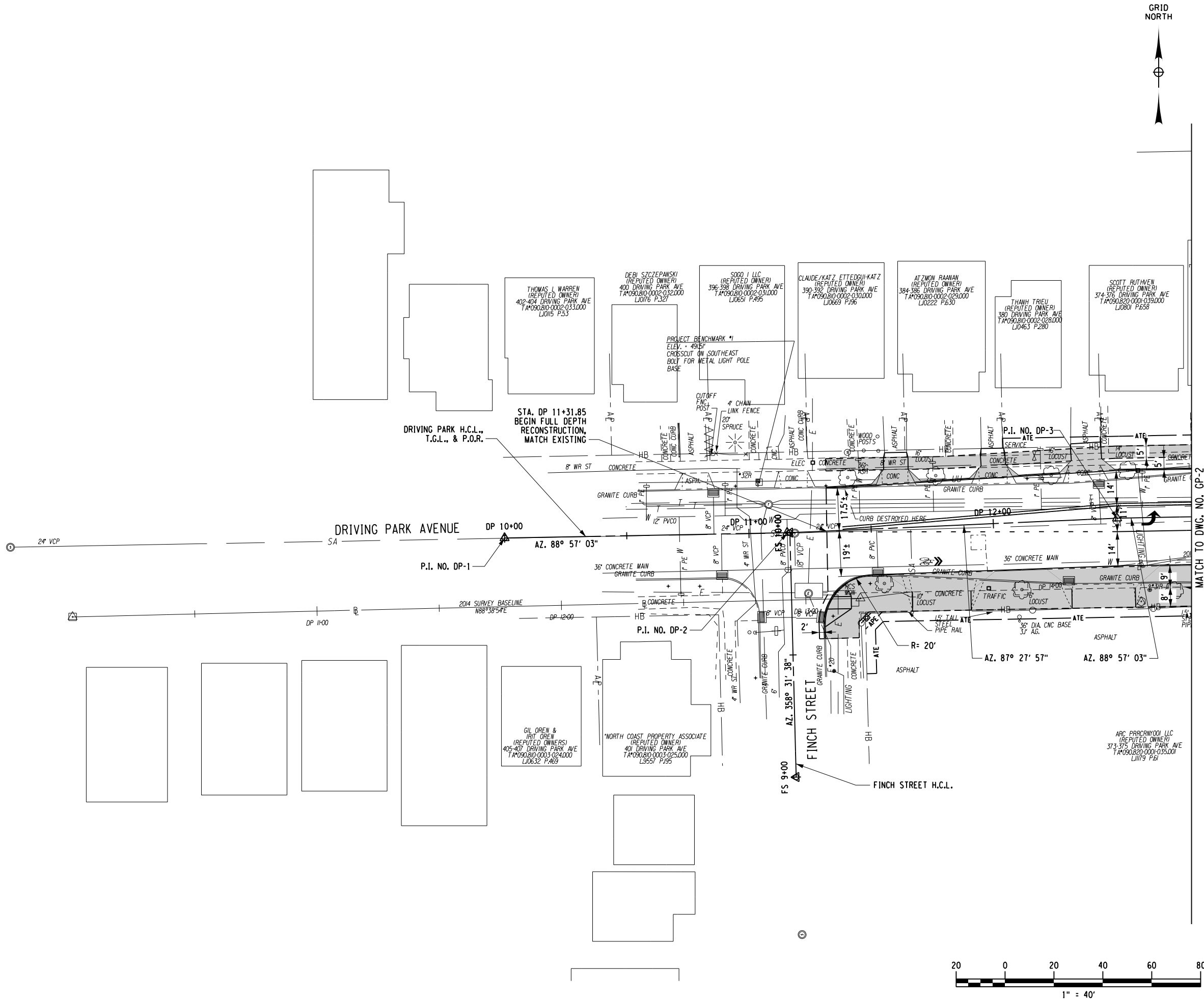
Date Issued:

JULY 2014

Scale:

1" = 40'

GP-1



Dewey Ave / Driving
Park Ave Intersection
Realignment Project
PC #12105

City of Rochester



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REVISIONS			
NO.	DATE	DESCRIPTION	REV. CK'D

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Project Manager:

M.T.C.

Designed By:

D.W.T.

Drawn By:

D.W.T.

Checked By:

T.R.D.

Drawing Number:

Project Number:

9937.00

Date Issued:

JULY 2014

Scale:

1" = 40'

GP-2

MATCH TO DWG. NO. GP-5

GRID NORTH



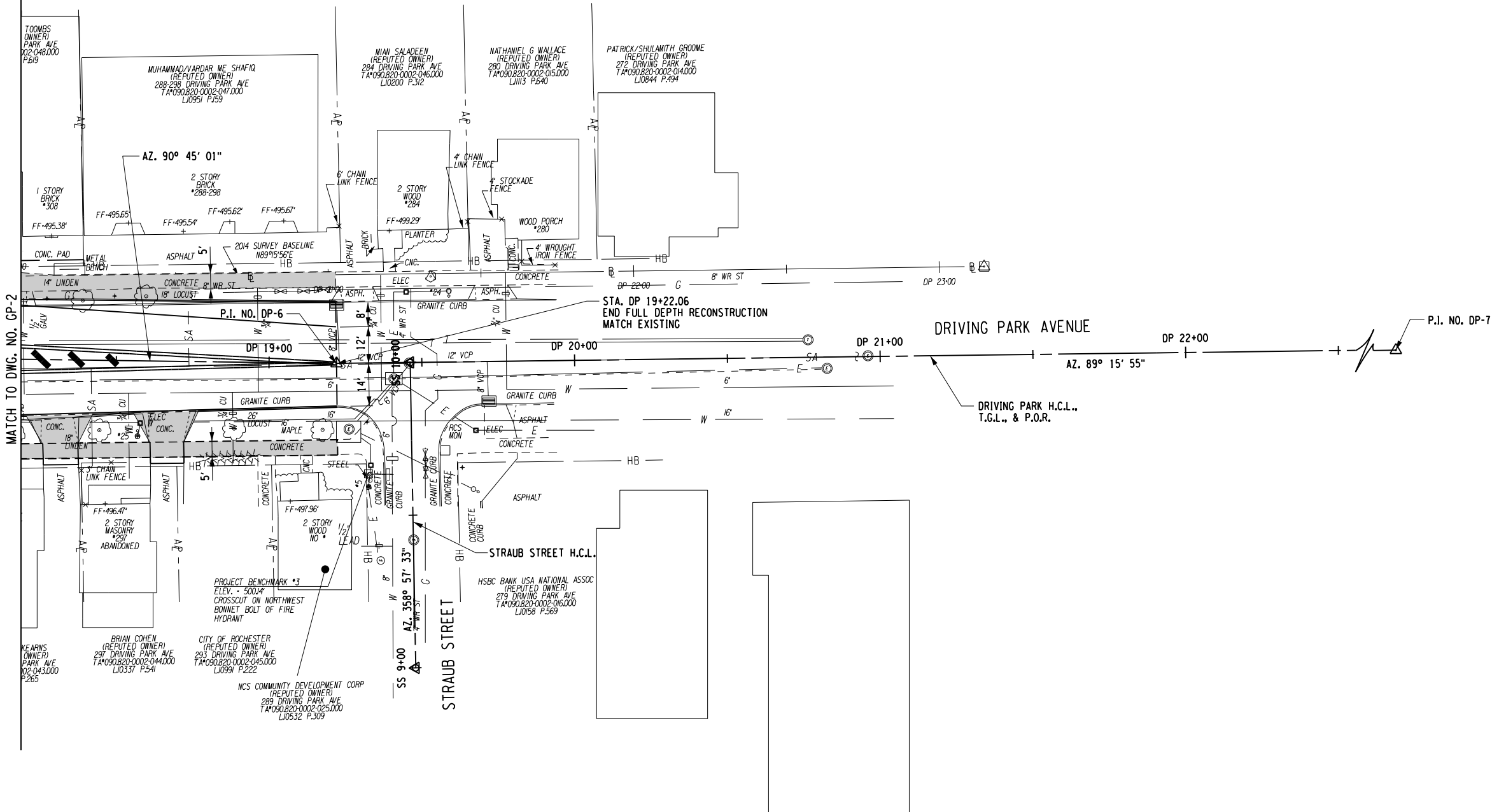
MATCH TO DWG. NO. GP-1

MATCH TO DWG. NO. GP-3

CURVE NO. DA-1	CURVE NO. DA-2
P.C. = DA 9+49.58	P.C. = DA 11+74.05
P.I. = DA 10+28.83	P.I. = DA 12+52.81
P.T. = DA 10+98.00	P.T. = DA 13+21.66
R = 171.00'	R = 171.00'
L = 148.42'	L = 147.61'
Δ = 49° 43' 43"	Δ = 49° 27' 33"

STA. DA 8+18.40
END MILLING & RESURFACING,
BEGIN FULL DEPTH RECONSTRUCTION

MATCH TO DWG. NO. GP-4



**Dewey Ave / Driving
Park Ave Intersection
Realignment Project
PC #12105**

City of Rochester



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REVISIONS			
NO.	DATE	DESCRIPTION	REV. CK'D

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DESIGN REPORT

Date

GENERAL PLAN

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Project Manager:

M.T.C.

Designed By:

D.W.T.

Drawn By:

D.W.T.

Checked By:

T.R.D.

Drawing Number:

Project Number:

9937.00

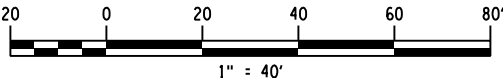
Date Issued:

JULY 2014

Scale:

1" = 40'

GP-3



City of Rochester

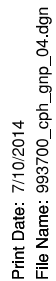


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Date _____

6 of 9



Dewey Ave / Driving
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Realignment Project
PC #12105

City of Rochester



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REVISIONS			
NO.	DATE	DESCRIPTION	REV. CK'D

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Project Manager:

M.T.C.

Designed By:

D.W.T.

Drawn By:

D.W.T.

Checked By:

T.R.D.

Drawing Number:

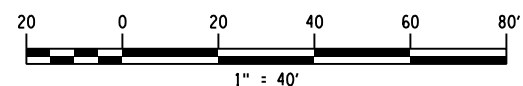
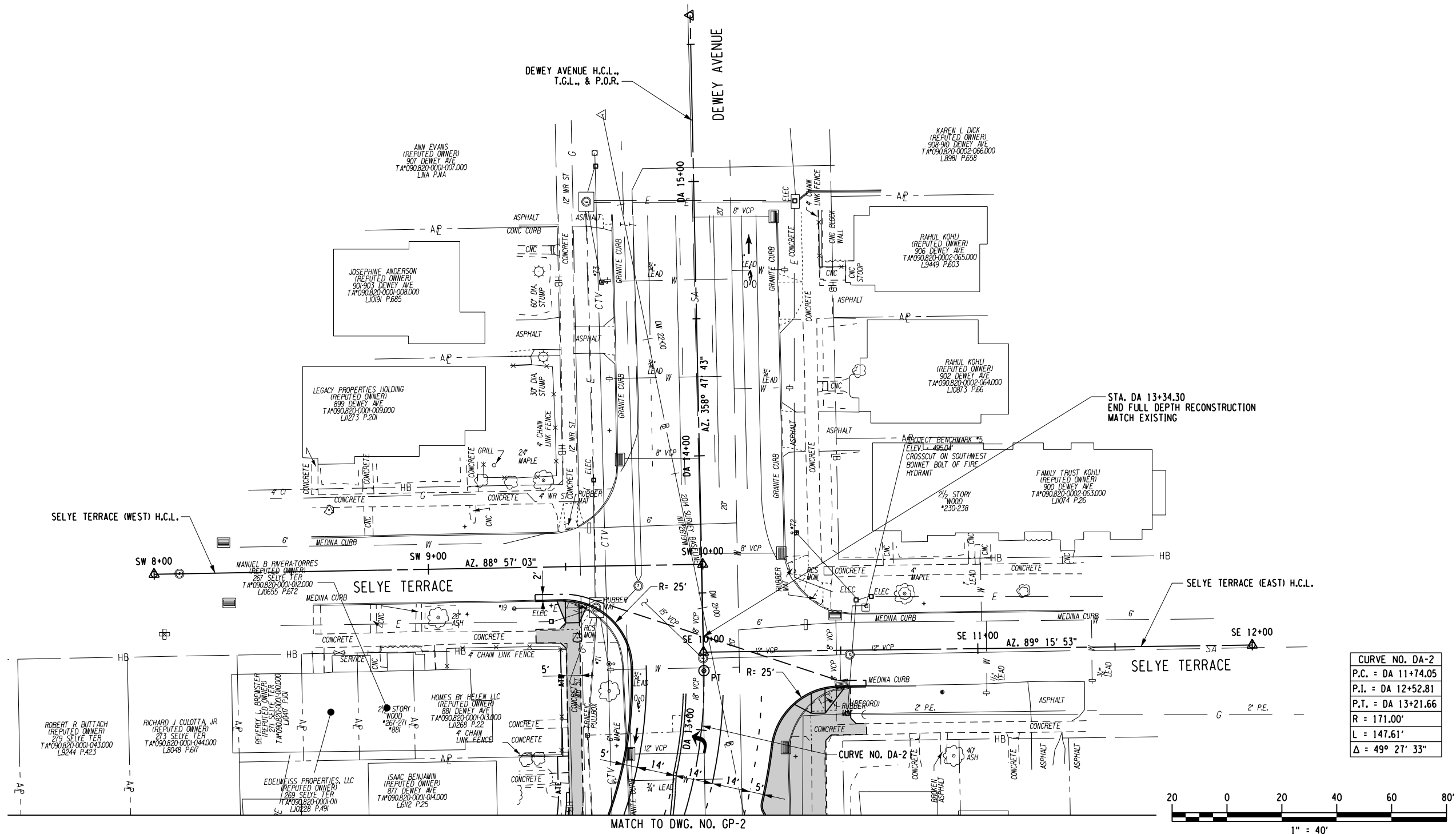
Project Number:
9937.00

Date Issued:
JULY 2014

Scale:
1" = 40'

GP-5

GRID
NORTH



Dewey Ave / Driving
Park Ave Intersection
Realignment Project
PC #12105

City of Rochester



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REVISIONS				
NO.	DATE	DESCRIPTION	REV.	CK'D

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DESIGN REPORT

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Project Manager:

M.T.C.

Designed By:

D.W.T.

Drawn By:

D.W.T.

Checked By:

T.R.D.

Drawing Number:

Project Number:

9937.00

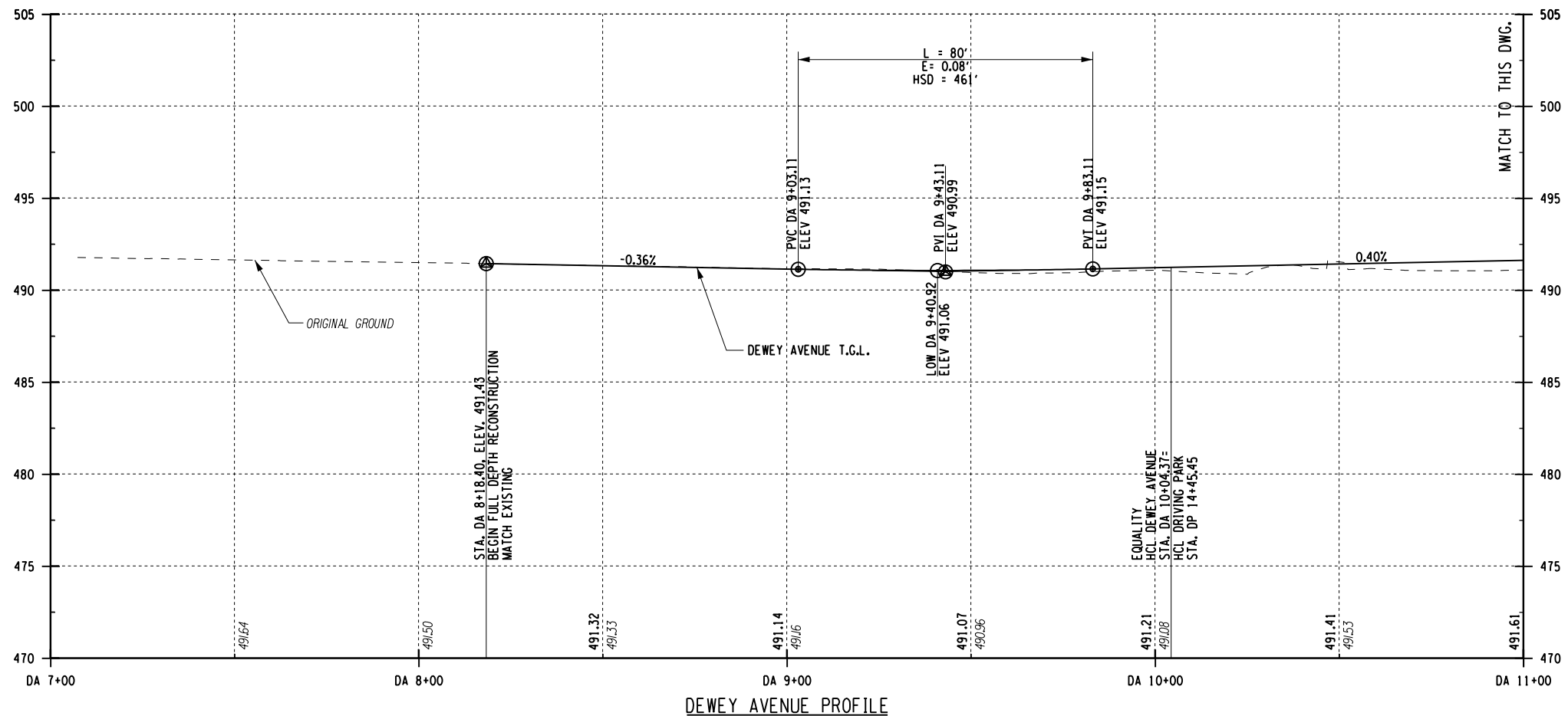
Date Issued:

JULY 2014

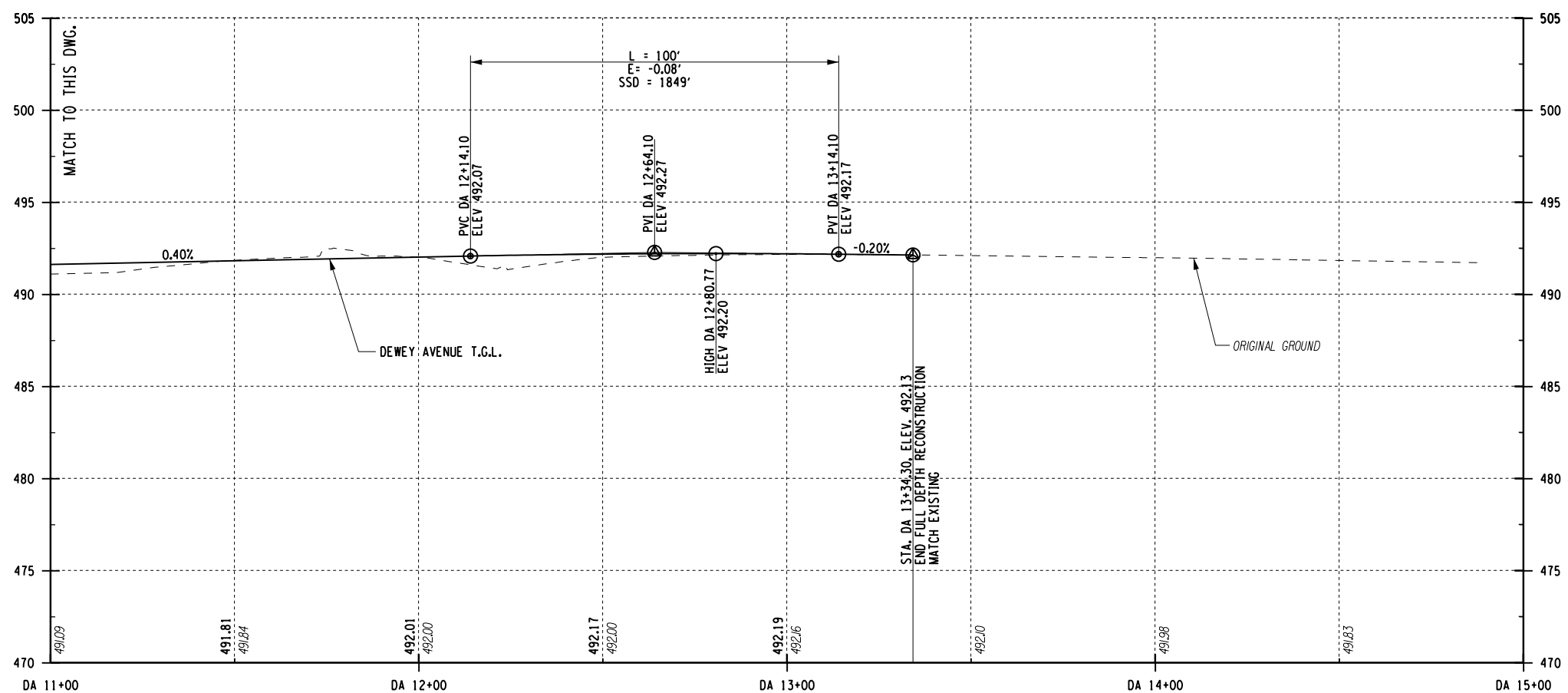
Scale:

1" = 40' H, 1" = 8' V

PR-1



DEWEY AVENUE PROFILE



DEWEY AVENUE PROFILE

Dewey Ave / Driving
Park Ave Intersection
Realignment Project
PC #12105

City of Rochester



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REVISIONS			
NO.	DATE	DESCRIPTION	REV. CK'D

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Date

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Project Manager:
M.T.C.

Designed By:
D.W.T.

Drawn By:
D.W.T.

Checked By:
T.R.D.

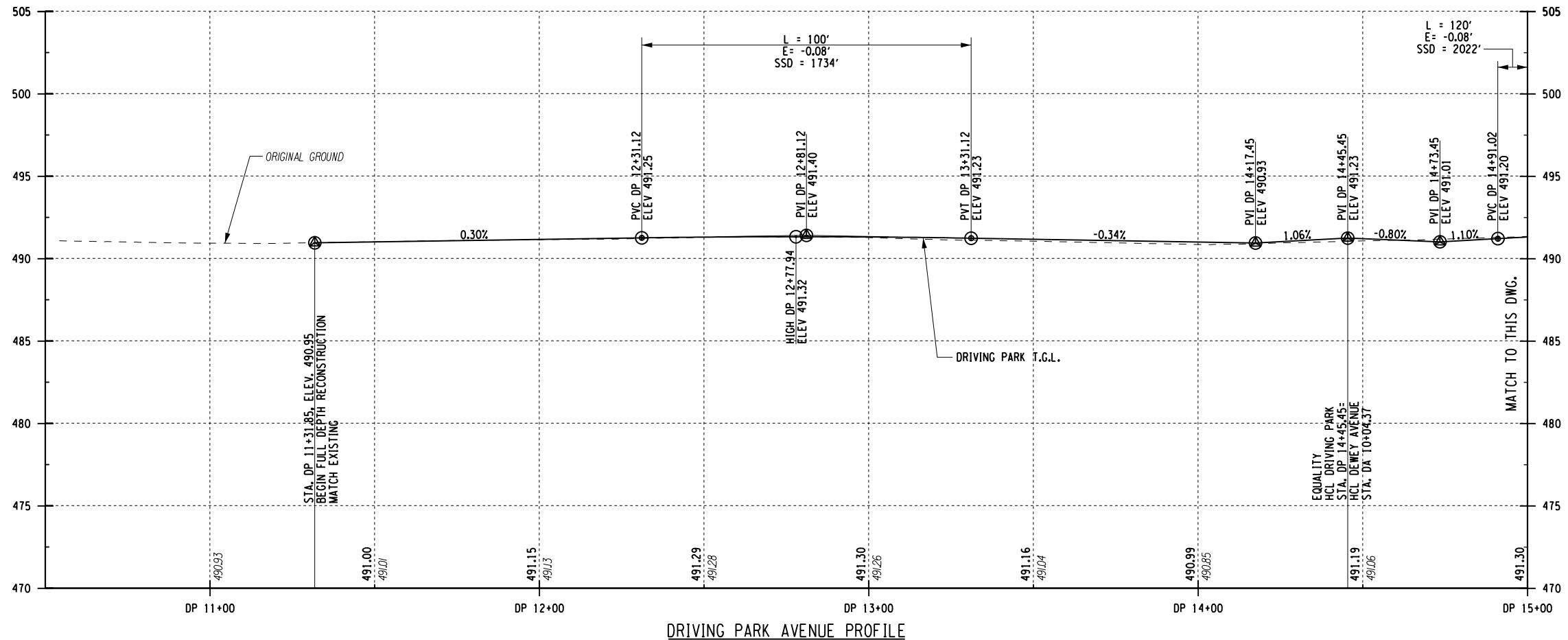
Drawing Number:

Project Number:
9937.00

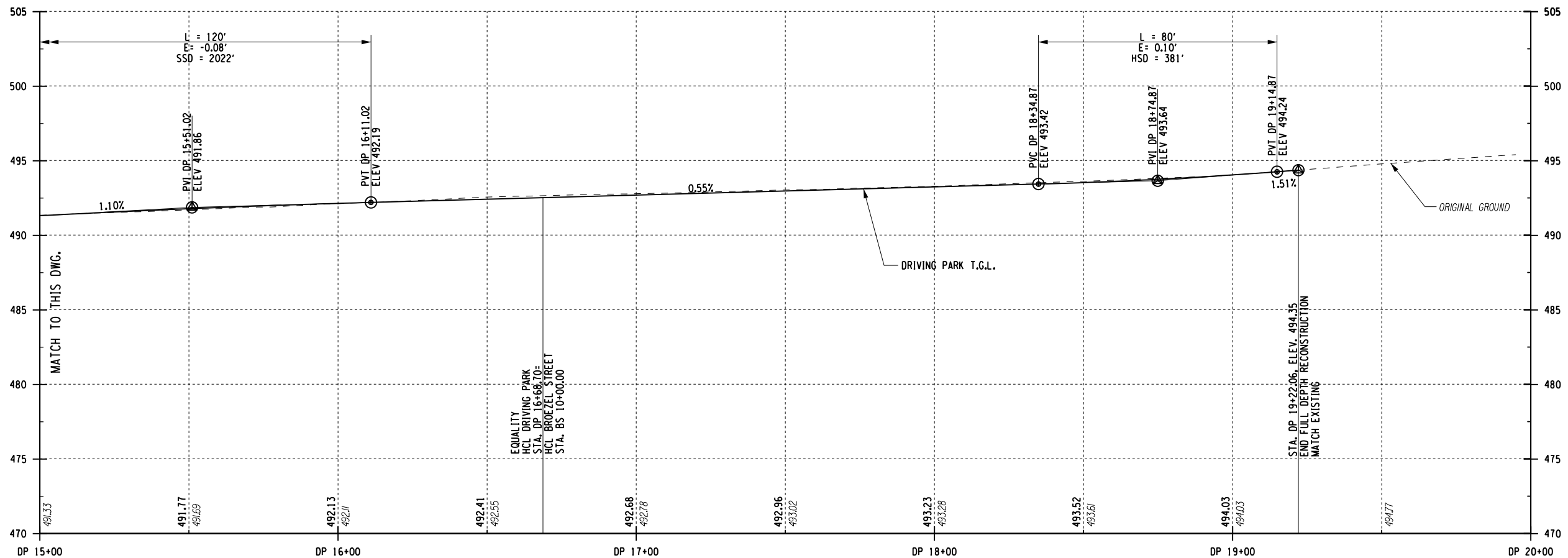
Date Issued:
JULY 2014

Scale:
1" = 40' H, 1" = 8' V

PR-2



DRIVING PARK AVENUE PROFILE



DRIVING PARK AVENUE PROFILE

Appendix B:

Environmental Information

Environmental Scoping Checklist

PIN: 4755.55	TYPE FUNDING: Federal Aid
DESCRIPTION: Dewey Avenue / Driving Park Avenue Intersection Realignment Project	TOWN: City of Rochester
	COUNTY: Monroe

SOCIAL, ECONOMIC AND ENVIRONMENTAL CONSIDERATIONS		RESOURCE PRESENT			RESOURCE IMPACTED		
	N/A	YES	NO	TBD	YES	NO	TBD
Social							
Land Use	<input checked="" type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Neighborhoods and Community Cohesion	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
General Social Groups Benefited or Harmed	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
School Districts, Rec. Areas and Places of Worship	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Economic							
Regional and Local Economies	<input checked="" type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Business Districts	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Specific Business Impacts	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Environment							
Wetlands	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Surface Waterbodies and Watercourses	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Wild, Scenic, and Recreational Rivers	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Navigable Waters	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Floodplains	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Coastal Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Aquifers, Wells, and Reservoirs	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Stormwater Management	<input type="checkbox"/>				<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
General Ecology and Wildlife Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Critical Environmental Areas	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Historic and Cultural Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks and Recreational Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Visual Resources	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Farmlands	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Air Quality	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Energy	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Noise	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Asbestos	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Contaminated and Hazardous Materials	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Construction Effects	<input type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Indirect (Secondary) Effects	<input checked="" type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Environmental Cumulative Effects	<input checked="" type="checkbox"/>				<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Environmental Scoping Checklist

PERMITS	APP.	N/A	TBD
NYSDEC:			
State Pollutant Discharge Elimination System (SPDES) General Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
New York State Department of Environmental Conservation, Article 24-Freshwater Wetlands Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Mined Land Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Floodplain Variance	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Wild, Scenic, Recreational Rivers Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Water Quality Certification (Blanket Sec 401)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Water Quality Certification (Individual Sec 401)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
USCG:			
U.S. Coast Guard Section 9 Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
USACOE:			
U.S. Army Corps of Engineers, Section 404 & 10 Nationwide Permit – PCN <input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
U.S. Army Corps of Engineers, Section 404 Individual Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
U.S. Army Corps of Engineers, Section 10 Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
NYSDOS:			
Coastal Zone Consistency Certification Statement	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
EPA:			
NPDES General Permit	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

EXECUTIVE ORDERS (Federal Aid)	APP.	N/A	TBD
EO 11990 Protection of Wetlands	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
EO 11988 Floodplains	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
EO 12372 Groundwater Assessment	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
EO 13112 Invasive Species	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
EO 12898 Environmental Justice	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

OTHER APPROVALS / AUTHORIZATIONS	APP.	N/A	TBD
Section 106 (National Historic Preservation Act) – SHPO, FHWA	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Section 4(f) (Park, Wildlife Refuge and Historic Sites) - Resource Agency, FHWA	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Section 6(f) (Land and Water Conservation Funds)- Resource Agency, FHWA	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Local Waterfront Revitalization Prog. Consistency Rev. – Municipality, NYSDOS	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Endangered Species Act – NYSDEC, USFWS, USACE, FHWA	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Migratory Bird Act - USFWS	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Responsible Local Official Signature <i>Kevin Poyner</i>	Date <i>8-19-14</i>
----------------------------------------------------------	---------------------

Federal Environmental Approval Worksheet

PIN: 4755.55	Comp. by: Jim Boggs, Bergmann Associates	Date Comp. : 8/15/14	FUNDING TYPE: Federal Aid
DESCRIPTION: Dewey Avenue and Driving Park Avenue Intersection Realignment			NEPA CLASS: Class II
			SEQR TYPE: Unlisted
LOCALITY (Village, Town, City): City of Rochester			COUNTY: Monroe

Purpose of this Worksheet:

- Communicate project National Environmental Policy Act (NEPA) classification to Federal Highway Administration (FHWA).
- Identify additional required FHWA environmental determinations, approvals and/or concurrences required before the Categorical Exclusion (CE) determination can be made
- Reflect the documentation in the Design Approval Document (DAD) and enable the approving authority (per PDM [Exhibit 4-2](#)) to make the CE determination

Instructions: (also see "WorkshheetInstructions.doc")

Complete the worksheet prior to the end of Design Phase I. If project parameters or site condition changes result in potential resource impacts, re-do worksheet prior to Design Approval to confirm NEPA determination and recertify (on page 4)

Categorical Exclusion (CE)- a category of actions which do not individually or cumulatively have a significant effect on the human environment and which have been found to have no such effect in procedures adopted by a Federal agency ([40 CFR 1508.4](#)). Actions that do not individually or cumulatively have a significant environmental effect are excluded from the requirement to prepare an Environmental Assessment (EA) or Environmental Impact Statement (EIS) ([23 CFR 771.115\(b\)](#)).

Step 1: Unusual Circumstances Threshold Determination – [23 CFR 771.117\(b\)](#)

Any action which normally would be classified as a CE but could involve unusual circumstances (or even uncertainty) will require consultation with FHWA to determine if the CE classification is proper or whether an EA or EIS is required.

Do any, or the potential for any, unusual circumstances exist?

1. Significant environmental impacts; YES ☐ NO ☒
 2. Substantial controversy on environmental grounds; YES ☐ NO ☒
 3. Significant impact on properties protected by Section 4(f) of the DOT Act or Section 106 of the National Historic Preservation Act; or YES ☐ NO ☒
 4. Inconsistencies with any Federal, State, or local law, requirement or administrative determination relating to the environmental aspects of the action. YES ☐ NO ☒
- If yes to any of the above, contact the Main Office Project Liaison (MOPL) (see PDM Exhibit 4-1). If after consultation with FHWA it is determined that the project cannot be progressed as a CE, skip to step 4 and see PDM Chapter 4 for NEPA Class I (EIS) or Class III (EA) processing.
 - or-
 - If no to all, then this project qualifies as a Categorical Exclusion (CE); proceed to step 2.

Federal Environmental Approval Worksheet

PIN: 4755.55

Step 2: Other FHWA environmental actions required prior to CE Determination

Classification as a CE does not exempt the project from further environmental review. Compliance with Federal Statutes, Regulations and Executive Orders (EO's) must be documented. Refer to the Department's Project Development Manual (PDM) and Environmental Manual (TEM) to determine the requirements.

2.1	Other required FHWA environmental independent determinations	FHWA Independent Determination and/or Concurrence Required & Received ¹	Date FHWA determination issued	FHWA Independent Determination and/or Concurrence not required or resource not present ¹
		A	B	C
	EO 11990 Protection of Wetlands Individual Finding	<input type="checkbox"/>	Date Received	<input checked="" type="checkbox"/>
	ESA Section 7 Threatened and Endangered Species	<input checked="" type="checkbox"/>	See Note Below	<input type="checkbox"/>
	Section 106 (National Historic Preservation Act)	<input type="checkbox"/>	Date Received	<input checked="" type="checkbox"/>
	4(f) (Park, Wildlife Refuge Historic Sites and National Wild and Scenic Rivers)	<input type="checkbox"/>	Date Received	<input checked="" type="checkbox"/>
2.2	Other FHWA environmental compliance and/or approvals/concurrence required	Resource present and threshold ¹ exceeded		Resource not present, or present but threshold ¹ not exceeded
	EO 11988 Floodplains	<input type="checkbox"/>		<input checked="" type="checkbox"/>
	EO 13112 Invasive Species	<input type="checkbox"/>		<input checked="" type="checkbox"/>
	EO 12898 Environmental Justice	<input type="checkbox"/>		<input checked="" type="checkbox"/>
	Safe Drinking Water Act Section 1424(e)	<input type="checkbox"/>		<input checked="" type="checkbox"/>
	U.S. Army Corps of Engineers, Section 404/10 NW 23	<input type="checkbox"/>		<input checked="" type="checkbox"/>
	Section 6(f) (Land and Water Conservation Funds)	<input type="checkbox"/>		<input checked="" type="checkbox"/>
	Migratory Bird Treaty Act	<input type="checkbox"/>		<input checked="" type="checkbox"/>
	23CFR772 Type I Noise abatement	<input type="checkbox"/>		<input checked="" type="checkbox"/>
2.3	Other Environmental Issues requiring FHWA notification	Resource present and threshold ¹ exceeded		Resource not present, or present but threshold ¹ not exceeded
	U.S. Army Corps of Engineers, Section 404/10 Individual Permit	<input type="checkbox"/>		<input checked="" type="checkbox"/>
	National Wild and Scenic Rivers	<input type="checkbox"/>		<input checked="" type="checkbox"/>
	U.S. Coast Guard Bridge Permit	<input type="checkbox"/>		<input checked="" type="checkbox"/>
	Known hazardous waste site (only EPA National Priority list)	<input type="checkbox"/>		<input checked="" type="checkbox"/>
	Project on or affecting Native American Lands	<input type="checkbox"/>		<input checked="" type="checkbox"/>

Note: ESA Section 7 Request Letter for FHWA determination, attached.

Proceed to step 3.

¹ See thresholds.doc
1/31/2014
1.0FEAW_final_v2.docx

Federal Environmental Approval Worksheet

PIN: 4755.55

Step 3: Who makes the NEPA Categorical Exclusion Determination?

FHWA Regulations describe two types of CEs; CEs listed in 23 CFR 771.117(c) [aka the C list], and CEs such as those listed in 23 CFR 771.117 (d) [aka the D list]. NYSDOT can make the CE determination for C list projects once all required approvals and concurrences have been secured. NEPA determination for d list projects has been retained by FHWA. NYSDOT can also make the CE determination where a project meets the [July 15, 1996 FHWA NY Division NEPA Programmatic Categorical Exclusion memo criteria](#).

To determine by whom, FHWA or NYSDOT, and how the CE determination is made, follow the instructions beginning in section 3.1 of the table below:

	Condition	Action
3	Determine whether FHWA or NYSDOT makes the CE determination.	
3.1	If the project is an action that would normally be a CE in 23 CFR 771.117 (c) (drop down list), check the "Yes" box. If not, check the "No" box.	<p>If yes, NYSDOT can make the CE determination once all the approvals and coordinations required are complete.</p> <p>Is the project an action that would normally be a CE in 23 CFR771.117(c)? YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> Choose an item.</p> <p>If yes, choose an item and proceed to step 3.1.1. If no, proceed to step 3.2.</p>
3.1.1	Determine if any of the required environmental determinations, compliance and/or approvals/ concurrences are outstanding.	<p>If there are:</p> <ul style="list-style-type: none"> outstanding environmental determinations (Table 2.1:checks in column A without dates in column B) and/or circumstances requiring demonstration of applicable EO compliance or issues requiring FHWA environmental review (checks in column A in Table 2.2) <p>The project will use Memo Shell 2 (FHWA needs to review this project). Proceed to step 4.</p> <p><i>If the project does not meet the conditions above proceed to step 3.1.2.</i></p>
3.1.2	Determine if any issues are present that require FHWA notification.	<p>If there are:</p> <ul style="list-style-type: none"> any issues requiring FHWA environmental notification (checks in column A in Table 2.3); then <p>The project will use Memo Shell 3 (FHWA must be notified of this project). Proceed to step 4.</p> <p><i>If the project does not meet the conditions above proceed to step 3.1.3.</i></p>
3.1.3	No Determinations, Approvals, Concurrences or Notifications required.	<p>The project will use Memo Shell 1 (memo to file). Proceed to step 4.</p>
3.2	The project is a D list CE as per 23 CFR 771.117(d). Choose appropriate entry from drop down list. If "other" provide an explanation.	<p>Certain actions eligible for categorical exclusion require NYSDOT to transmit documentation and a determination that a CE applies. Examples of activities that may proceed as a CE are listed in 23 CFR 771.117(d) (D list). Activities not directly listed on the D List also have the potential to proceed as a CE with submitted documentation (other).</p> <p>All other environmental, social and economic factors that affect the project's NEPA classification, as per 23 CFR 771.117 and the July 1996 FHWA NY Division NEPA Programmatic Categorical Exclusion memo must still be addressed, for example the project: does not change the functional class; does not add mainline capacity; is not on new location; will not change travel patterns; acquires only minor amounts of ROW (temporary or permanent); does not cause displacements; does not change access control; is air quality exempt; is consistent with NYS Coastal Zone Management Plan; and the analysis and requirements of the Farmland Protection Policy Act have been satisfied.</p>

Federal Environmental Approval Worksheet

The project is an action that would normally be a CE in 23 CFR 771.117(d).
"Modernization of a highway by resurfacing, restoration, rehabilitation, reconstruction, adding shoulders, or adding auxiliary lanes (e.g., parking, weaving, turning, climbing)."

Other: provide explanation here
Proceed to step 3.2.1.

PIN: 4755.55

3.2.1	Determine if any of the required environmental determinations, compliance and/or approvals/ concurrences are outstanding and/or notification is required.	<p>If there are:</p> <ul style="list-style-type: none"> any outstanding environmental determinations (any checks in column A without dates in column B in Table 2.1); and/or any circumstances requiring demonstration of applicable EO compliance (any checks in column A in Table 2.2); and/or issues requiring FHWA environmental notification (any checks in column A in Table 2.3); then <p>The project will use Memo Shell 4 (MOPL and FHWA need to review this project). Proceed to Step 4.</p>
3.2.2	Design Approval Document sent to FHWA	<p>If the project:</p> <ul style="list-style-type: none"> does not meet the conditions above (3.2.1), then the project has met the criteria established as per the programmatic agreement dated July 15, 1996. <p>The project will use Memo Shell 5 (memo to file). Proceed to Step 4.</p>

Step 4: Summary and Recommendation

- This project does qualify to be progressed as a Categorical Exclusion.
 - The NEPA Determination is being made by FHWA
 - All outstanding FHWA environmental approvals will be obtained and are listed here.
- ESA Section 7 Threatened and Endangered Species

I certify that the information provided above is true and accurate and recommend the project be processed as described above.

NYSDOT Project Manager/Designer *Jeron Rogers* Date *7-10-14*
 (or Responsible Local Official)

Print Name and Title: *JERON ROGERS; MANAGER OF SPECIAL PROJECTS*

Regional Environmental Unit Supervisor _____ Date _____

Print Name and Title: _____

Regional Local Project Liaison _____ Date _____

Print Name and Title: _____
 (Locally Administered Projects Only)

Changes that may have occurred since the preparation of the worksheet which would create the need to **go through the Worksheet again** include but are not limited to:

- A change in the scope of the proposed project.
- A change in the social, economic or environmental circumstances or the setting of the project study area (i.e. the affected environment).
- A change in the federal statutory environmental standards.
- Discovering new information not considered in the original process.
- A significant amount of time has passed (equal or greater than three years).

617.20
Appendix B
Short Environmental Assessment Form

Instructions for Completing

Part 1 - Project Information. The applicant or project sponsor is responsible for the completion of Part 1. Responses become part of the application for approval or funding, are subject to public review, and may be subject to further verification. Complete Part 1 based on information currently available. If additional research or investigation would be needed to fully respond to any item, please answer as thoroughly as possible based on current information.

Complete all items in Part 1. You may also provide any additional information which you believe will be needed by or useful to the lead agency; attach additional pages as necessary to supplement any item.

Part 1 - Project and Sponsor Information					
Name of Action or Project:					
Project Location (describe, and attach a location map):					
Brief Description of Proposed Action:					
Name of Applicant or Sponsor:			Telephone:		
			E-Mail:		
Address:					
City/PO:			State:	Zip Code:	
1. Does the proposed action only involve the legislative adoption of a plan, local law, ordinance, administrative rule, or regulation?				NO	YES
If Yes, attach a narrative description of the intent of the proposed action and the environmental resources that may be affected in the municipality and proceed to Part 2. If no, continue to question 2.					
2. Does the proposed action require a permit, approval or funding from any other governmental Agency?				NO	YES
If Yes, list agency(s) name and permit or approval:					
3.a. Total acreage of the site of the proposed action? _____ acres					
b. Total acreage to be physically disturbed? _____ acres					
c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor? _____ acres					
4. Check all land uses that occur on, adjoining and near the proposed action.					
<input type="checkbox"/> Urban <input type="checkbox"/> Rural (non-agriculture) <input type="checkbox"/> Industrial <input type="checkbox"/> Commercial <input type="checkbox"/> Residential (suburban) <input type="checkbox"/> Forest <input type="checkbox"/> Agriculture <input type="checkbox"/> Aquatic <input type="checkbox"/> Other (specify): _____ <input type="checkbox"/> Parkland					

5. Is the proposed action, a. A permitted use under the zoning regulations? b. Consistent with the adopted comprehensive plan?	NO	YES	N/A
6. Is the proposed action consistent with the predominant character of the existing built or natural landscape?	NO	YES	
7. Is the site of the proposed action located in, or does it adjoin, a state listed Critical Environmental Area? If Yes, identify: _____	NO	YES	
8. a. Will the proposed action result in a substantial increase in traffic above present levels? b. Are public transportation service(s) available at or near the site of the proposed action? c. Are any pedestrian accommodations or bicycle routes available on or near site of the proposed action?	NO	YES	
9. Does the proposed action meet or exceed the state energy code requirements? If the proposed action will exceed requirements, describe design features and technologies: _____	NO	YES	
10. Will the proposed action connect to an existing public/private water supply? If No, describe method for providing potable water: _____	NO	YES	
11. Will the proposed action connect to existing wastewater utilities? If No, describe method for providing wastewater treatment: _____	NO	YES	
12. a. Does the site contain a structure that is listed on either the State or National Register of Historic Places? b. Is the proposed action located in an archeological sensitive area?	NO	YES	
13. a. Does any portion of the site of the proposed action, or lands adjoining the proposed action, contain wetlands or other waterbodies regulated by a federal, state or local agency? b. Would the proposed action physically alter, or encroach into, any existing wetland or waterbody? If Yes, identify the wetland or waterbody and extent of alterations in square feet or acres: _____	NO	YES	
14. Identify the typical habitat types that occur on, or are likely to be found on the project site. Check all that apply: <input type="checkbox"/> Shoreline <input type="checkbox"/> Forest <input type="checkbox"/> Agricultural/grasslands <input type="checkbox"/> Early mid-successional <input type="checkbox"/> Wetland <input type="checkbox"/> Urban <input type="checkbox"/> Suburban			
15. Does the site of the proposed action contain any species of animal, or associated habitats, listed by the State or Federal government as threatened or endangered?	NO	YES	
16. Is the project site located in the 100 year flood plain?	NO	YES	
17. Will the proposed action create storm water discharge, either from point or non-point sources? If Yes, a. Will storm water discharges flow to adjacent properties? <input type="checkbox"/> NO <input type="checkbox"/> YES b. Will storm water discharges be directed to established conveyance systems (runoff and storm drains)? If Yes, briefly describe: <input type="checkbox"/> NO <input type="checkbox"/> YES	NO	YES	

18. Does the proposed action include construction or other activities that result in the impoundment of water or other liquids (e.g. retention pond, waste lagoon, dam)? If Yes, explain purpose and size: _____	NO	YES
_____	<input checked="" type="checkbox"/>	<input type="checkbox"/>
19. Has the site of the proposed action or an adjoining property been the location of an active or closed solid waste management facility? If Yes, describe: _____	NO	YES
_____	<input checked="" type="checkbox"/>	<input type="checkbox"/>
20. Has the site of the proposed action or an adjoining property been the subject of remediation (ongoing or completed) for hazardous waste? If Yes, describe: _____ See attached. _____	NO	YES
_____	<input type="checkbox"/>	<input checked="" type="checkbox"/>
I AFFIRM THAT THE INFORMATION PROVIDED ABOVE IS TRUE AND ACCURATE TO THE BEST OF MY KNOWLEDGE		
Applicant/sponsor name: <u>Jeron Rogers, P.E.</u>		Date: <u>7-8-14</u>
Signature: <u><i>Jeron Rogers</i></u>		

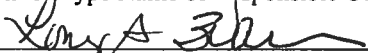
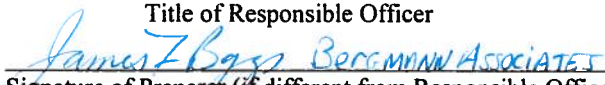
Part 2 - Impact Assessment. The Lead Agency is responsible for the completion of Part 2. Answer all of the following questions in Part 2 using the information contained in Part 1 and other materials submitted by the project sponsor or otherwise available to the reviewer. When answering the questions the reviewer should be guided by the concept "Have my responses been reasonable considering the scale and context of the proposed action?"

	No, or small impact may occur	Moderate to large impact may occur
1. Will the proposed action create a material conflict with an adopted land use plan or zoning regulations?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Will the proposed action result in a change in the use or intensity of use of land?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Will the proposed action impair the character or quality of the existing community?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
4. Will the proposed action have an impact on the environmental characteristics that caused the establishment of a Critical Environmental Area (CEA)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
5. Will the proposed action result in an adverse change in the existing level of traffic or affect existing infrastructure for mass transit, biking or walkway?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Will the proposed action cause an increase in the use of energy and it fails to incorporate reasonably available energy conservation or renewable energy opportunities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. Will the proposed action impact existing:		
a. public / private water supplies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. public / private wastewater treatment utilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
8. Will the proposed action impair the character or quality of important historic, archaeological, architectural or aesthetic resources?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
9. Will the proposed action result in an adverse change to natural resources (e.g., wetlands, waterbodies, groundwater, air quality, flora and fauna)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	No, or small impact may occur	Moderate to large impact may occur
10. Will the proposed action result in an increase in the potential for erosion, flooding or drainage problems?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
11. Will the proposed action create a hazard to environmental resources or human health?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Part 3 - Determination of significance. The Lead Agency is responsible for the completion of Part 3. For every question in Part 2 that was answered "moderate to large impact may occur", or if there is a need to explain why a particular element of the proposed action may or will not result in a significant adverse environmental impact, please complete Part 3. Part 3 should, in sufficient detail, identify the impact, including any measures or design elements that have been included by the project sponsor to avoid or reduce impacts. Part 3 should also explain how the lead agency determined that the impact may or will not be significant. Each potential impact should be assessed considering its setting, probability of occurring, duration, irreversibility, geographic scope and magnitude. Also consider the potential for short-term, long-term and cumulative impacts.

See attached.

<input type="checkbox"/>	Check this box if you have determined, based on the information and analysis above, and any supporting documentation, that the proposed action may result in one or more potentially large or significant adverse impacts and an environmental impact statement is required.
<input checked="" type="checkbox"/>	Check this box if you have determined, based on the information and analysis above, and any supporting documentation, that the proposed action will not result in any significant adverse environmental impacts.
City of Rochester	7/7/14
Name of Lead Agency	Date
Lovely A. Warren	Mayor
Print or Type Name of Responsible Officer in Lead Agency	Title of Responsible Officer
	 BERGMANN ASSOCIATES
Signature of Responsible Officer in Lead Agency	Signature of Preparer (if different from Responsible Officer)

PRINT



Disclaimer: The EAF Mapper is a screening tool intended to assist project sponsors and reviewing agencies in preparing an environmental assessment form (EAF). Not all questions asked in the EAF are answered by the EAF Mapper. Additional information on any EAF question can be obtained by consulting the EAF Workbooks. Although the EAF Mapper provides the most up-to-date digital data available to DEC, you may also need to contact local or other data sources in order to obtain data not provided by the Mapper. Digital data is not a substitute for agency determinations.



Part 1 / Question 7 [Critical Environmental Area]	No
Part 1 / Question 12a [National Register of Historic Places]	No
Part 1 / Question 12b [Archeological Sites]	Yes
Part 1 / Question 13a [Wetlands or Other Regulated Waterbodies]	No
Part 1 / Question 15 [Threatened or Endangered]	Yes
Part 1 / Question 16 [100 Year Flood Plain]	No
Part 1 / Question 20 [Remediation Site]	Yes

Part I Attachment

12b. *Is the proposed action located in an archeological sensitive area?*

The entire project area is located in an archaeologically sensitive area; however, all of the proposed excavation will take place within existing pavement/sidewalk areas or areas previously disturbed by construction activities in the last 20 years. It is anticipated that any excavation below the existing pavement, greater than 2 feet in depth, will be limited to drainage facilities, underground utility relocations, and various light pole/traffic signal pole foundations. All other excavations are anticipated to be less than 2 feet in depth.

A Project Review Package was prepared for review by the New York State Department of Transportation Regional Cultural Resource Coordinator (CRC). In a memorandum dated May 22, 2014, the Regional CRC concluded that “the project activities have no potential to cause effects on historic properties in accordance with 36 CFR 800.3(a)(1) therefore, there are no further obligations for compliance with Section 106 of the National Historic Preservation Act.” A copy of this memorandum is attached.

15. *Does the site of the proposed action contain any species of animal, or associated habitats, listed by the State or Federal government as threatened or endangered?*

In a letter dated April 7, 2014, the NYSDEC New York Natural Heritage Program stated that they “have no records of rare or state-listed animals or plants, or significant natural communities, at your site or in its immediate vicinity.” A copy of this letter is included in Appendix B.

A review of the United States Fish and Wildlife Service (USFWS) Information, Planning and Conservation (IPAC) System of federally threatened and endangered species (listed and proposed species) lists the federally threatened species, bog turtle (*Clemmys muhlenbergii*). It also included the proposed endangered Northern long-eared bat (*Myotis septentrionalis*).

The bog turtle is a semi-aquatic species. The bog turtle prefers open, sunny, spring fed wetlands in muck soils with scattered dry areas. The bog turtle is generally found in “mucky” open areas with high amounts of sunlight for basking and nesting. Since the project area is urban, with no wetlands or surface waters near the project site, there is no suitable habitat for the bog turtle.

In November 2013, the USFWS announced the proposed listing of the northern long-eared bat in October 2014, which will require the review of any tree removals greater than 3” diameter breast height (dbh) as suitable roosting habitat. Suitable habitat is defined as trees providing gaps underneath bark, in cavities, or in crevices of both live and dead trees. Other roosting locations include caves, mines and occasionally in barns and sheds. It should be noted that the “Northern Long-eared Bat Interim Conference and Planning Guidance” of January 6, 2014 notes on page 3 that “trees found in highly-developed urban areas (e.g. street trees, downtown areas) are extremely unlikely to be suitable NLEB habitat.” During this interim period a biological evaluation of all tree removals has been conducted. In order to reduce the potential to impact this species, it is recommended that any tree removals occur during the approved winter cutting window of October 1 to March 31. At this time, it is estimated that 22 trees over 3 inches dbh would be removed as shown on Table 1.

Table 1 Estimated Number of Trees to be Removed.		
Quadrant	Number	Size/Type
NW	1	42" Maple
NE	1	24" Maple
NE	1	18" Maple
NE	1	16" Maple
NE	2	14" Maple
NE	1	10" Maple
NW	2	8" Maple
NW	1	6" Maple
NW	1	42" Hickory
NW	2	16" Locust
NW	1	14" Locust
SW	1	14" Crabapple
SW	1	12" Crabapple
SW	1	10" Crabapple
NW, SW	2	8" Crabapple
SW	1	6" Crabapple
SW	2	4" Crabapple
Total	22	

It is recommended that the proposed project will have a "May Affect, not likely to adversely Affect" determination on this new proposed listed species. Consultation with USFWS is ongoing.

20. *Has the site of the proposed action or an adjoining property been the subject of remediation (ongoing or completed) for hazardous waste?*

There are two remediation sites in the general vicinity of the project.

One is the former site of the Dupont E I De Nemours & Co Rochester at 666 Driving Park Avenue which is on the north side of Driving Park Avenue, west of Dewey Avenue, approximately 0.3 miles west of the proposed project. The site is currently vacant, but historically was a manufacturer of photography film and paper. The processes included the use of methanol, silver, cadmium, lead, and mercury. The site entered into the Brownfield Program in May of 2007. Based on the assumed northerly groundwater flow direction and distance from the project area, this site will not have a negative impact on the proposed project.

The other is the RG&E Genesee River Gorge (Lower Falls), at Driving Park Bridge and Lake Avenue. It is located approximately 0.3 miles east of the intersection at Dewey Avenue and Driving Park Avenue. Various aromatic hydrocarbon materials were found during numerous investigations conducted between the Lower Falls and Upper Falls of the Genesee River at the RG&E Station #5 tunnels. The probable source of the contamination is coal tar. Based on the assumed groundwater flow direction to the east, this site will not have a negative impact on the proposed project. Also, the contamination found was within bedrock, and the proposed project will not have an impact on bedrock.

Part 3 Attachment

Following the issuance of Part 1 of the Short Environmental Assessment Form (EAF), the project went through a public and agency review process. This process brought to light a minor safety concern inherent in the proposed geometry where westbound traffic on Driving Park Avenue would turn right (northbound) on to Dewey Avenue. To mitigate this concern, the geometry for the proposed intersection improvement was modified slightly to provide additional sight distance for this movement. The rendering originally attached (dated May 19, 2014) to the issued Part 1 of the Short EAF has therefore been replaced with the rendering attached to this document (dated June 23, 2014).

The address for Mr. Rogers in Part 1 of the Short EAF is being changed to 30 Church Street, Rochester, NY 14614.

Following is an expansion of the Brief Description of the Proposed Action:

Dewey Avenue and Driving Park Avenue currently meet at an offset intersection resulting in the need for two sets of traffic signals to control movements through the area. The northbound and southbound approaches are offset by approximately 180 feet which complicates mobility through the area. The offset configuration results in congestion, delays and accidents creating difficult travel conditions for all modes of transportation including vehicles, pedestrians, bicyclists, and mass transit users.

The proposed action would consolidate the offset intersections as shown on the attached rendering. The northern approach would be shifted west along Driving Park Avenue to align with the southbound approach of Dewey Avenue. There would be one travel lane and a left turn lane in each direction. There would also be a right turn roadway connecting Driving Park Avenue westbound with Dewey Avenue northbound. The intersection would simplify navigation along Dewey Avenue and eliminate one of two signals.

The proposed action would enhance overall mobility for all users of the intersection. The southbound bicycle lane would extend along Dewey Avenue through the intersection. Northbound travel on Dewey Avenue would be facilitated by a bicycle lane and shared lane use markings. Shared lane use markings would be added eastbound and westbound along Driving Park Avenue extending the existing markings through the project limits. Pedestrian accommodations and safety would be improved by eliminating one traffic signal and consolidating road crossings to a single location. Pedestrian crossings would be enhanced with high visibility markings. Transit mobility would improve through the intersection associated with a reduction in vehicle hours of delay. All sidewalks within project limits would be replaced. The area vacated by shifting Dewey Avenue west would provide an opportunity to develop a pocket park. Community aesthetics would be enhanced with streetscape and landscape features.

The proposed action would reduce congestion and improve highway safety as discussed in the expanded project description. It would also include enhanced bicycle and pedestrian facilities. These would all be **beneficial impacts** to the infrastructure for biking and walking (Part 2, Item 5).

The reduction of congestion and elimination of a traffic signal would also lower the potential for impacts to energy and the emission of greenhouse gases, which would be a **beneficial impact** to energy use (Part 2, Item 6).

As result of further project development, there may be no additional treatment as stated in Part 1, Item 11; however, there would be no net increase in the impervious pavement area as a result of the proposed action. Therefore the same amount of stormwater from the proposed action would continue to be directed to the combined sewer system (wastewater and stormwater), with **no impact** to that system (Part 2, Item 7.b.)

The proposed action is located in an archaeologically sensitive area. A Project Review Package was reviewed by the New York State Department of Transportation Regional Cultural Resource Coordinator (CRC). In a memorandum dated May 22, 2014, the Regional CRC concluded that “the project activities have no potential to cause effects on historic properties in accordance with 36 CFR 800.3(a)(1) therefore, there are no further obligations for compliance with Section 106 of the National Historic Preservation Act.” The proposed action would therefore have **no impact** on historic properties, including archaeologic resources (Part 1, Item 12.b / Part 2, Item 8).

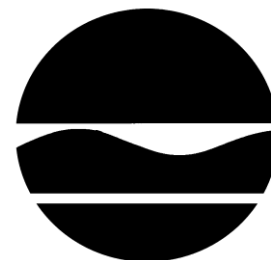
In Part 1 (Part 1, Item 15), the potential for the presence of the Northern long-eared bat (*Myotis septentrionalis*) is discussed. Based in the information and guidance available at this time, and assuming that any tree removals occur during the approved winter cutting window of October 1 to March 31, it is concluded that the proposed action would have a “May Affect, not likely to adversely Affect” determination on this new proposed listed species. This would translate to a **small impact** on the Northern long-eared bat (Part 2, Item 9).



Reclaimed Public Space and Gateway Concept



NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION
Division of Fish, Wildlife & Marine Resources
New York Natural Heritage Program
625 Broadway, 5th Floor, Albany, New York 12233-4757
Phone: (518) 402-8935 • **Fax:** (518) 402-8925
Website: www.dec.ny.gov



Joe Martens
Commissioner

April 07, 2014

James Boggs
Bergmann Associates
28 East Main Street, 200 First Federal Plaza
Rochester, NY 14614

Re: Dewey Ave./Driving Park Ave. Intersection Realignment Project (PIN 4755.55)
Town/City: City Of Rochester. County: Monroe.

Dear James Boggs :

In response to your recent request, we have reviewed the New York Natural Heritage Program database with respect to the above project.

We have no records of rare or state-listed animals or plants, or significant natural communities, at your site or in its immediate vicinity.

The absence of data does not necessarily mean that rare or state-listed species, natural communities or other significant habitats do not exist on or adjacent to the proposed site. Rather, our files currently do not contain information which indicates their presence. For most sites, comprehensive field surveys have not been conducted. We cannot provide a definitive statement on the presence or absence of all rare or state-listed species or significant natural communities. Depending on the nature of the project and the conditions at the project site, further information from on-site surveys or other resources may be required to fully assess impacts on biological resources.

This response applies only to known occurrences of rare or state-listed animals and plants, significant natural communities and other significant habitats maintained in the Natural Heritage Data bases. Your project may require additional review or permits; for information regarding other permits that may be required under state law for regulated areas or activities (e.g., regulated wetlands), please contact the appropriate NYS DEC Regional Office, Division of Environmental Permits, as listed at www.dec.ny.gov/about/39381.html.

Sincerely,

Andrea Chaloux
Environmental Review Specialist
New York Natural Heritage Program



U.S. Fish and Wildlife Service

Natural Resources of Concern

This resource list is to be used for planning purposes only — it is not an official species list.

Endangered Species Act species list information for your project is available online and listed below for the following FWS Field Offices:

New York Ecological Services Field Office
3817 LUKER ROAD
CORTLAND, NY 13045
(607) 753-9334
<http://www.fws.gov/northeast/nyfo/es/section7.htm>

Project Name:

Dewey Ave / Driving Park Ave



Natural Resources of Concern

Project Location Map:



Project Counties:

Monroe, NY

Geographic coordinates (Open Geospatial Consortium Well-Known Text, NAD83):

MULTIPOLYGON (((-77.6386753 43.1819391, -77.6386705 43.1810002, -77.6376244 43.1810159, -77.6375922 43.1808398, -77.6385471 43.1808477, -77.6385257 43.1806716, -77.6386713 43.1806712, -77.6387188 43.1808633, -77.6394161 43.1808398, -77.6393786 43.1800262, -77.63962 43.1800144, -77.6395985 43.1807851, -77.6396629 43.1808516, -77.6406556 43.1808359, -77.6406499 43.1810159, -77.6399306 43.1810198, -77.6399357 43.1813602, -77.6394639 43.1813445, -77.6394746 43.181458, -77.6390237 43.1814736, -77.6390347 43.1819508, -77.6386753 43.1819391)))



Natural Resources of Concern

Project Type:

Transportation

Endangered Species Act Species List ([USFWS Endangered Species Program](#)).

There are a total of 2 threatened, endangered, or candidate species on your species list. Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fishes may appear on the species list because a project could cause downstream effects on the species. Critical habitats listed under the **Has Critical Habitat** column may or may not lie within your project area. See the **Critical habitats within your project area** section below for critical habitat that lies within your project area. Please contact the designated FWS office if you have questions.

Species that should be considered in an effects analysis for your project:

Mammals	Status		Has Critical Habitat	Contact
northern long-eared Bat (<i>Myotis septentrionalis</i>) Population:	Proposed Endangered	species info		New York Ecological Services Field Office
Reptiles				
Bog Turtle (<i>Clemmys muhlenbergii</i>) Population: northern	Threatened	species info		New York Ecological Services Field Office

Critical habitats within your project area:

There are no critical habitats within your project area.

FWS National Wildlife Refuges ([USFWS National Wildlife Refuges Program](#)).

There are no refuges found within the vicinity of your project.

FWS Migratory Birds ([USFWS Migratory Bird Program](#)).

Most species of birds, including eagles and other raptors, are protected under the Migratory Bird Treaty Act (16 U.S.C. 703). Bald eagles and golden eagles receive additional protection under the



U.S. Fish and Wildlife Service

Natural Resources of Concern

[Bald and Golden Eagle Protection Act](#) (16 U.S.C. 668). The Service's [Birds of Conservation Concern \(2008\)](#) report identifies species, subspecies, and populations of all migratory nongame birds that, without additional conservation actions, are likely to become listed under the Endangered Species Act as amended (16 U.S.C 1531 et seq.).

Migratory bird information is not available for your project location.

NWI Wetlands ([USFWS National Wetlands Inventory](#)).

The U.S. Fish and Wildlife Service is the principal Federal agency that provides information on the extent and status of wetlands in the U.S., via the National Wetlands Inventory Program (NWI). In addition to impacts to wetlands within your immediate project area, wetlands outside of your project area may need to be considered in any evaluation of project impacts, due to the hydrologic nature of wetlands (for example, project activities may affect local hydrology within, and outside of, your immediate project area). It may be helpful to refer to the USFWS National Wetland Inventory website. The designated FWS office can also assist you. Impacts to wetlands and other aquatic habitats from your project may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal Statutes. Project Proponents should discuss the relationship of these requirements to their project with the Regulatory Program of the appropriate [U.S. Army Corps of Engineers District](#).

There are no wetlands found within the vicinity of your project.

Species Conclusions Table

Project Name:

Date:

[illegible]



MEMORANDUM
DEPARTMENT OF TRANSPORTATION

TO: Frank DiCostanzo, Regional Local Project Liaison
FROM: Chris Caraccilo, Regional Cultural Resource Coordinator
SUBJECT: PROJECT SUBMITTAL PACKAGE – SECTION 106 RECOMMENDATIONS
**PIN 4755.55, DEWEY AVE AND DRIVING PARK AVENUE INTERSECTION
REALIGNMENT PROJECT, CITY OF ROCHESTER, MONROE COUNTY**

May 22, 2014

As the Regional Cultural Resource Coordinator (RCRC) I have reviewed the Project Submittal Package (PSP) prepared for the above referenced Locally Administered Federal Aid project for assessment of obligations under Section 106 of the National Historic Preservation Act (36 CFR Part 800).

Based on review of this PSP, I conclude:

- ☒ The project activities have no potential to cause effects on historic properties in accordance with 36 CFR 800.3(a)(1) therefore, there are no further obligations for compliance with Section 106 of the National Historic Preservation Act. This determination should be recorded in the project environmental documentation.

The project activities may cause effects on historic properties:

- ☐ However, this is no potential for historic properties present. Therefore, there are no further obligations for compliance with Section 106 of the National Historic Preservation Act. This determination should be recorded in the project environmental documentation.
 - ☐ A Phase I Cultural Resource Survey is needed to identify historic and cultural resources. Based on project description and activities, the following preliminary Area of Potential Effect is recommended.
 - ☐ Based on project description and activities in the PSP a preliminary Area of Potential Effect is provided.
 - ☐ A bridge inventory and evaluation of National Register eligibility is needed for BIN _____, a pre-1961 bridge that has not been previously evaluated.
 - ☐ A Finding Documentation package is needed to assess the project effect on one or more previously identified National Register (NR) listed and/ or NR eligible historic buildings, structures, bridges, districts, objects, or sites.
- ☐ The following additional information is needed to complete our assessment:
- ☐ Detailed project description & activities
 - ☐ Project location map showing project limits (USGS Quad)
 - ☐ BIN and date of construction for pre-1961 bridge(s)
 - ☐ Approximate limits of ground disturbance associated with proposed project activities (vertical & horizontal)
 - ☐ Photos of buildings
 - ☐ Other

DRAFT TECHNICAL MEMORANDUM



TO: Michael T. Croce, P.E.
Bergmann Associates
28 East Main Street
Rochester, New York 14614-1909

FROM: Geoffrey R. Bijak, M.S.
Ravi Engineering & Land Surveying, P.C.

DATE: May 20, 2014

PROJECT: PIN 4755.55
Dewey / Driving Park Realignment
Intersection of Dewey Avenue and Driving Park Avenue
City of Rochester, Monroe County, New York

SUBJECT: **PRELIMINARY ASBESTOS AND LEAD PAINT ASSESSMENT**

PURPOSE

The purpose of this memorandum is to discuss the method and findings of the Preliminary Asbestos and Lead Paint Assessment conducted for the proposed realignment of the intersection of Dewey Avenue and Driving Park Avenue in the City of Rochester, New York. This assessment includes a preliminary evaluation of the Family Dollar.

INTRODUCTION

Ravi Engineering & Land Surveying, P.C. (RE&LS), as a sub-consultant to Bergmann Associates has been retained by the City of Rochester to perform a Preliminary Asbestos and Lead Paint Assessment of the Family Dollar and intersection of Dewey Avenue and Driving Park Avenue in the City of Rochester, New York. The objective of this Preliminary Assessment was to identify suspect asbestos containing materials (ACMs) and lead paint that have the potential to be impacted by the proposed reconstruction project. This Preliminary Assessment is based on a review of available records and a visual inspection conducted on April 21, 2014.

A New York State Department of Labor (NYSDOL) Certified Asbestos Inspector and United States Environmental Protection Agency (USEPA) Certified Lead Risk Assessor completed this assessment. The asbestos assessment was performed in accordance with the New York State Department of Transportation's Environmental Manual, Chapter 4.4.19: Asbestos Management, and the USPEA 40 CFR Part 61.145 and 40 CFR Part 763, Subpart E. The lead paint assessment

was performed using sections of Chapter 7 of the *HUD Guidelines for the Evaluation and Control of Lead-Based Paint Hazards in Housing, 2012 (HUD Guidelines)* and the Occupational Safety and Health Administration 29 CFR 1926.62. (OSHA 1926.62.)

HIGHWAY RECORD REVIEW

At the time of this Technical Memorandum, record plans were not yet available from the City of Rochester. When these plans are received they will be reviewed and pertinent findings will be included in our assessment report.

AS-BUILT DRAWING REVIEW

As-built drawings were not available for the Family Dollar store. Based on aerial imagery provided by Environmental Data Resources (EDR) the parcel consisted of residential housing from 1938 to 1985. The property was vacant from 1985 until 1994. According to LandMax database, the Family Dollar was reported to be constructed in 1995. The construction date of the Family Dollar exempts this structure from lead-based paint testing. An asbestos inspection is required in accordance with 40 CFR Part 61.145.

UTILITY RECORD REVIEW

Utility Record Review was coordinated with information received by the RE&LS Survey Department. According to the responses received from various agencies in early April of 2014, the following companies reported underground utilities within the project limits:

- City of Rochester Water Bureau
- Frontier Telephone
- Monroe County Pure Waters (MCPW)
- Rochester Gas and Electric (RGE)
- Rochester District Heating
- Time Warner Cable

City of Rochester Water Bureau

Two (2) record drawings entitled, “City of Rochester Water Bureau Water Record Map”, dated March 11, 2014, designer unknown, were reviewed. Various pipe sizes were indicated including a 6”, 16”, and 20” diameter water line. The construction material and paint of the water lines is currently unknown and subject to high variability due to modifications over many years. Based

on RE&LS experience in the City of Rochester, the water lines are most likely constructed of unpainted ductile iron. We recommend conducting a visual inspection for suspect ACM's once excavation activities begin, to verify this assumption.

Frontier Communications

Frontier Communications reported utilities on one untitled record drawing. This drawing indicates pre-cast concrete and PVC materials which are not considered suspect for ACM.

The presence of buried Orangeburg conduit is very likely. Orangeburg conduit exists in various locations throughout the greater Rochester area. We recommend conducting a visual inspection for this material once excavation activities begin.

Monroe County Pure Waters

A total of twelve (12) record plans were reviewed from the MCPW. The plans viewed were from 1886, 1887, 1888, 1889, 1891, 1892, 1896, 1904, 1908, and 1914. These plans indicate the presence of a vitrified clay sanitary line. There were no recent records reviewed. We recommend conducting a visual inspection once excavation activities begin to verify the presence of the vitrified line, painted surfaces, and document suspect ACM's if present.

Rochester Gas and Electric

Separate record plans for gas and electric were provided by RGE and reviewed. It could not be determined from the gas utility drawing titled "508" what construction materials were used. We recommend conducting a visual inspection once excavation activities begin to verify the presence of suspect ACM's and painted surfaces.

A total of nine (9) record plans were reviewed pertaining to electric utilities. These plans are titled "Driving Pk. Ave. 90.05, Driving Pk. Ave. 90.06, Driving Pk. Ave. 90.07, Dewey Ave. 128.08, Dewey Ave. 128.09, Dewey Ave. 128.10, Dewey Ave. 224.01, Selye Terr. 272.03, Finch Street 404.03" Based on these records, PVC piping is present. PVC piping is not a suspect ACM and is rarely painted. We recommend conducting a visual inspection once excavation activities begin to verify the presence of suspect ACM's and painted surfaces to ensure these records are accurate.

Rochester District Heating

Rochester District Heating commented on requests from RE&LS survey department. RDH reported no utilities in the area. No further review is required.

Time Warner Cable

Time Warner Cable reported utilities on one untitled record drawing. Based on the information provided, it could not be determined what these utilizes may be constructed of. We recommend conducting a visual inspection for suspect ACM's and painted surfaces once excavation activities begin.

ASBESTOS SITE INVESTIGATION

A site investigation within the project limits was conducted on April 21, 2014 to identify suspect ACM's. The following visually accessible materials were identified:

Family Dollar

1. Lay-in ceiling tiles (2)
2. Sheetrock walls and associated joint compound (5)
3. Base cove mastic (2)
4. Ceramic wall tile grout and associated mastic (4)
5. 12" x 12" floor tiles and associated mastic (4)
6. Exterior caulks and sealants (6)
7. Stucco (3)
8. Duct caulk associated with forced air HVAC system (2)
9. Roof field and flashings (12)

() = *number of samples proposed*

Based on limited store access, we propose to collect approximately sixty (60) samples.

Roads and Sidewalk

1. Black, felt material present between sidewalk joints (3)
2. Black, tough, tar-like material on sidewalk joints (3)
3. Hard, brown/tan granite curb joint mortar (3)
4. Dark grey mortar associated with steel grate vaults (3)

() = *number of samples proposed*

We propose to collect approximately twelve (12) samples for the roads and sidewalks surrounding the Dewey/Driving Park intersection and have those samples analyzed for asbestos content.

LEAD PAINT INVESTIGATION

In addition to the asbestos inspection, a visual inventory of painted surfaces was created.

Family Dollar

The Family Dollar was reportedly constructed in 1995. No lead-based paint testing will be performed in the Family Dollar. OSHA 1926.62 applies to all construction work where an employee may be occupationally exposed to lead. Employees performing demolition operations must follow OSHA 1926.62.

Roads and Sidewalk

1. Yellow paint on posts and light pole base
2. Gray paint on light poles
3. Green paint on signal pole
4. Green paint on signal box
5. Various paints on traffic signs
6. Paint on bicycle racks

We propose to collect approximately six (6) samples on painted surfaces associated with the Dewey/Driving Park intersection and have those samples analyzed for lead paint. The employer must follow OSHA 1926.62 for worker exposure.

CONCLUSIONS AND RECOMMENDATIONS

There are sixty (60) suspect ACM's that are required to be sampled and analyzed for asbestos in the event the Family Dollar will be demolished. Although each space was not visited within the store, we have accounted for an estimated number additional samples that may be present. There are twelve (12) suspect ACM's that are required to be sampled and analyzed for asbestos prior to road construction at the Dewey/Driving Park intersection. Suspect ACM's associated with the underground utilities are expected to be present. Based on our record review we cannot fully determine what, or how many suspect ACM's will be present. Once excavation activities begin, we recommend conducting a visual inspection on all excavated areas and collecting samples of suspect ACM's where present.

Lead paint is not expected to be present at the Family Dollar store and does not require sample collection and analysis based on the construction date and building function. Lead paint may be present on roads and sidewalks when painted materials are disturbed during construction activities. The employer of the workers involved in construction activities associated with the Dewey/Driving Park Project shall follow 29 CFR 1926.62.

Proposed sample locations for suspect ACM's and lead-based paint are located on the plans in Attachment A.

ATTACHMENT A
Proposed Asbestos Sample Location Plans

Preliminary Assessment

PIN 4755.55

Dewey/Driving Park Intersection

Expansion joint caulk (2)

Window caulk (2)

Door caulk (1)

Door caulk (2)

Window caulk (1)

Expansion joint caulk (1)

X
Roof Field Core (4)

X
Roof flashing on curbs (2)

X
Roof flashing on curbs (2)

Roof Field Core (4)
X

Legend

Location of
site/feature:

← Sample



MAP SOURCE:
Google Earth

**RAVI ENGINEERING
& LAND SURVEYING, P.C.**
2110 S. Clinton Avenue
Rochester, New York 14618

DEWEY AVENUE AND DRIVING PARK REALIGNMENT
CITY OF ROCHESTER, MONROE COUNTY, NEW YORK
FAMILY DOLLAR

PROPOSED ASBESTOS SAMPLE LOCATION PLAN
EXTERIOR

PROJECT NO.

40-14-035

DATE:

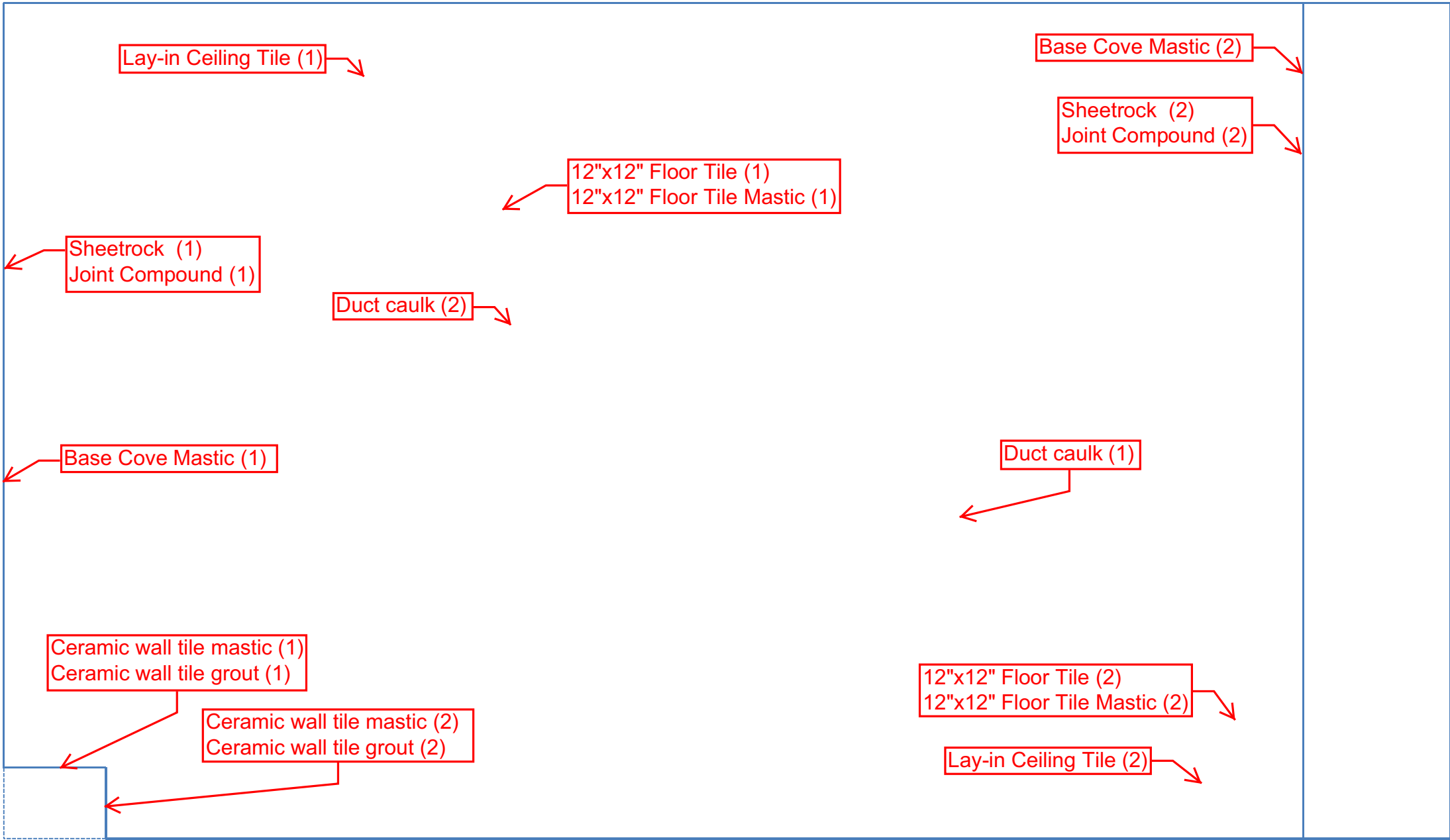
MAY 2014

SCALE:

N.T.S.

DRAWING NO:

1




Legend

Location of site/feature:

← Sample


MAP SOURCE:
Google Earth

<div><p>RAVI ENGINEERING & LAND SURVEYING, P.C.</p><p>2110 S. Clinton Avenue Rochester, New York 14618</p></div>	DEWEY AVENUE AND DRIVING PARK REALIGNMENT CITY OF ROCHESTER, MONROE COUNTY, NEW YORK FAMILY DOLLAR		PROJECT NO. 40-14-035	DATE: MAY 2014
	PROPOSED ASBESTOS SAMPLE LOCATION PLAN INTERIOR		SCALE: N.T.S.	DRAWING NO: 1





Legend

Location of site/feature:

 **Sample**

MAP SOURCE:
Google Earth



<div><p>RAVI ENGINEERING & LAND SURVEYING, P.C.</p><p>2110 S. Clinton Avenue Rochester, New York 14618</p></div>	DEWEY AVENUE AND DRIVING PARK REALIGNMENT CITY OF ROCHESTER, MONROE COUNTY, NEW YORK		PROJECT NO. 40-14-035	DATE: MAY 2014
	PROPOSED ASBESTOS SAMPLE LOCATION PLAN		SCALE: N.T.S.	DRAWING NO: 1

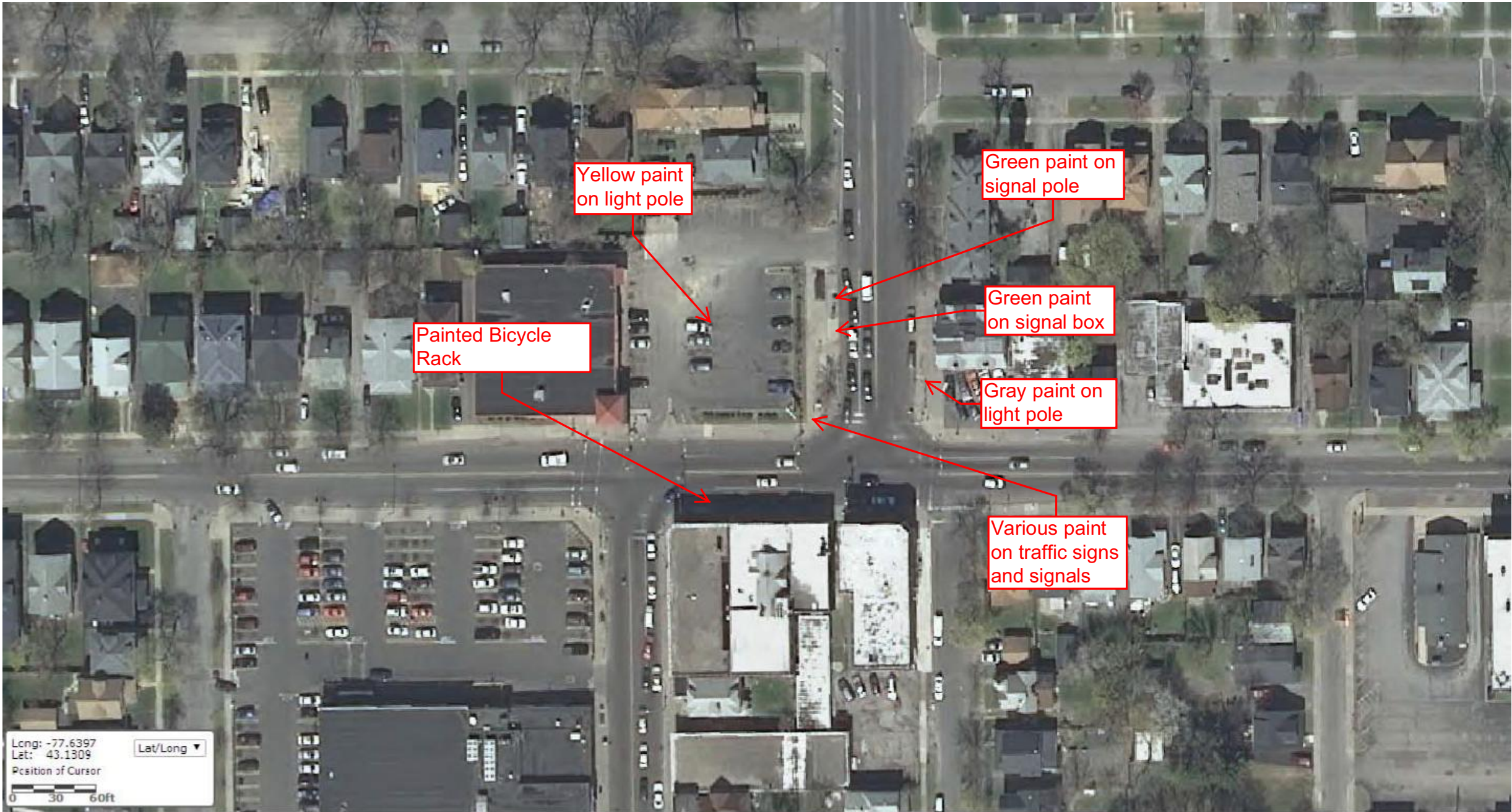
ATTACHMENT B

Proposed Lead Paint Sample Location Plans

Preliminary Assessment


PIN 4755.55

Dewey/Driving Park Intersection





Legend

Location of site/feature:

 **Sample**

MAP SOURCE:
Google Earth



<div><p>RAVI ENGINEERING & LAND SURVEYING, P.C.</p><p>2110 S. Clinton Avenue Rochester, New York 14618</p></div>	DEWEY AVENUE AND DRIVING PARK REALIGNMENT CITY OF ROCHESTER, MONROE COUNTY, NEW YORK		PROJECT NO. 40-14-035	DATE: MAY 2014
	LEAD PAINT SAMPLE LOCATION PLAN		SCALE: N.T.S.	DRAWING NO: 2

DRAFT TECHNICAL MEMORANDUM



TO: Michael T. Croce, P.E.
Bergmann Associates
28 East Main Street // 200 First Federal Plaza
Rochester, New York 14614-1909

FROM: Elizabeth C. Kircher
Ravi Engineering & Land Surveying, P.C.

DATE: May 20, 2014

PROJECT: PIN 4755.55
Dewey / Driving Park Realignment
Intersection of Dewey Avenue and Driving Park Avenue
City of Rochester, Monroe County, New York

SUBJECT: **HAZARDOUS WASTE/CONTAMINATED MATERIALS SCREENING**

INTRODUCTION

Ravi Engineering & Land Surveying, P.C. (RE&LS), as a sub-consultant to Bergmann Associates, has been retained by the City of Rochester to perform a Hazardous Waste/Contaminated Materials Screening for the realignment of the intersection of Dewey Avenue and Driving Park Avenue, in the City of Rochester.

A Hazardous Material Screening was conducted for the project area in accordance with the New York State Department of Transportation's Environmental Manual, Chapter 4.4.20.5 "Contaminated Materials and Hazardous Substances – General Methodology: Analysis and Evaluation". The objective of this screening was to identify hazardous materials that have the potential to be impacted by the proposed project. This screening is based on a review of available records and a visual inspection of the project area, conducted on April 16, 2014. The following information provides a summary of the findings of the Hazardous Waste Screening.

Historical Sanborn Map Review

Sanborn Maps are utilized as part of the Hazardous Material Screening Report since they serve as an historical reference to prior land use. Available Sanborn Maps from various years were reviewed to indicate past land usage in and around the project area.

The process used for the Sanborn Map review is to highlight all addresses whose past use could be considered as an environmental concern. Examples of how a past land usage could lead to an environmental concern is the presence of contaminated soils from a former filling station,

automotive repair shop, large manufacturing plant, chemical plant, drycleaner, etc. Based on the location of such sites with respect to the project area and the specific past land use, the need for further investigation may be eliminated or warranted.

Environmental Data Resources (EDR)

A review of local, State and Federal Environmental databases was conducted. Environmental Data Resources (EDR) Inc. was contracted to provide a comprehensive review of Federal, State and local listed data on potential hazardous waste sites in the project vicinity. A complete copy of the EDR report is available upon request. This data search was performed in accordance with ASTM E-1527-13 standards for minimum search distance. The use of the EDR resource allows for a comprehensive listing of sites of potential concern. The following table summarizes the information available through the EDR report:

Table 1: Environmental Records Review

Standard Environmental Record Sources	Minimum Search Distance: (miles)	No. of Listed Properties¹
Federal CERCLIS	0.5	1
Federal CERCLIS NFRAP	0.5	1
Federal RCRA Generator	0.25	4
RCRA-Small Quantity Generators (SQG)	0.25	2
RCRA-Conditionally Exempt Small Quantity Generators (CESQG)	0.25	2
State and Tribal Equivalent CERCLIS	1	2
Vapor Reopened	1	1
State & Tribal Landfill and/or Solid Waste Disposal (SWF/LF)	0.5	0
State & Tribal Leaking Storage Tanks (LTANKS)	0.5	7
Local list of Registered Storage Tanks	0.5	2
State & Tribal Registered Storage Tank List (UST)	0.25	6
Aboveground Storage Tank (AST)	0.25	0
State & Tribal Brownfield sites	0.5	2
Additional Environmental Records		
US Brownfield sites	0.5	0
Local List of Hazardous Waste/Contaminated Sites (DEL SHWS)	1	1
Local List of Historically Registered Storage Tanks (HISTORICAL UST)	0.25	2
Records of Emergency Release Reports (NY SPILLS)	0.125	18
NY Historical (HIST) Spills	0.125	0
RCRA-NonGen	0.25	6
Hazardous Substance Waste Disposal Sites	0.5	1

Standard Environmental Record Sources (HSWDS)	Minimum Search Distance: (miles)	No. of Listed Properties¹
Manifest Records	0.25	10
Drycleaners	0.25	13
US Historic Automobile Station listing	0.25	16

Notes: ¹ some sites are listed in more than 1 record.

EDR Findings Overview

A review of local, State, and Federal environmental databases indicates that there are 97 listed properties located within a 1 mile radius of the proposed project site. Many sites were eliminated from further review due to their location in relation to the project area.

Project Site Walkover

The Hazardous Waste Screening also included a walkover of the proposed project area. The objective of the walkover is to obtain familiarity with the project area and properties located adjacent to the project limits, to note observable environmental concerns, review the characteristics of the project area, and identify areas exhibiting signs of possible environmental degradation. A walkover was completed on April 16, 2014. This site visit was limited to a street side evaluation of the project area; an interior and a detailed exterior inspection of the *Family Dollar* was not completed for PCB caulk or hazardous materials. Upon receipt of authorization to enter the *Family Dollar* structure, a site visit will be completed and the report will be revised accordingly.

The following sites present the potential for environmental concern (See Attachment 1 for site locations):

Site 1: 375 Driving Park Avenue and 835 Dewey Avenue

This site is located on the south side of Driving Park Avenue, west of Dewey Avenue.

Project Area Walkover

The site is currently a *Price Rite* grocery store. No visual evidence of environmental contamination was observed.

New York State Department of Environmental Conservation (NYSDEC) Spill Report Database

An incident at 375 Driving Park Avenue, identified as Spill# 0107508, occurred on October 20, 2001 when a gas tank fell off a vehicle while in the parking lot. The spill was cleaned up by a responsible party. The spill was closed by the NYSDEC on October 23, 2001 with no further action required.

EDR US Historic Cleaners List

The site is listed as a cleaners and dyers in 1960.

Conclusion and Recommendation

The spill at this site is considered closed due to the age and quantities of this spill. Any residual petroleum contamination present is expected to be minimal.

This site poses a potential for environmental concern to the proposed project due to its history as a cleaners and dyers that may have used solvents during the years of operation. Contamination may be present.

If this site, or the adjacent right of way, will be disturbed by the proposed project, it is recommended that a subsurface investigation be conducted to determine if contaminated soils are present within the area of the proposed impact.

Site 2: 374 Driving Park Avenue

The site is located on the north side of Driving Park Avenue, west of Dewey Avenue.

Project Area Walkover

The site is currently a residential home. No visual evidence of environmental contamination was observed.

EDR US Historic Automobile Station listing

The site has been identified on the EDR US Hist Auto Stat list as an automobile repair and service facility in 2000.

Conclusion and Recommendation

This site poses a potential for environmental concern to the proposed project due to its history as an automobile repair and service station. Automobile repair and service stations house hazardous materials and potentially generate hazardous waste. There is the potential for soils adjacent to the automotive shop to be contaminated by hazardous wastes or petroleum.

If this site, or the adjacent right of way, will be disturbed by the proposed project, it is recommended that a subsurface investigation be conducted to determine if contaminated soils are present within the area of the proposed impact.

Site 3: 342 Driving Park Avenue

The site is located on the north side of Driving Park Avenue, west of Dewey Avenue.

Project Area Walkover

The site is currently a retail store parking lot. No visual evidence of environmental contamination was observed.

EDR US Historic Cleaners List

The site is listed as a cleaners and dyers in 1950, 1945, and 1940.

Conclusion and Recommendation

This site poses a potential for environmental concern to the proposed project due to its history as a cleaners and dyers that may have used solvents during the years of operation. Contamination may be present.

If this site, or the adjacent right of way, will be disturbed by the proposed project, it is recommended that a subsurface investigation be conducted to determine if contaminated soils are present within the area of the proposed impact.

Site 4: 340 Driving Park Avenue

The site is located on the north side of Driving Park Avenue, west of Dewey Avenue.

Project Area Walkover

The site is currently a retail store parking lot. No visual evidence of environmental contamination was observed.

EDR US Historic Cleaners List

The site is listed as a dry cleaner in 1985, 1982, 1975, 1970, 1965, and 1960.

Conclusion and Recommendation

This site poses a potential for environmental concern to the proposed project due to its history as a dry cleaners that may have used solvents during the years of operation. Contamination may be present.

If this site, or the adjacent right of way, will be disturbed by the proposed project, it is recommended that a subsurface investigation be conducted to determine if contaminated soils are present within the area of the proposed impact.

Site 5: Dewey Avenue and Driving Park Avenue Intersection

This site is located within the right of way at the intersection of Dewey Avenue and Driving Park Avenue.

Project Area Walkover

The site is currently the intersection of Dewey Avenue and Driving Park Avenue. No visual evidence of environmental contamination was observed.

New York State Department of Environmental Conservation (NYSDEC) Spill Report Database

An incident at the intersection of Dewey Avenue and Driving Park Avenue, identified as Spill# 9614769, occurred on March 24, 1997 when a Regional Transit Service (RTS) bus leaked approximately 10 gallons of transmission fluid. The spill was cleaned up by a responsible party. The spill was closed by the NYSDEC on March 24, 1997 with no further action required.

Conclusion and Recommendation

The spill at this site is considered closed due to the age of this spill and quantity of transmission fluid spilled. Residual contamination if present is expected to be minimal.

No further investigation of this site is recommended at this time.

Site 6: 329 Driving Park Avenue

The site is located on the south side of Driving Park Avenue, east of Dewey Avenue.

Project Area Walkover

The site is currently a retail store. No visual evidence of environmental contamination was observed.

EDR US Historic Cleaners List

The site is listed as a “wash & dry self-service laundry” in 1985, 1982, 1975, 1970, and 1945.

Conclusion and Recommendation

This site poses a potential for environmental concern to the proposed project due to its history as a cleaners that may have used solvents during the years of operation. Contamination may be present.

If this site, or the adjacent right of way, will be disturbed by the proposed project, it is recommended that a subsurface investigation be conducted to determine if contaminated soils are present within the area of the proposed impact.

Site 7: 320 Driving Park Avenue

The site is located on the north side of Driving Park Avenue, east of Dewey Avenue.

Project Area Walkover

The site is currently an auto repair shop. Several waste oil drums were observed. There were no stains or evidence of leaking drums.

EDR US Historic Automobile Station listing

The site has been identified on the EDR US Hist Auto Stat list as a gasoline station, automobile repair and service station in 2012, 2011, 2010, 2009, 2008, 2007, 2005, 2004, 2003, 2002, 2001, 2000, 1999, 1992, 1985, 1982, 1975, 1960, 1955, 1950, 1945, 1940, 1935, 1930, and 1926.

Conclusion and Recommendation

This site poses a potential for environmental concern to the proposed project due to its history as a gasoline station, automobile repair and service station. Gasoline stations, automobile repair and service stations house hazardous materials and potentially generate hazardous waste. There is the potential for soils adjacent to this site to be contaminated by hazardous wastes or petroleum.

If this site, or the adjacent right of way, will be disturbed by the proposed project, it is recommended that a subsurface investigation be conducted to determine if contaminated soils are present within the area of the proposed impact.

Site 8: 308 Driving Park Avenue

The site is located on the north side of Driving Park Avenue, east of Dewey Avenue.

Project Area Walkover

The site is currently a barber shop (*Ronnie's Barber Shop*). No visual evidence of environmental contamination was observed.

EDR US Historic Automobile Station listing

The site has been identified on the EDR US Hist Auto Stat list as an automobile garage in 1975, 1970, 1965, 1960, 1955, 1950, 1945, 1940, 1935, and 1930.

Conclusion and Recommendation

This site poses a potential for environmental concern to the proposed project due to its history as an automobile garage. Automobile garages house hazardous materials and potentially generate hazardous waste. There is the potential for soils adjacent to the automotive shop to be contaminated by hazardous wastes or petroleum.

If this site, or the adjacent right of way, will be disturbed by the proposed project, it is recommended that a subsurface investigation be conducted to determine if contaminated soils are present within the area of the proposed impact.

Site 9: 275 Driving Park Avenue

The site is located on the south side of Driving Park Avenue, east of Dewey Avenue.

Project Area Walkover

The site currently houses a community development corporation. No visual evidence of environmental contamination was observed.

EDR US Historic Cleaners List

The site is listed as a cleaners and dyers in 1960, 1955, and 1950.

Conclusion and Recommendation

This site poses a potential for environmental concern to the proposed project due to its history as a cleaners and dyers that may have used solvents during the years of operation. Contamination may be present.

If this site, or the adjacent right of way, will be disturbed by the proposed project, it is recommended that a subsurface investigation be conducted to determine if contaminated soils are present within the area of the proposed impact.

Site 10: 272 Driving Park Avenue

The site is located on the north side of Driving Park Avenue, east of Dewey Avenue.

Project Area Walkover

The site is currently a residential home. No visual evidence of environmental contamination was observed.

EDR US Historic Cleaners List

The site is listed as a cleaners and dyers in 1965.

Conclusion and Recommendation

This site poses a potential for environmental concern to the proposed project due to its history as a cleaners and dyers that may have used solvents during the years of operation. Contamination may be present.

If this site, or the adjacent right of way, will be disturbed by the proposed project, it is recommended that a subsurface investigation be conducted to determine if contaminated soils are present within the area of the proposed impact.

Site 11: 854 Dewey Avenue

The site is located on the east side of Dewey Avenue, north of Driving Park Avenue.

Project Area Walkover

The site is currently a parking lot for the auto repair shop located at 320 Driving Park Avenue (Site 7). No visual evidence of environmental contamination was observed.

Sanborn Maps

The Sanborn map from 1971 and 1950 indicate the site was a historic filling station. No gasoline tanks were noted on the maps.

EDR US Historic Automobile Station listing

374 Driving Park Avenue has been identified on the EDR US Hist Auto Stat list as a gas station (Gulf Service Station) in 1970 and 1965.

Conclusion and Recommendation

This site poses a potential for environmental concern to the proposed project due to its history as a filling station. Automotive stations house hazardous materials and potentially generate hazardous waste. There is the potential for soils adjacent to the site to be contaminated by hazardous wastes or petroleum.

If this site, or the adjacent right of way, will be disturbed by the construction it is recommended that a subsurface investigation be conducted to determine if contaminated soils are present.

Site 12: 818 Dewey Avenue

The site is located on the east side of Dewey Avenue, south of Driving Park Avenue.

Project Area Walkover

The site is currently a barber shop, *Bruce's Barber Shop*. No visual evidence of environmental contamination was observed.

EDR US Historic Cleaners List

The site is listed as a cleaners and dyers in 1945.

Conclusion and Recommendation

This site poses a potential for environmental concern to the proposed project due to its history as a cleaners and dyers that may have used solvents during the years of operation. Contamination may be present.

If this site, or the adjacent right of way, will be disturbed by the proposed project, it is recommended that a subsurface investigation be conducted to determine if contaminated soils are present within the area of the proposed impact.

Conclusions/Recommendations – Hazardous Waste

In conclusion, 11 sites were identified as having the potential to present an environmental concern to the proposed project. Each site is listed below with the corresponding recommendation for further work (see Attachment 1 for site locations).

Table 2-Summary of Recommendations

Site ID	Site address	Past/Current land use	Reason for concern	Recommendation(s)
Site 1:	375 Driving Park Avenue and 835 Dewey Avenue	Past: Dwelling/Store/ Historic dry cleaners Current: Grocery Store	Potential contaminated soils	Subsurface investigation
Site 2:	374 Driving Park Avenue	Past: Auto repair & service Current: residential home	Potential contaminated soils	Subsurface investigation
Site 3	342 Driving Park Avenue	Past: Historic cleaners & dyers Current: Parking lot	Potential contaminated soils	Subsurface investigation

Site ID	Site address	Past/Current land use	Reason for concern	Recommendation(s)
Site 4	340 Driving Park Avenue	Past: Historic dry cleaner Current: Parking lot	Potential contaminated soils	Subsurface investigation
Site 5	Dewey Avenue and Driving Park Avenue Intersection	Right of way	Spill File	None
Site 6	329 Driving Park Avenue	Past: Historic wash & dry self-serve laundry Current: Retail stores	Potential contaminated soils	Subsurface investigation
Site 7	320 Driving Park Avenue	Past: Gas station/auto repair & service Current: Auto repair shop	Potential contaminated soils	Subsurface investigation
Site 8	308 Driving Park Avenue	Past: Auto garage Current: Barber shop	Potential contaminated soils	Subsurface investigation
Site 9	275 Driving Park Avenue	Past: Historic cleaners & dyers Current: Community Development Corporation	Potential contaminated soils	Subsurface investigation
Site 10	272 Driving Park Avenue	Past: Historic cleaners & dyers Current: Residential home	Potential contaminated soils	Subsurface investigation

Site ID	Site address	Past/Current land use	Reason for concern	Recommendation(s)
Site 11	854 Dewey Avenue	Past: Historic filling station Current: Parking lot	Potential contaminated soils	Subsurface investigation
Site 12	818 Dewey Avenue	Past: Historic cleaners & dyers Current: Barber shop	Potential contaminated soils	Subsurface investigation

As with any environmental assessment completed without subsurface environmental testing, the possibility of unknown subsurface contamination exists. Should suspect materials be encountered during the course of project execution, appropriate measures should be taken to report such contamination, determine the nature and extent of any possible hazardous materials, and for proper management of such materials.

Attachment 1: Site Location Map

ATTACHMENT 1
Site Location Map

Hazardous Waste/Contaminated Materials

PIN 4755.55

Dewey/Driving Park Intersection



Legend

Location of site:

Site #

MAP SOURCE:
Google Earth

N

<div><p>RAVI ENGINEERING & LAND SURVEYING, P.C.</p></div> <div><p>2110 SOUTH CLINTON AVENUE, SUITE 1 ROCHESTER, NEW YORK 14618 TL: (585) 223-3660 FX (585) 223-4250</p></div>	<div>DEWEY AVENUE AND DRIVING PARK REALIGNMENT CITY OF ROCHESTER, MONROE COUNTY, NEW YORK HAZARDOUS WASTE/CONTAMINATED MATERIALS</div>	<div>PROJECT NO. 40-14-035</div>	<div>DATE: MAY 2014</div>
	<div>ATTACHMENT 1: SITE LOCATION MAP</div>	<div>SCALE: N.T.S.</div>	<div>DRAWING NO: 1</div>



Note:
Proposed alignments shown are from April 2014
and do not reflect the latest Build Alternative 4 proposed
design. However, the differences in the design are
minor and will not result in any changes of received noise
level.

EXHIBIT 4.2.17.4. - 2
FHWA NOISE RECEPTOR LOCATIONS



City of Rochester Department of Environmental Services			
Dewey Ave / Driving Park Ave Intersection Realignment Project P.I.N. 4755.55			
Current Design Concept			
SHEET NO. 1	SCALE 1"=80'	DATE 04/14	

Appendix C:

Traffic Information

New York State Department of Transportation

Traffic Count Hourly Report

ROAD #: **E920** ROAD NAME: **DRIVING PARK AV** FROM: **NW COR NEWBRRY** TO: **PIERPONT ST** COUNTY: **Monroe**
 DIRECTION: **Eastbound** FACTOR GROUP: **30** REC. SERIAL #: **1763** FUNC. CLASS: **17** CITY: **ROCHESTER**
 STATE DIR CODE: **1** WK OF YR: **33** PLACEMENT: **20' W fo Argo Pike** NHS: **no** BIN:
 DATE OF COUNT: **08/14/2008** @ REF MARKER: JURIS: **City** RR CROSSING:
 NOTES LANE 1: **Week 33-Eb** ADDL DATA: CC Stn: HPMS SAMPLE: **30136420**
 COUNT TYPE: **VEHICLES** BATCH ID: **DOT-r4contractorww33**

COUNT TAKEN BY: ORG CODE: TST INITIALS: JSV

PROCESSED BY: ORG CODE: DOT INITIALS: TGB

DATE	DAY	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
		AM												PM														
1	F																											
2	S																											
3	S																											
4	M																											
5	T																											
6	W																											
7	T																											
8	F																											
9	S																											
10	S																											
11	M																											
12	T																											
13	W																											
14	T												152	157	165	189	236	243	178	132	110	133	88	63	59			
15	F	35	22	14	8	18	42	117	206	164	150	146	155	154	170	205	234	207	196	145	147	116	104	73	69	2897	234	15
16	S	50	25	17	10	13	22	64	42	60	86	101	112	124	132	121	158	133	114	105	107	85	91	79	48	1899	158	15
17	S	34	29	25	13	8	13	32	27	41	74	91	107	104	92	105	103	109	95	109	101	80	72	63	55	1582	109	16
18	M	28	14	8	10	17	39	121	153	142	110	110	133	148	129	161	234	184	167	133	116	92	79	64	56	2448	234	15
19	T	36	19	4	8	15	42	119	188	148	116	123	127	130	139	150	202	197	175	129	118	102	75	64	69	2495	202	15
20	W	44	20	10	7	13	43	116	172	155	123	145	142	135														
21	T																											
22	F																											
23	S																											
24	S																											
25	M																											
26	T																											
27	W																											
28	T																											
29	F																											
30	S																											
31	S																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)

ADT

38 20 9 8 15 42 118 180 152 125 131 142 142 144 167 224 208 173 131 115 109 81 64 61 2599

DAYS
CountedHOURS
CountedWEEKDAYS
CountedWEEKDAY
HoursAVERAGE WEEKDAY
High Hour

% of day

Axle Adj.
FactorSeasonal/Weekday
Adjustment Factor

ESTIMATED (one way)

AADT
2339
ROAD #: **E920**
STATION: **431028**ROAD NAME: **DRIVING PARK AV**
STATE DIR CODE: **1**FROM: **NW COR NEWBRRY**
PLACEMENT: **20' W fo Argo Pike**TO: **PIERPONT ST**COUNTY: **Monroe**
DATE OF COUNT: **08/14/2008**

New York State Department of Transportation

Traffic Count Hourly Report

ROAD #: **E920** ROAD NAME: **DRIVING PARK AV** FROM: **NW COR NEWBRRY** TO: **PIERPONT ST** COUNTY: **Monroe**
 DIRECTION: **Westbound** FACTOR GROUP: **30** REC. SERIAL #: **1763** FUNC. CLASS: **17** CITY: **ROCHESTER**
 STATE DIR CODE: **2** WK OF YR: **33** PLACEMENT: **20' W fo Argo Pike** NHS: **no** BIN:
 DATE OF COUNT: **08/14/2008** @ REF MARKER: JURIS: **City** RR CROSSING:
 NOTES LANE 1: **Week 33-Wb** ADDL DATA: CC Stn: HPMS SAMPLE: **30136420**
 COUNT TYPE: **VEHICLES** BATCH ID: **DOT-r4contractorww33**

COUNT TAKEN BY: ORG CODE: TST INITIALS: JSV

PROCESSED BY: ORG CODE: DOT INITIALS: TGB

DATE	DAY	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
		AM												PM														
1	F																											
2	S																											
3	S																											
4	M																											
5	T																											
6	W																											
7	T																											
8	F																											
9	S																											
10	S																											
11	M																											
12	T																											
13	W																											
14	T												152	247	206	212	303	293	259	186	172	149	113	80	68			
15	F	25	24	21	10	21	77	190	166	131	150	145	180	220	229	219	243	233	269	203	173	130	124	101	64	3348	269	17
16	S	52	38	44	25	22	39	49	61	63	81	134	131	186	164	147	158	145	189	140	123	104	116	94	88	2393	189	17
17	S	42	31	45	18	11	19	29	39	50	80	115	119	128	135	132	154	119	144	98	110	128	104	61	63	1974	154	15
18	M	34	16	7	13	21	74	155	169	91	126	124	167	180	189	194	234	262	219	166	132	127	100	85	54	2939	262	16
19	T	33	24	10	11	21	81	150	144	121	116	139	137	213	166	224	238	276	278	177	143	146	88	85	61	3082	278	17
20	W	27	16	11	13	23	94	155	151	112	122	133	166	184														
21	T																											
22	F																											
23	S																											
24	S																											
25	M																											
26	T																											
27	W																											
28	T																											
29	F																											
30	S																											
31	S																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)

ADT

28 21 14 11 22 84 162 158 114 128 135 160 206 187 210 258 277 252 176 149 141 100 83 61 3137

DAYS
CountedHOURS
CountedWEEKDAYS
CountedWEEKDAY
HoursAVERAGE WEEKDAY
High Hour

% of day

Axle Adj.
FactorSeasonal/Weekday
Adjustment Factor

ESTIMATED (one way)

AADT
2824
ROAD #: **E920**
STATION: **431028**ROAD NAME: **DRIVING PARK AV**
STATE DIR CODE: **2**FROM: **NW COR NEWBRRY**
PLACEMENT: **20' W fo Argo Pike**TO: **PIERPONT ST**COUNTY: **Monroe**
DATE OF COUNT: **08/14/2008**

**New York State Department of Transportation
Classification Count Average Weekday Data Report**

ROAD #: E920
COUNTY NAME: Monroe
REGION CODE: 4
FROM: NW COR NEWBRRY
TO: PIERPONT ST
REF-MARKER:
END MILEPOINT: 0110161
FUNC-CLASS: 17
STATION NO: 1028
COUNT TAKEN BY: ORG CODE: TST INITIALS: JSV
PROCESSED BY: ORG CODE: DOT INITIALS: TGB

ROAD NAME: DRIVING PARK AV

YEAR: 2008
MONTH: August

STATION: 431028

NO. OF LANES: 2
HPMS NO: 30136420

BATCH ID: DOT-r4contractorww34

DIRECTION	East	West	TOTAL
NUMBER OF VEHICLES	2592	3132	5724
NUMBER OF AXLES	5376	6405	11779
% HEAVY VEHICLES (F4-F13)	7.33%	6.00%	6.60%
% TRUCKS AND BUSES (F3-F13)	21.76%	19.76%	20.67%
AXLE CORRECTION FACTOR	0.96	0.98	0.97

VEHICLE CLASS	F1	F2	F3	F4	F5	F6	F7	F8	F9	F10	F11	F12	F13	TOTAL
NO. OF AXLES	2	2	2	2.5	2	3	4	3.5	5	6	5	6	8.75	
ENDING HOUR	1:00	1	31	5	0	0	0	0	0	0	0	0	0	37
	2:00	0	17	3	0	0	0	0	0	0	0	0	0	20
	3:00	0	8	1	0	0	0	0	0	0	0	0	0	9
	4:00	0	6	1	0	0	1	0	0	0	0	0	0	8
	5:00	0	10	4	0	0	0	0	0	0	0	0	0	14
	6:00	1	34	4	0	2	1	0	1	0	0	0	0	43
	7:00	2	89	17	2	3	1	0	3	0	1	0	0	118
	8:00	2	132	28	3	7	1	0	4	0	1	0	1	179
	9:00	1	114	24	3	5	1	0	2	0	1	0	0	151
	10:00	1	88	23	2	6	2	0	2	0	0	0	0	124
DIRECTION	11:00	1	84	28	3	9	2	0	4	0	0	0	0	131
East	12:00	2	106	21	2	6	1	0	3	0	0	0	0	141
	13:00	1	106	24	2	5	1	1	3	0	0	0	1	144
	14:00	2	103	24	4	5	2	1	4	0	0	0	0	145
	15:00	2	123	29	1	6	1	1	3	0	1	0	0	167
	16:00	2	171	32	5	2	2	1	6	1	2	0	0	224
	17:00	3	163	28	2	3	2	0	5	0	1	0	0	208
	18:00	4	136	23	2	1	1	1	5	0	0	0	0	173
	19:00	1	109	14	0	1	1	1	2	0	1	0	0	130
	20:00	1	97	10	0	0	1	0	2	0	1	0	1	113
	21:00	4	91	9	0	0	1	1	2	0	0	0	0	108
	22:00	2	70	7	0	0	1	0	1	0	0	0	0	81
	23:00	0	58	3	0	0	1	0	1	0	0	0	0	63
	24:00	1	48	12	0	0	0	0	0	0	0	0	0	61
TOTAL VEHICLES		34	1994	374	31	61	24	7	53	1	9	0	3	2592
TOTAL AXLES		68	3988	748	78	122	72	28	186	5	54	0	18	5376
ENDING HOUR	1:00	0	26	2	0	0	0	0	0	0	0	0	0	28
	2:00	0	19	2	0	0	0	0	0	0	0	0	0	21
	3:00	0	13	1	0	0	0	0	0	0	0	0	0	14
	4:00	0	11	1	0	0	0	0	0	0	0	0	0	12
	5:00	0	19	2	0	0	0	0	0	0	0	0	0	21
	6:00	1	72	10	0	0	1	0	0	0	0	0	0	84
	7:00	2	130	23	1	4	0	0	2	0	0	0	0	162
	8:00	1	126	19	3	5	0	0	2	1	0	0	0	157
	9:00	0	76	26	2	6	1	0	2	0	0	0	0	113
	10:00	0	86	26	4	9	1	0	1	0	0	0	0	127
DIRECTION	11:00	0	96	25	2	8	1	0	3	0	0	0	0	135
West	12:00	1	119	27	3	5	1	0	3	0	0	0	0	159
	13:00	1	159	35	2	7	1	0	3	0	0	1	0	209
	14:00	0	144	27	3	7	1	0	5	0	1	0	0	188
	15:00	1	152	34	5	9	0	1	6	0	0	0	0	208
	16:00	1	192	41	5	6	1	1	8	1	1	0	0	257
	17:00	2	218	40	2	5	2	1	5	1	1	0	1	278
	18:00	1	214	27	3	2	0	0	3	0	0	0	0	250
	19:00	1	152	14	2	4	0	0	3	0	0	0	0	176
	20:00	1	130	14	1	1	0	0	3	0	0	0	0	150
	21:00	2	124	13	0	0	0	0	1	0	0	0	0	140
	22:00	1	89	9	0	0	0	0	1	0	0	0	0	100
	23:00	2	72	9	0	0	0	0	0	0	0	0	0	83
	24:00	0	56	4	0	0	0	0	0	0	0	0	0	60
TOTAL VEHICLES		18	2495	431	38	78	10	3	51	3	3	0	2	3132
TOTAL AXLES		36	4990	862	95	156	30	12	178	15	18	0	12	6405
GRAND TOTAL VEHICLES		52	4489	805	69	139	34	10	104	4	12	0	5	5724
GRAND TOTAL AXLES		104	8978	1610	172	278	102	40	364	20	72	0	30	11781

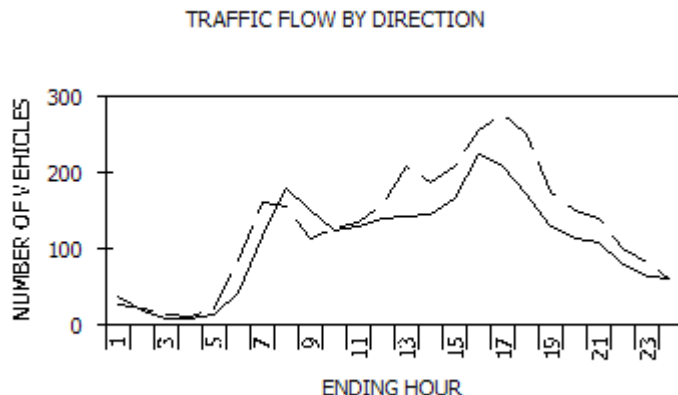
VEHICLE CLASSIFICATION CODES:

- F1. Motorcycles
- F2. Autos*
- F3. 2 Axle, 4-Tire Pickups, Vans, Motorhomes*
- F4. Buses
- F5. 2 Axle, 6-Tire Single Unit Trucks
- F6. 3 Axle Single Unit Trucks
- F7. 4 or More Axle Single Unit Trucks
- F8. 4 or Less Axle Vehicles, One Unit is a Truck
- F9. 5 Axle Double Unit Vehicles, One Unit is a Truck
- F10. 6 or More Double Unit Vehicles, One Unit is a Truck
- F11. 5 or Less Axle Multi-Unit Trucks
- F12. 6 Axle Multi-Unit Trucks
- F13. 7 or More Axle Multi-Unit Trucks

* INCLUDING THOSE HAULING TRAILERS

FUNCTIONAL CLASS CODES:

RURAL	URBAN	SYSTEM
01	11	PRINCIPAL ARTERIAL-INTERSTATE
02	12	PRINCIPAL ARTERIAL-EXPRESSWAY
02	14	PRINCIPAL ARTERIAL-OTHER
06	16	MINOR ARTERIAL
07	17	MAJOR COLLECTOR
08	17	MINOR COLLECTOR
09	19	LOCAL SYSTEM



PEAK HOUR DATA

DIRECTION	HOUR	COUNT	2-WAY	HOUR	COUNT
East	16	224	A.M.	8	336
West	17	278	P.M.	17	486

SOURCE: NYSDOT DATA SERVICES BUREAU

**New York State Department of Transportation
Speed Count Average Weekday Report**

**Page 1 of 2
Date: 09/11/2008**

Station: 431028
Road #: E920 Road name: DRIVING PARK AV
From: NW COR NEWBRRY
To: PIERPONT ST
Direction: East

Start date: Thu 08/14/2008 11:00
End date: Wed 08/20/2008 13:45
County: Monroe
Town: ROCHESTER
Speed limit: 30

Count duration: 147 hours
Functional class: 17
Factor group: 30
Batch ID: DOT-r4contractorww34
Count taken by: Org: TST Init: JSV
Processed by: Org: DOT Init: TGB

Speeds, mph

Hour	0.0- 20.0	20.1- 25.0	25.1- 30.0	30.1- 35.0	35.1- 40.0	40.1- 45.0	45.1- 50.0	50.1- 55.0	55.1- 60.0	60.1- 65.0	65.1- 70.0	70.1- 75.0	75.1- 95.0	% Exc 45.0	% Exc 50.0	% Exc 55.0	% Exc 60.0	% Exc 65.0	Avg	50th%	85th%	Total
1:00	1	4	5	20	8	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	30.1	32.3	36.5	38
2:00	2	2	6	6	2	2	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	27.0	30.0	37.6	20
3:00	0	1	3	3	1	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	29.4	30.0	34.7	8
4:00	1	1	2	2	1	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	26.3	30.0	39.0	8
5:00	1	1	4	4	5	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	29.4	32.6	38.6	16
6:00	2	4	7	16	9	4	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	29.8	32.6	38.8	42
7:00	3	8	24	46	28	7	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	30.7	32.6	38.2	116
8:00	8	14	41	69	42	2	1	0	0	0	0	0	0	0.6	0.0	0.0	0.0	0.0	29.4	31.9	37.2	177
9:00	6	12	39	59	30	5	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	29.4	31.6	37.1	151
10:00	4	12	36	48	18	5	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	29.2	31.0	36.3	123
11:00	10	14	40	44	18	4	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	27.3	30.2	35.7	130
12:00	6	11	42	51	26	4	1	0	0	0	0	0	0	0.7	0.0	0.0	0.0	0.0	29.1	31.2	36.9	141
13:00	7	16	43	54	22	2	1	0	0	0	0	0	1	1.4	0.7	0.7	0.7	0.7	28.5	30.7	36.0	146
14:00	6	14	47	55	17	3	1	0	0	0	0	0	1	1.4	0.7	0.7	0.7	0.7	28.6	30.5	35.2	144
15:00	10	22	61	53	17	2	1	0	0	0	0	0	0	0.6	0.0	0.0	0.0	0.0	27.2	29.2	34.6	166
16:00	14	28	58	90	28	4	1	0	0	0	0	0	0	0.4	0.0	0.0	0.0	0.0	27.8	30.7	35.0	223
17:00	9	21	61	81	28	4	1	0	0	1	0	1	1	1.9	1.4	1.4	1.4	1.0	28.8	30.9	35.9	208
18:00	15	20	52	58	21	3	0	0	1	0	0	0	1	1.2	1.2	1.2	0.6	0.6	26.9	29.9	35.1	171
19:00	13	13	41	48	15	2	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	26.6	29.9	34.8	132
20:00	15	13	34	40	11	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	25.4	29.3	34.4	114
21:00	10	15	34	37	12	1	2	0	0	0	0	0	0	1.8	0.0	0.0	0.0	0.0	26.6	29.5	34.8	111
22:00	4	5	28	31	9	2	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	28.4	30.5	34.9	79
23:00	4	6	14	28	9	2	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	28.3	31.4	35.9	63
24:00	3	7	13	24	12	2	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	28.9	31.6	37.1	61
Avg. Daily Total	154	264	735	967	389	63	9	0	1	1	0	1	4	0.6	0.3	0.3	0.2	0.2	28.2	30.8	36.1	2588
Percent	6.0%	10.2%	28.4%	37.4%	15.0%	2.4%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%									
Cum. Percent	6.0%	16.2%	44.6%	81.9%	96.9%	99.4%	99.7%	99.7%	99.8%	99.8%	99.8%	99.8%	100.0%									
Average hour	6	11	31	40	16	3	0	0	0	0	0	0	0									108

TRAFFIC FLOW BY DIRECTION

	Avg. Speed	50th% Speed	85th% Speed
East	28.2	30.8	36.1
West	28.0	31.4	37.3

Peak Hour Data					
Direction	Hour	Count	2-way	Hour	Count
East	16	223	A.M.	8	332
West	17	274	P.M.	17	482



**New York State Department of Transportation
Speed Count Average Weekday Report**

**Page 2 of 2
Date: 09/11/2008**

Station: 431028
Road #: E920 Road name: DRIVING PARK AV
From: NW COR NEWBRRY
To: PIERPONT ST
Direction: West

Start date: Thu 08/14/2008 11:00
End date: Wed 08/20/2008 13:45
County: Monroe
Town: ROCHESTER
Speed limit: 30

Count duration: 147 hours
Functional class: 17
Factor group: 30
Batch ID: DOT-r4contractorww34
Count taken by: Org: TST Init: JSV
Processed by: Org: DOT Init: TGB

Speeds, mph

Hour	0.0- 20.0	20.1- 25.0	25.1- 30.0	30.1- 35.0	35.1- 40.0	40.1- 45.0	45.1- 50.0	50.1- 55.0	55.1- 60.0	60.1- 65.0	65.1- 70.0	70.1- 75.0	75.1- 80.0	% Exc 45.0	% Exc 50.0	% Exc 55.0	% Exc 60.0	% Exc 65.0	Avg	50th%	85th%	Total
1:00	3	1	5	9	7	3	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	28.4	32.8	39.2	28
2:00	3	1	7	7	2	0	0	1	0	0	0	0	0	4.8	4.8	0.0	0.0	0.0	25.9	29.7	34.9	21
3:00	1	1	3	4	4	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	29.1	32.6	38.7	14
4:00	1	0	2	4	4	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	29.9	33.8	39.0	12
5:00	2	0	4	6	6	2	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	29.1	33.4	39.2	20
6:00	5	4	20	33	17	4	1	0	0	0	0	0	0	1.2	0.0	0.0	0.0	0.0	29.3	32.0	37.8	84
7:00	16	13	34	58	32	8	2	1	0	0	0	0	0	1.8	0.6	0.0	0.0	0.0	27.8	31.7	37.9	164
8:00	18	14	36	51	28	7	0	0	0	1	0	0	0	0.6	0.6	0.6	0.6	0.0	26.8	31.0	37.3	155
9:00	12	13	22	40	20	5	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	26.9	31.2	37.1	112
10:00	14	13	34	44	18	3	1	0	0	0	0	0	0	0.8	0.0	0.0	0.0	0.0	26.5	30.3	35.9	127
11:00	12	13	31	48	22	6	1	0	0	0	0	0	0	0.8	0.0	0.0	0.0	0.0	27.5	31.1	37.1	133
12:00	13	17	43	54	24	6	1	0	0	0	0	0	0	0.6	0.0	0.0	0.0	0.0	27.4	30.6	36.6	158
13:00	17	19	55	76	34	6	1	0	0	0	0	0	0	0.5	0.0	0.0	0.0	0.0	27.6	30.9	36.5	208
14:00	14	16	44	70	34	6	0	0	0	1	1	0	0	1.1	1.1	1.1	1.1	0.5	28.2	31.4	37.1	186
15:00	19	12	56	74	38	6	2	1	0	0	0	0	0	1.4	0.5	0.0	0.0	0.0	27.8	31.2	37.1	208
16:00	20	16	53	106	52	6	1	0	0	0	1	1	1	1.6	1.2	1.2	1.2	1.2	28.6	31.9	37.3	257
17:00	19	12	56	105	66	12	3	0	0	0	0	1	0	1.5	0.4	0.4	0.4	0.4	29.3	32.4	38.1	274
18:00	17	13	48	97	64	11	1	0	0	0	0	0	1	0.8	0.4	0.4	0.4	0.4	29.4	32.5	38.1	252
19:00	15	14	36	64	37	6	1	1	0	0	0	0	1	1.7	1.1	0.6	0.6	0.6	28.2	31.8	37.7	175
20:00	13	10	36	54	28	3	1	0	1	0	0	0	1	2.0	1.4	1.4	0.7	0.7	28.0	31.4	37.2	147
21:00	9	16	44	53	13	3	1	0	1	0	0	0	0	1.4	0.7	0.7	0.0	0.0	27.6	30.1	34.8	140
22:00	9	6	33	36	12	3	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	27.2	30.3	35.1	99
23:00	6	5	23	29	16	2	2	0	0	0	0	0	0	2.4	0.0	0.0	0.0	0.0	28.5	31.3	37.4	83
24:00	4	9	16	20	9	3	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	27.6	30.4	36.6	61
Avg. Daily Total	262	238	741	1142	587	113	19	4	2	2	2	2	4	1.1	0.5	0.4	0.3	0.3	28.0	31.4	37.3	3118
Percent	8.4%	7.6%	23.8%	36.6%	18.8%	3.6%	0.6%	0.1%	0.1%	0.1%	0.1%	0.1%	0.1%									
Cum. Percent	8.4%	16.0%	39.8%	76.4%	95.3%	98.9%	99.5%	99.6%	99.7%	99.7%	99.8%	99.9%	100.0%									
Average hour	11	10	31	48	24	5	1	0	0	0	0	0	0									130

TRAFFIC FLOW BY DIRECTION

	Avg. Speed	50th% Speed	85th% Speed
East	28.2	30.8	36.1
West	28.0	31.4	37.3

Peak Hour Data					
Direction	Hour	Count	2-way	Hour	Count
East	16	223	A.M.	8	332
West	17	274	P.M.	17	482



STATION: 431027

New York State Department of Transportation

Traffic Count Hourly Report

Page 1 of 2

ROAD #: **E920** ROAD NAME: **DRIVING PARK AV** FROM: **PIERPONT ST** TO: **LAKE AVE** COUNTY: **Monroe**
 DIRECTION: **Eastbound** FACTOR GROUP: **30** REC. SERIAL #: **2684** FUNC. CLASS: **17** CITY: **ROCHESTER**
 STATE DIR CODE: **1** WK OF YR: **27** PLACEMENT: **400 ft E of Pierpont** NHS: **no** LION#:
 DATE OF COUNT: **07/06/2011** @ REF MARKER: JURIS: **City** BIN:
 NOTES LANE 1: **EB Travel Lane** ADDL DATA: **Class Speed** CC Stn: RR CROSSING:
 COUNT TYPE: **VEHICLES** BATCH ID: **DOT-r4ww28** HPMS SAMPLE: **30136410**
 COUNT TAKEN BY: ORG CODE: **TST** INITIALS: **---** PROCESSED BY: ORG CODE: **DOT** INITIALS: **MAB**

DATE	DAY	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
		AM												PM														
1	F																											
2	S																											
3	S																											
4	M																											
5	T																											
6	W															298	321	349	328	272	230	233	190	150	112			
7	T	56	42	33	18	22	70	185	257	283	272	259	232	312	316	330	363	325	308	288	248	240	221	165	125	4970	363	15
8	F	91	39	40	31	37	75	187	246	314	270	293	303	337	350	303	371	354	347	304	281	281	247	225	173	5499	371	15
9	S	128	87	78	43	31	51	102	102	185	240	247	266	294	318	311	283	305	289	249	279	242	211	216	186	4743	318	13
10	S	129	69	77	50	39	24	53	80	112	160	197	209	242	252	237	243	240	217	239	208	203	178	150	108	3716	252	13
11	M	72	41	34	15	35	70	189	311	324	266	250	277	305	284	301	360	362	320	296	244	233	199	142	126	5056	362	16
12	T	72	38	35	28	30	77	233	339	328	272	221	243	283	297	294	315	324	303	246	233	190	203	127	122	4853	339	7
13	W	45	44	34	20	24	78	198	317	321	271	248	245	302														
14	T																											
15	F																											
16	S																											
17	S																											
18	M																											
19	T																											
20	W																											
21	T																											
22	F																											
23	S																											
24	S																											
25	M																											
26	T																											
27	W																											
28	T																											
29	F																											
30	S																											
31	S																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)																							ADT	
66	41	36	24	28	75	198	294	314	270	254	260	300	299	306	340	340	315	276	239	224	203	146	121	4969
<u>DAYS Counted</u>	<u>HOURS Counted</u>	<u>WEEKDAYS Counted</u>	<u>WEEKDAY Hours</u>	<u>AVERAGE WEEKDAY</u>		<u>Axle Adj. Factor</u>	<u>Seasonal/Weekday Adjustment Factor</u>	<u>ESTIMATED (one way)</u>																
				High Hour	% of day																			
8	167	5	101	340	7%	1.000	1.096	AADT																
								4534																

ROAD #: **E920** ROAD NAME: **DRIVING PARK AV** FROM: **PIERPONT ST** TO: **LAKE AVE** COUNTY: **Monroe**
 STATION: **431027** STATE DIR CODE: **1** PLACEMENT: **400 ft E of Pierpont** DATE OF COUNT: **07/06/2011**

New York State Department of Transportation

Traffic Count Hourly Report

ROAD #: **E920** ROAD NAME: **DRIVING PARK AV** FROM: **PIERPONT ST** TO: **LAKE AVE** COUNTY: **Monroe**
 DIRECTION: **Westbound** FACTOR GROUP: **30** REC. SERIAL #: **2684** FUNC. CLASS: **17** CITY: **ROCHESTER**
 STATE DIR CODE: **2** WK OF YR: **27** PLACEMENT: **400 ft E of Pierpont** NHS: **no** LION#:
 DATE OF COUNT: **07/06/2011** @ REF MARKER: **JURIS: City** BIN:
 NOTES LANE 1: **WB Travel Lane** ADDL DATA: **Class Speed** CC Stn: RR CROSSING:
 COUNT TYPE: **VEHICLES** BATCH ID: **DOT-r4ww28** HPMS SAMPLE: **30136410**
 COUNT TAKEN BY: ORG CODE: **TST** INITIALS: **---** PROCESSED BY: ORG CODE: **DOT** INITIALS: **MAB**

DATE	DAY	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
		AM												PM														
1	F																											
2	S																											
3	S																											
4	M																											
5	T																											
6	W																											
7	T	80	42	51	27	24	72	138	175	188	238	243	290	304	373	352	404	434	470	385	319	291	240	203	155	5498	470	17
8	F	114	55	53	33	31	65	135	176	221	230	299	317	380	388	387	422	432	538	356	286	308	277	253	241	5997	538	17
9	S	160	97	104	73	50	36	82	106	166	194	273	319	357	336	335	344	343	326	330	306	312	285	277	186	5397	357	12
10	S	158	99	108	65	33	16	44	59	88	114	182	234	255	315	305	292	294	271	250	252	263	247	204	148	4296	315	13
11	M	86	59	39	25	33	86	155	203	202	236	245	288	338	343	355	377	457	464	320	286	246	223	175	130	5371	464	17
12	T	72	66	38	36	30	78	163	184	202	238	263	313	344	336	338	407	439	461	334	299	274	264	186	152	5517	461	17
13	W	106	60	40	24	29	85	152	201	213	211	196	304	341														
14	T																											
15	F																											
16	S																											
17	S																											
18	M																											
19	T																											
20	W																											
21	T																											
22	F																											
23	S																											
24	S																											
25	M																											
26	T																											
27	W																											
28	T																											
29	F																											
30	S																											
31	S																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)																							ADT	
93	56	46	30	28	75	149	188	205	231	249	302	332	351	354	394	448	475	352	298	274	243	192	140	5505
DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY		Axle Adj. Factor	Seasonal/Weekday Adjustment Factor	ESTIMATED (one way)																
				High Hour	% of day																			
8	167	5	101	475	9%	1.000	1.096	AADT 5023																

ROAD #: **E920** ROAD NAME: **DRIVING PARK AV** FROM: **PIERPONT ST** TO: **LAKE AVE** COUNTY: **Monroe**
 STATION: **431027** STATE DIR CODE: **2** PLACEMENT: **400 ft E of Pierpont** DATE OF COUNT: **07/06/2011**

**New York State Department of Transportation
Classification Count Average Weekday Data Report**

ROAD #: E920
COUNTY NAME: Monroe
REGION CODE: 4
FROM: PIERPONT ST
TO: LAKE AVE
REF-MARKER:
END MILEPOINT: 0110188
FUNC-CLASS: 17
STATION NO: 1027
COUNT TAKEN BY: ORG CODE: TST INITIALS: ---
PROCESSED BY: ORG CODE: DOT INITIALS: MAB

ROAD NAME: DRIVING PARK AV

YEAR: 2011
MONTH: July

STATION: 431027

NO. OF LANES: 2
HPMS NO: 30136410
LION#: ---

BATCH ID: DOT-r4ww28

DIRECTION	East	West	TOTAL
NUMBER OF VEHICLES	4970	5503	10473
NUMBER OF AXLES	10005	11054	21060
% HEAVY VEHICLES (F4-F13)	3.46%	2.83%	3.13%
% TRUCKS AND BUSES (F3-F13)	16.26%	11.14%	13.57%
AXLE CORRECTION FACTOR	0.99	1.00	0.99

VEHICLE CLASS	F1	F2	F3	F4	F5	F6	F7	F8	F9	F10	F11	F12	F13	TOTAL
NO. OF AXLES	2	2	2	2.5	2	3	4	3.5	5	6	5	6	8.75	
ENDING HOUR	1:00	1	59	5	0	1	0	0	0	0	0	0	0	66
	2:00	0	38	3	0	0	0	0	0	0	0	0	0	41
	3:00	0	33	2	0	0	0	0	0	0	0	0	0	35
	4:00	1	18	4	0	0	0	0	0	0	0	0	0	23
	5:00	1	22	4	0	0	0	0	0	0	0	0	0	27
	6:00	0	63	9	0	2	0	0	0	0	0	0	0	74
	7:00	2	164	23	2	3	3	0	1	0	0	0	0	198
	8:00	3	226	44	7	10	3	0	2	0	0	0	0	295
	9:00	3	250	44	3	11	1	0	1	0	0	0	0	313
	10:00	3	218	37	3	6	2	0	1	0	0	0	0	270
DIRECTION	11:00	2	208	31	1	8	3	0	1	0	0	0	0	254
East	12:00	3	207	35	2	9	3	0	1	0	0	0	0	260
	13:00	5	235	51	3	10	3	0	1	0	0	0	0	308
	14:00	5	239	43	4	5	2	0	1	0	0	0	0	299
	15:00	4	242	45	2	8	2	0	1	0	0	0	0	304
	16:00	6	280	43	2	7	2	0	0	0	0	0	0	340
	17:00	6	280	45	2	5	3	0	0	0	0	0	0	341
	18:00	3	266	40	0	3	3	0	0	0	0	0	0	315
	19:00	4	235	32	0	2	2	0	0	0	0	0	0	275
	20:00	4	205	27	0	2	0	0	0	0	0	0	0	238
	21:00	3	195	22	0	2	2	0	0	0	0	0	0	224
	22:00	2	182	18	0	1	0	0	0	0	0	0	0	203
	23:00	2	130	13	0	0	0	0	0	0	0	0	0	145
	24:00	0	104	16	0	2	0	0	0	0	0	0	0	122
TOTAL VEHICLES	63	4099	636	31	97	34	0	10	0	0	0	0	0	4970
TOTAL AXLES	126	8198	1272	78	194	102	0	35	0	0	0	0	0	10005
ENDING HOUR	1:00	1	86	4	0	2	0	0	0	0	0	0	0	93
	2:00	2	51	2	0	1	0	0	0	0	0	0	0	56
	3:00	0	42	2	0	0	0	0	0	0	0	0	0	44
	4:00	0	26	3	0	0	0	0	0	0	0	0	0	29
	5:00	0	25	3	0	0	1	0	0	0	0	0	0	29
	6:00	1	68	4	0	1	0	0	0	0	0	0	0	74
	7:00	3	125	15	2	4	1	0	0	0	0	0	0	150
	8:00	2	155	24	2	4	1	0	0	0	0	0	0	188
	9:00	2	167	26	1	7	2	0	0	0	0	0	0	205
	10:00	1	187	26	7	8	2	0	0	0	0	0	0	231
	11:00	3	209	24	3	6	4	0	1	0	0	0	0	250
DIRECTION	12:00	3	258	27	3	5	3	0	1	0	0	0	0	300
West	13:00	4	291	34	3	6	3	0	0	0	0	0	0	341
	14:00	4	300	33	5	6	1	0	1	0	0	0	0	350
	15:00	6	303	34	3	7	2	0	0	0	0	0	0	355
	16:00	6	330	47	3	8	0	0	0	0	0	0	0	394
	17:00	5	396	33	4	7	2	0	0	0	0	0	0	447
	18:00	9	419	37	4	5	1	0	0	0	0	0	0	475
	19:00	5	319	24	0	3	0	0	0	0	0	0	0	351
	20:00	3	271	18	0	5	0	0	0	0	0	0	0	297
	21:00	2	255	14	0	2	0	0	0	0	0	0	0	273
	22:00	3	228	10	0	1	0	0	0	0	0	0	0	242
	23:00	2	178	8	0	1	1	0	0	0	0	0	0	190
	24:00	1	133	5	0	0	0	0	0	0	0	0	0	139
TOTAL VEHICLES	68	4822	457	40	89	24	0	3	0	0	0	0	0	5503
TOTAL AXLES	136	9644	914	100	178	72	0	10	0	0	0	0	0	11054
GRAND TOTAL VEHICLES	131	8921	1093	71	186	58	0	13	0	0	0	0	0	10473
GRAND TOTAL AXLES	262	17842	2186	178	372	174	0	46	0	0	0	0	0	21059

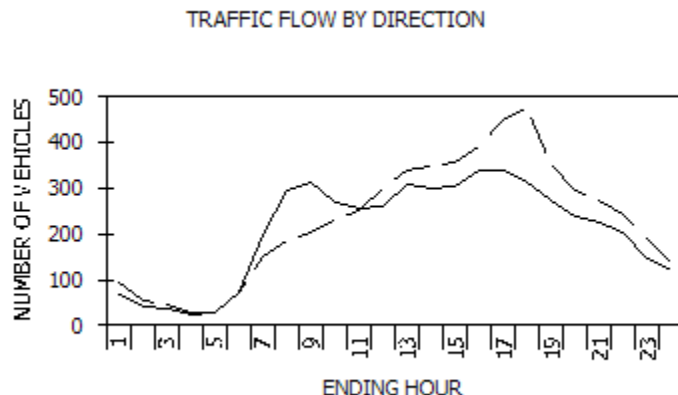
VEHICLE CLASSIFICATION CODES:

- F1. Motorcycles
- F2. Autos*
- F3. 2 Axle, 4-Tire Pickups, Vans, Motorhomes*
- F4. Buses
- F5. 2 Axle, 6-Tire Single Unit Trucks
- F6. 3 Axle Single Unit Trucks
- F7. 4 or More Axle Single Unit Trucks
- F8. 4 or Less Axle Vehicles, One Unit is a Truck
- F9. 5 Axle Double Unit Vehicles, One Unit is a Truck
- F10. 6 or More Double Unit Vehicles, One Unit is a Truck
- F11. 5 or Less Axle Multi-Unit Trucks
- F12. 6 Axle Multi-Unit Trucks
- F13. 7 or More Axle Multi-Unit Trucks

* INCLUDING THOSE HAULING TRAILERS

FUNCTIONAL CLASS CODES:

- | | | |
|-------|-------|-------------------------------|
| RURAL | URBAN | SYSTEM |
| 01 | 11 | PRINCIPAL ARTERIAL-INTERSTATE |
| 02 | 12 | PRINCIPAL ARTERIAL-EXPRESSWAY |
| 02 | 14 | PRINCIPAL ARTERIAL-OTHER |
| 06 | 16 | MINOR ARTERIAL |
| 07 | 17 | MAJOR COLLECTOR |
| 08 | 17 | MINOR COLLECTOR |
| 09 | 19 | LOCAL SYSTEM |



PEAK HOUR DATA

DIRECTION	HOUR	COUNT	2-WAY	HOUR	COUNT
East	17	341	A.M.	12	560
West	18	475	P.M.	18	790

SOURCE: NYSDOT DATA SERVICES BUREAU

**New York State Department of Transportation
Speed Count Average Weekday Report**

**Page 1 of 2
Date: 09/23/2011**

Station: 431027
Road #: E920 Road name: DRIVING PARK AV
From: PIERPONT ST
To: LAKE AVE
Direction: East

Start date: Wed 07/06/2011 14:00
End date: Wed 07/13/2011 13:45
County: Monroe
Town: ROCHESTER
Speed limit: 30
LION#:

Count duration: 168 hours
Functional class: 17
Factor group: 30
Batch ID: DOT-r4ww28
Count taken by: Org: TST Init: ---
Processed by: Org: DOT Init: MAB

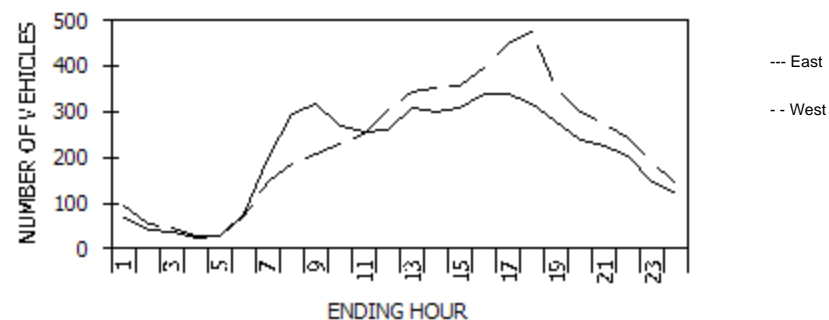
Counts have been summarized into NYSDOT EI standard bins

	Speeds, mph															% Exc								
	0.0- Hour	20.1- 20.0	25.1- 25.0	30.1- 30.0	35.1- 35.0	40.1- 40.0	45.1- 45.0	50.1- 50.0	55.1- 55.0	60.1- 60.0	65.1- 65.0	70.1- 70.0	75.1- 75.0	80.1- 80.0	85.1- 85.0	% Exc 45.0	% Exc 50.0	% Exc 55.0	% Exc 60.0	% Exc 65.0	Avg	50th%	85th%	Total
1:00	8	14	26	14	3	1	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	24.4	27.2	32.9	66
2:00	9	10	14	6	2	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	22.0	25.6	31.6	41
3:00	10	6	10	6	3	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	21.3	25.8	33.2	35
4:00	2	4	9	6	1	2	1	0	0	0	0	0	0	0	0	4.0	0.0	0.0	0.0	0.0	26.8	28.7	36.3	25
5:00	0	4	12	10	3	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	28.9	29.4	34.4	29
6:00	3	9	27	26	10	1	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	28.2	29.9	35.0	76
7:00	9	14	73	75	24	3	0	1	0	0	0	0	0	0	0	0.5	0.5	0.0	0.0	0.0	28.5	30.3	34.9	199
8:00	16	30	112	105	27	4	1	0	0	0	0	0	0	0	0	0.3	0.0	0.0	0.0	0.0	27.6	29.6	34.5	295
9:00	17	27	118	115	35	3	1	0	0	0	0	0	0	0	0	0.3	0.0	0.0	0.0	0.0	27.9	29.9	34.7	316
10:00	19	31	102	89	25	3	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	26.9	29.2	34.4	269
11:00	18	36	103	75	20	3	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	26.5	28.6	34.0	255
12:00	24	46	106	69	13	2	1	0	0	0	0	0	0	0	0	0.4	0.0	0.0	0.0	0.0	25.5	27.9	33.4	261
13:00	27	53	123	86	16	4	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	25.7	28.1	33.5	309
14:00	19	35	124	96	23	3	1	0	0	0	0	0	0	0	0	0.3	0.0	0.0	0.0	0.0	27.0	28.9	34.1	301
15:00	19	46	125	93	22	2	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	26.7	28.6	33.9	307
16:00	23	49	141	103	22	3	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	26.5	28.5	33.8	341
17:00	39	49	146	85	19	2	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	25.0	27.9	33.3	340
18:00	33	45	133	87	17	1	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	25.4	28.1	33.4	316
19:00	22	45	116	74	17	2	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	25.9	28.1	33.5	276
20:00	20	34	97	70	15	4	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	26.1	28.5	33.8	240
21:00	13	38	94	64	13	3	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	26.6	28.3	33.7	225
22:00	16	42	95	42	8	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	25.3	27.3	32.4	203
23:00	7	26	62	40	9	1	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	26.7	28.2	33.6	145
24:00	5	23	51	32	9	1	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	26.9	28.2	33.8	121
Avg. Daily Total	378	716	2019	1468	356	48	5	1	0	0	0	0	0	0	0	0.1	0.0	0.0	0.0	0.0	26.3	28.5	33.9	4991
Percent	7.6%	14.3%	40.5%	29.4%	7.1%	1.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%									
Cum. Percent	7.6%	21.9%	62.4%	91.8%	98.9%	99.9%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%									
Average hour	16	30	84	61	15	2	0	0	0	0	0	0	0	0	0									208

TRAFFIC FLOW BY DIRECTION

	Avg. Speed	50th% Speed	85th% Speed
East	26.3	28.5	33.9
West	25.8	28.2	33.4

Peak Hour Data					
Direction	Hour	Count	2-way	Hour	Count
East	16	341	A.M.	12	565
West	18	475	P.M.	18	791



**New York State Department of Transportation
Speed Count Average Weekday Report**

**Page 2 of 2
Date: 09/23/2011**

Station: 431027
Road #: E920 Road name: DRIVING PARK AV
From: PIERPONT ST
To: LAKE AVE
Direction: West

Start date: Wed 07/06/2011 14:00
End date: Wed 07/13/2011 13:45
County: Monroe
Town: ROCHESTER
Speed limit: 30
LION#:

Count duration: 168 hours
Functional class: 17
Factor group: 30
Batch ID: DOT-r4ww28
Count taken by: Org: TST Init: ---
Processed by: Org: DOT Init: MAB

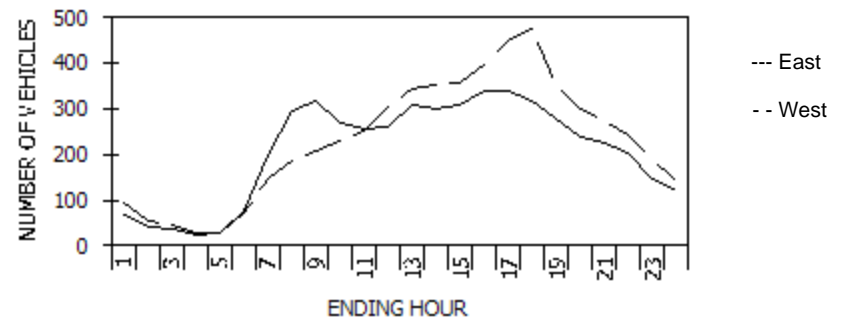
Counts have been summarized into NYSDOT EI standard bins

	Speeds, mph																																							
	0.0- Hour	20.1- 20.0	25.1- 25.0	30.1- 30.0	35.1- 35.0	40.1- 40.0	45.1- 45.0	50.1- 50.0	55.1- 55.0	60.1- 60.0	65.1- 65.0	70.1- 70.0	75.1- 75.0	95.0	% Exc 45.0	% Exc 50.0	% Exc 55.0	% Exc 60.0	% Exc 65.0	Avg	50th%	85th%	Total																	
1:00	17	15	35	20	5	1	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	23.3	27.1	33.1	93																	
2:00	12	10	17	12	2	1	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	22.4	26.5	32.9	54																	
3:00	8	8	15	11	2	1	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	23.5	27.2	33.3	45																	
4:00	3	4	10	9	2	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	25.5	28.6	33.8	28																	
5:00	1	4	10	8	4	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	27.9	29.3	35.0	27																	
6:00	4	10	20	30	8	2	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	27.9	30.6	34.9	74																	
7:00	10	12	52	54	17	3	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	27.6	30.0	34.8	148																	
8:00	19	19	65	66	16	2	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	26.2	29.3	34.3	187																	
9:00	14	21	78	78	14	1	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	27.0	29.4	34.0	206																	
10:00	16	29	91	79	14	2	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	26.7	28.9	33.9	231																	
11:00	17	29	105	85	14	1	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	26.7	28.8	33.7	251																	
12:00	41	51	117	82	12	1	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	24.4	27.6	33.1	304																	
13:00	26	50	146	103	15	2	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	26.1	28.3	33.4	342																	
14:00	24	43	156	109	19	1	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	26.5	28.5	33.5	352																	
15:00	36	47	148	101	22	1	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	25.6	28.2	33.6	355																	
16:00	32	67	177	96	20	3	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	25.7	27.8	33.2	395																	
17:00	55	75	193	107	18	2	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	24.6	27.5	32.8	450																	
18:00	50	88	204	116	16	1	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	24.9	27.5	32.7	475																	
19:00	34	52	156	93	14	2	1	0	0	0	0	0	0	0	0.3	0.0	0.0	0.0	0.0	25.4	27.9	33.1	352																	
20:00	21	48	128	87	14	1	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	26.1	28.2	33.3	299																	
21:00	20	42	123	75	12	2	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	26.1	28.1	33.2	274																	
22:00	13	38	116	68	7	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	26.4	28.1	32.9	242																	
23:00	11	28	84	59	9	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	26.6	28.4	33.4	191																	
24:00	9	23	57	43	6	2	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	26.4	28.4	33.5	140																	
Avg. Daily Total	493	813	2303	1591	282	32	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	25.8	28.2	33.4	5515																	
Percent	8.9%	14.7%	41.8%	28.8%	5.1%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%																										
Cum. Percent	8.9%	23.7%	65.4%	94.3%	99.4%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%																										
Average hour	21	34	96	66	12	1	0	0	0	0	0	0	0	0									230																	

TRAFFIC FLOW BY DIRECTION

	Avg. Speed	50th% Speed	85th% Speed
East	26.3	28.5	33.9
West	25.8	28.2	33.4

Peak Hour Data					
Direction	Hour	Count	2-way	Hour	Count
East	16	341	A.M.	12	565
West	18	475	P.M.	18	791



New York State Department of Transportation

Traffic Count Hourly Report

ROAD #: **E710** ROAD NAME: **DEWEY AVE** FROM: **FELIX ST** TO: **DRIVING PK AVE** COUNTY: **Monroe**
 DIRECTION: Northbound FACTOR GROUP: 30 REC. SERIAL #: 2551 FUNC. CLASS: 16 CITY: **ROCHESTER**
 STATE DIR CODE: 1 WK OF YR: 28 PLACEMENT: 800' north of felix st NHS: no LION#:
 DATE OF COUNT: 07/12/2011 @ REF MARKER: JURIS: City BIN:
 NOTES LANE 1: nb travel lane ADDL DATA: CC Stn: RR CROSSING:
 COUNT TYPE: AXLE PAIRS BATCH ID: DOT-DOTr4ww29 HPMS SAMPLE:
 COUNT TAKEN BY: ORG CODE: DOT INITIALS: NJA PROCESSED BY: ORG CODE: DOT INITIALS: DRJ

DATE	DAY	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
		AM												PM														
1	F																											
2	S																											
3	S																											
4	M																											
5	T																											
6	W																											
7	T																											
8	F																											
9	S																											
10	S																											
11	M																											
12	T																											
13	W	71	47	37	30	20	57	93	163	196	201	204	293	318	274	305	362	340	400	286	231	219	196	179	109			
14	T	72	38	30	24	15	53	99	174	188	230	214	265	317	303	304	365	366	352	295	209	215	186	146	115	4596	366	16
15	F	83	61	58	24	24	46	89	148	211	200	266	269	291	323	343	339	377	377	301	241	232	233	187	125	4797	377	16
16	S																											
17	S																											
18	M																											
19	T																											
20	W																											
21	T																											
22	F																											
23	S																											
24	S																											
25	M																											
26	T																											
27	W																											
28	T																											
29	F																											
30	S																											
31	S																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)																							ADT	
74	48	41	26	20	51	93	160	195	207	225	272	305	296	313	350	356	371	290	224	219	202	169	114	4621
<u>DAYS Counted</u>	<u>HOURS Counted</u>			<u>WEEKDAYS Counted</u>	<u>WEEKDAY Hours</u>	<u>AVERAGE WEEKDAY</u>		<u>Axle Adj. Factor</u>	<u>Seasonal/Weekday Adjustment Factor</u>	<u>ESTIMATED (one way)</u>														
						High Hour	% of day																	
4	72			4	72	371	8%	0.986	1.100	AADT 4201														

AADT
4201

ROAD #: **E710** ROAD NAME: **DEWEY AVE** FROM: **FELIX ST** TO: **DRIVING PK AVE** COUNTY: **Monroe**
 STATION: **432025** STATE DIR CODE: **1** PLACEMENT: **800' north of felix st** DATE OF COUNT: **07/12/2011**

New York State Department of Transportation

Traffic Count Hourly Report

ROAD #: **E710** ROAD NAME: **DEWEY AVE** FROM: **FELIX ST** TO: **DRIVING PK AVE** COUNTY: **Monroe**
 DIRECTION: Southbound FACTOR GROUP: 30 REC. SERIAL #: 2551 FUNC. CLASS: 16 CITY: **ROCHESTER**
 STATE DIR CODE: 2 WK OF YR: 28 PLACEMENT: 800' north of felix st NHS: no LION#:
 DATE OF COUNT: 07/12/2011 @ REF MARKER: JURIS: City BIN:
 NOTES LANE 1: sb travel lane ADDL DATA: CC Stn: RR CROSSING:
 BATCH ID: DOT-DOTr4ww29 HPMS SAMPLE:

COUNT TAKEN BY: ORG CODE: DOT INITIALS: NJA

PROCESSED BY: ORG CODE: DOT INITIALS: DRJ

DATE	DAY	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
		AM												PM														
1	F																											
2	S																											
3	S																											
4	M																											
5	T																											
6	W																											
7	T																											
8	F																											
9	S																											
10	S																											
11	M																											
12	T													272	241	296	296	281	318	282	310	237	279	240	240	211	156	102
13	W	83	45	38	17	24	49	154	324	260	241	234	268	275	306	274	289	306	234	263	255	234	189	143	121	4626	324	7
14	T	67	45	34	14	18	46	139	287	293	238	254	299	295	310	298	307	342	287	317	247	241	216	183	132	4909	342	16
15	F	76	63	54	23	22	50	149	291	264																		
16	S																											
17	S																											
18	M																											
19	T																											
20	W																											
21	T																											
22	F																											
23	S																											
24	S																											
25	M																											
26	T																											
27	W																											
28	T																											
29	F																											
30	S																											
31	S																											

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)

ADT

74 50 41 18 21 47 145 297 268 246 240 284 285 295 293 289 315 249 282 244 235 202 159 116 4695

DAYS
CountedHOURS
CountedWEEKDAYS
CountedWEEKDAY
HoursAVERAGE WEEKDAY
High Hour

% of day

Axle Adj.
FactorSeasonal/Weekday
Adjustment Factor

ESTIMATED (one way)

AADT
4268

ROAD #: **E710** ROAD NAME: **DEWEY AVE**
 STATION: **432025** STATE DIR CODE: **2**

FROM: **FELIX ST**
 PLACEMENT: **800' north of felix st**

TO: **DRIVING PK AVE**

COUNTY: **Monroe**
 DATE OF COUNT: **07/12/2011**

STATION: **434049**

New York State Department of Transportation

Traffic Count Hourly Report

Page 1 of 2

ROAD #: **E710** ROAD NAME: **DEWEY AVE** FROM: **DRIVING PK AVE** TO: **RIDGEWAY AVE** COUNTY: **Monroe**
 DIRECTION: Northbound FACTOR GROUP: 30 REC. SERIAL #: 2638 FUNC. CLASS: 16 CITY: **ROCHESTER**
 STATE DIR CODE: 1 WK OF YR: 48 PLACEMENT: 50' N of Seneca Pkwy. NHS: no LION#:
 DATE OF COUNT: 11/30/2011 @ REF MARKER: JURIS: City BIN:
 NOTES LANE 1: WK49-NB-Travel ADDL DATA: Class Speed CC Stn: RR CROSSING:
 NOTES LANE 2: WK49-NB-Pass COUNT TYPE: VEHICLES BATCH ID: DOT-R4WW49a HPMS SAMPLE:
 COUNT TAKEN BY: ORG CODE: TST INITIALS: GNL PROCESSED BY: ORG CODE: DOT INITIALS: MAB

DATE	DAY	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
		AM												PM														
30	W																616	620	636	414	367	319	237	177	112			
1	T	73	49	22	24	31	84	157	380	283	351	381	408	441	453	560	696	647	709	572	371	301	254	169	155	7571	709	17
2	F	86	57	54	23	47	56	142	382	292	360	379	407	452	436	601	706	714	732	533	408	341	369	235	187	7999	732	17
3	S	137	82	87	50	44	50	71	109	305	263	404	545	550	482	509	508	505	494	404	342	335	252	240	166	6934	550	12
4	S	117	90	102	62	31	24	55	96	127	217	268	325	413	443	440	476	474	490	414	326	316	202	150	115	5773	490	17
5	M	56	35	29	23	26	67	136	377	293	338	345	364	364	408	493	636	613	665	438	283	259	228	161	112	6749	665	17
6	T	70	39	41	19	29	51	146	369	273	311	303	360	363	373	552	638	650	663	497	369	266	237	144	120	6883	663	17
7	W	79	58	28	21	18	55	147	357	297	307	331	355	412														

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)																				ADT				
77	51	36	22	31	62	146	373	288	333	348	379	395	411	535	646	632	668	480	348	286	239	163	125	7074
DAYS Counted	HOURS Counted	WEEKDAYS Counted	WEEKDAY Hours	AVERAGE WEEKDAY		Axle Adj. Factor	Seasonal/Weekday Adjustment Factor	ESTIMATED																
				High Hour	% of day																			
7	166	4	100	668	9%	1.000	1.026	AADT 6895																

ROAD #: **E710** ROAD NAME: **DEWEY AVE** FROM: **DRIVING PK AVE** TO: **RIDGEWAY AVE** COUNTY: **Monroe**
 STATION: **434049** STATE DIR CODE: **1** PLACEMENT: **50' N of Seneca Pkwy.** DATE OF COUNT: **11/30/2011**

New York State Department of Transportation

Traffic Count Hourly Report

ROAD #: **E710** ROAD NAME: **DEWEY AVE** FROM: **DRIVING PK AVE** TO: **RIDGEWAY AVE** COUNTY: **Monroe**
 DIRECTION: Southbound FACTOR GROUP: 30 REC. SERIAL #: 2979 FUNC. CLASS: 16 CITY: **ROCHESTER**
 STATE DIR CODE: 2 WK OF YR: 48 PLACEMENT: 50' N of Seneca Pkwy. NHS: no LION#:
 DATE OF COUNT: 11/30/2011 @ REF MARKER: JURIS: City BIN:
 NOTES LANE 1: WK49-SB-Travel ADDL DATA: Class Speed CC Stn: RR CROSSING:
 NOTES LANE 2: WK49-SB-Pass COUNT TYPE: VEHICLES BATCH ID: DOT-R4WW49a HPMS SAMPLE:
 COUNT TAKEN BY: ORG CODE: TST INITIALS: GNL PROCESSED BY: ORG CODE: DOT INITIALS: MAB

DATE	DAY	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	12 TO 1	1 TO 2	2 TO 3	3 TO 4	4 TO 5	5 TO 6	6 TO 7	7 TO 8	8 TO 9	9 TO 10	10 TO 11	11 TO 12	DAILY TOTAL	DAILY HIGH COUNT	DAILY HIGH HOUR
		AM												PM														
30	W																516	514	544	529	308	294	236	176	124			
1	T	71	43	25	24	29	97	250	783	476	382	365	425	481	453	575	549	573	510	548	350	340	263	188	142	7942	783	7
2	F	104	52	42	30	38	88	226	761	471	403	350	448	460	464	591	608	626	598	505	419	405	355	273	184	8501	761	7
3	S	144	77	80	50	44	48	79	202	366	311	375	549	524	514	528	518	490	547	433	373	344	311	279	213	7399	549	11
4	S	148	97	84	51	36	34	69	92	156	224	260	374	521	465	475	511	529	449	409	332	274	205	151	121	6067	529	16
5	M	66	42	36	19	33	86	253	761	491	390	333	330	423	435	475	585	524	445	399	299	276	260	147	140	7248	761	7
6	T	88	39	39	27	32	87	275	788	482	354	349	349	417	419	489	595	597	534	466	357	290	272	173	128	7646	788	7
7	W	87	36	41	14	29	79	239	775	482	359	314	347	407														

AVERAGE WEEKDAY HOURS (Axle Factored, Mon 6AM to Fri Noon)																							ADT	
88	42	37	24	32	88	249	774	480	378	342	380	432	436	513	561	552	508	486	328	300	258	171	134	7593
<u>DAYS Counted</u>	<u>HOURS Counted</u>			<u>WEEKDAYS Counted</u>	<u>WEEKDAY Hours</u>	<u>AVERAGE WEEKDAY</u>		<u>Axle Adj. Factor</u>	<u>Seasonal/Weekday Adjustment Factor</u>	<u>ESTIMATED</u>														
						High Hour	% of day																	
7	166			4	100	774		10%	1.000	1.026														
											AADT													
											7401													

**New York State Department of Transportation
Classification Count Average Weekday Data Report**

ROAD #:	E710	ROAD NAME:	DEWEY AVE	YEAR:	2011	STATION:	434049
COUNTY NAME:	Monroe			MONTH:	November		
REGION CODE:	4						
FROM:	DRIVING PK AVE						
TO:	RIDGEWAY AVE						
REF-MARKER:							
END MILEPOINT:	0110210	NO. OF LANES:	4				
FUNC-CLASS:	16	HPMS NO:					
STATION NO:	4049	LION#:					
COUNT TAKEN BY:	ORG CODE: TST	INITIALS: GNL					
PROCESSED BY:	ORG CODE: DOT	INITIALS: MAB					
		BATCH ID:	DOT-R4WW49a				

DIRECTION	North	South	TOTAL
NUMBER OF VEHICLES	7078	7589	14667
NUMBER OF AXLES	14247	15294	29541
% HEAVY VEHICLES (F4-F13)	3.43%	3.99%	3.72%
% TRUCKS AND BUSES (F3-F13)	11.16%	12.54%	11.88%
AXLE CORRECTION FACTOR	0.99	0.99	0.99

VEHICLE CLASS	F1	F2	F3	F4	F5	F6	F7	F8	F9	F10	F11	F12	F13	TOTAL
NO. OF AXLES	2	2	2	2.5	2	3	4	3.5	5	6	5	6	8.75	
ENDING HOUR	1:00	0	72	3	0	0	0	0	0	0	0	0	0	75
	2:00	0	47	3	0	0	0	0	0	0	0	0	0	50
	3:00	0	34	1	0	0	0	0	0	0	0	0	0	35
	4:00	1	18	2	0	0	0	0	0	0	0	0	0	21
	5:00	1	25	3	0	1	2	0	0	0	0	0	0	32
	6:00	0	55	4	2	1	0	0	0	0	0	0	0	62
	7:00	1	120	15	2	6	0	1	0	0	0	0	0	145
	8:00	3	304	41	6	16	1	2	0	0	0	0	0	373
	9:00	4	240	27	3	11	1	2	0	0	0	0	0	288
	10:00	6	279	31	2	10	1	3	0	0	0	0	0	332
DIRECTION	11:00	6	295	37	4	4	1	1	0	0	0	0	0	348
North	12:00	5	326	39	1	4	1	2	0	0	0	0	0	378
	13:00	5	349	37	4	8	1	2	1	0	0	0	0	407
	14:00	4	361	33	4	8	0	1	0	0	0	0	0	411
	15:00	8	435	48	9	29	1	4	0	0	0	0	0	534
	16:00	7	549	62	10	16	1	3	0	0	0	0	0	648
	17:00	10	554	45	5	15	0	3	0	0	0	0	0	632
	18:00	10	614	32	3	6	1	2	0	0	0	0	0	668
	19:00	8	437	29	1	2	0	2	0	0	0	0	0	479
	20:00	6	318	21	0	1	0	1	0	0	0	0	0	347
	21:00	4	267	13	0	1	0	1	0	0	0	0	0	286
	22:00	3	222	12	0	2	0	1	0	0	0	0	0	240
	23:00	2	153	6	0	1	0	1	0	0	0	0	0	163
	24:00	2	118	3	0	0	0	1	0	0	0	0	0	124
TOTAL VEHICLES		96	6192	547	56	142	11	0	33	1	0	0	0	7078
TOTAL AXLES		192	12384	1094	140	284	33	0	116	5	0	0	0	14247
ENDING HOUR	1:00	0	79	6	0	1	0	0	1	0	0	0	0	87
	2:00	0	40	2	0	0	0	0	0	0	0	0	0	42
	3:00	0	34	2	0	1	0	0	0	0	0	0	0	37
	4:00	0	22	1	0	0	0	0	0	0	0	0	0	23
	5:00	0	28	4	0	0	0	0	0	0	0	0	0	32
	6:00	0	72	10	2	2	0	1	0	0	0	0	0	87
	7:00	0	197	27	11	9	1	3	0	0	0	0	0	248
	8:00	1	636	76	19	33	1	6	0	1	1	0	0	774
	9:00	1	390	51	12	23	1	2	1	0	0	0	0	481
	10:00	1	310	41	9	15	1	2	0	0	0	0	0	379
	11:00	0	288	41	3	7	1	2	0	0	0	0	0	342
DIRECTION	12:00	0	327	42	2	6	1	1	0	0	0	0	0	379
South	13:00	1	383	41	2	8	1	2	0	0	0	0	0	438
	14:00	4	373	44	4	8	0	2	0	0	0	0	0	435
	15:00	4	433	47	10	15	1	2	0	0	0	0	0	512
	16:00	2	492	47	7	11	0	1	0	0	0	0	0	560
	17:00	3	486	42	8	12	0	1	0	0	0	0	0	552
	18:00	1	464	33	5	3	0	2	0	0	0	0	0	508
	19:00	0	444	32	3	5	0	1	0	0	0	0	0	485
	20:00	1	306	18	0	2	0	1	0	0	0	0	0	328
	21:00	0	284	14	0	0	0	1	0	0	0	0	0	299
	22:00	0	239	16	0	1	0	1	0	0	0	0	0	257
	23:00	0	163	8	0	0	0	0	0	0	0	0	0	171
	24:00	0	128	4	0	0	0	1	0	0	0	0	0	133
TOTAL VEHICLES		19	6618	649	97	162	8	0	33	1	1	1	0	7589
TOTAL AXLES		38	13236	1298	242	324	24	0	116	5	6	5	0	15294
GRAND TOTAL VEHICLES		115	12810	1196	153	304	19	0	66	2	1	1	0	14667
GRAND TOTAL AXLES		230	25620	2392	382	608	57	0	231	10	6	5	0	29541

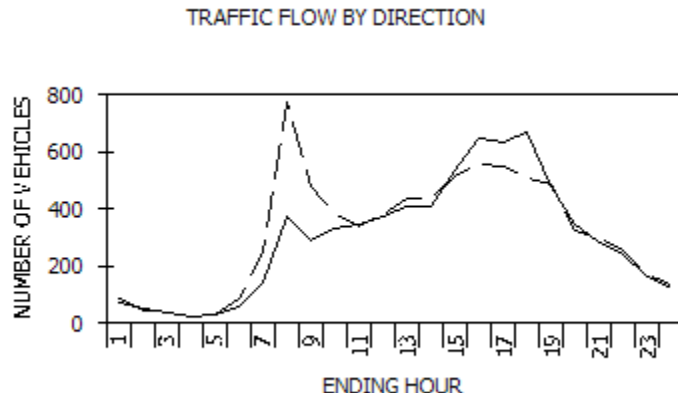
VEHICLE CLASSIFICATION CODES:

- F1. Motorcycles
- F2. Autos*
- F3. 2 Axle, 4-Tire Pickups, Vans, Motorhomes*
- F4. Buses
- F5. 2 Axle, 6-Tire Single Unit Trucks
- F6. 3 Axle Single Unit Trucks
- F7. 4 or More Axle Single Unit Trucks
- F8. 4 or Less Axle Vehicles, One Unit is a Truck
- F9. 5 Axle Double Unit Vehicles, One Unit is a Truck
- F10. 6 or More Double Unit Vehicles, One Unit is a Truck
- F11. 5 or Less Axle Multi-Unit Trucks
- F12. 6 Axle Multi-Unit Trucks
- F13. 7 or More Axle Multi-Unit Trucks

* INCLUDING THOSE HAULING TRAILERS

FUNCTIONAL CLASS CODES:

RURAL	URBAN	SYSTEM
01	11	PRINCIPAL ARTERIAL-INTERSTATE
02	12	PRINCIPAL ARTERIAL-EXPRESSWAY
02	14	PRINCIPAL ARTERIAL-OTHER
06	16	MINOR ARTERIAL
07	17	MAJOR COLLECTOR
08	17	MINOR COLLECTOR
09	19	LOCAL SYSTEM



--- North		--South			
PEAK HOUR DATA					
DIRECTION	HOUR	COUNT	2-WAY	HOUR	COUNT
North	18	668	A.M.	8	1147
South	8	774	P.M.	16	1208

SOURCE: NYSDOT DATA SERVICES BUREAU

**New York State Department of Transportation
Speed Count Average Weekday Report**

**Page 1 of 2
Date: 01/12/2012**

Station: 434049
Road #: E710 Road name: DEWEY AVE
From: DRIVING PK AVE
To: RIDGEWAY AVE
Direction: North
Lanes: 1, 2

Start date: Wed 11/30/2011 15:00
End date: Wed 12/07/2011 13:45
County: Monroe
Town: ROCHESTER
Speed limit: 30
LION#:

Count duration: 167 hours
Functional class: 16
Factor group: 30
Batch ID: DOT-R4WW49a
Count taken by: Org: TST Init: GNL
Processed by: Org: DOT Init: MAB

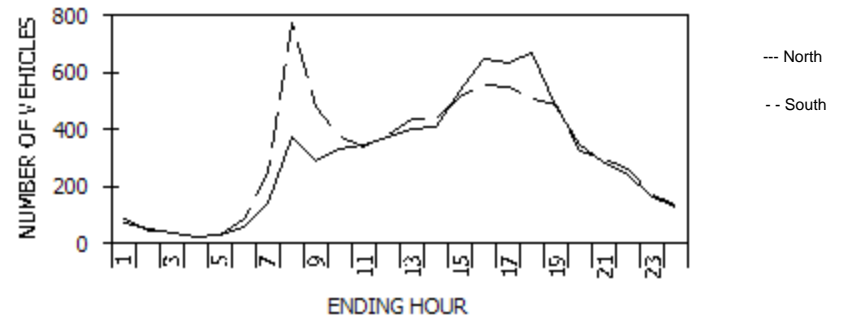
Counts have been summarized into NYSDOT EI standard bins

	Speeds, mph																																						
	0.0-	20.1-	25.1-	30.1-	35.1-	40.1-	45.1-	50.1-	55.1-	60.1-	65.1-	70.1-	75.1-	% Exc	% Exc	% Exc	% Exc	% Exc																					
Hour	20.0	25.0	30.0	35.0	40.0	45.0	50.0	55.0	60.0	65.0	70.0	75.0	95.0	45.0	50.0	55.0	60.0	65.0	Avg	50th%	85th%	Total																	
1:00	4	2	18	35	15	1	1	0	0	0	0	0	0	1.3	0.0	0.0	0.0	0.0	29.6	32.0	36.9	76																	
2:00	2	1	18	22	7	1	1	0	0	0	0	0	0	1.9	0.0	0.0	0.0	0.0	29.6	31.2	35.9	52																	
3:00	2	1	8	16	7	2	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	29.7	32.2	37.6	36																	
4:00	1	1	5	9	4	1	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	29.6	32.0	37.4	21																	
5:00	4	1	7	12	6	2	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	27.2	31.7	37.7	32																	
6:00	5	4	12	24	13	2	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	28.3	31.9	37.4	60																	
7:00	13	11	43	52	21	4	1	0	0	0	0	0	0	0.7	0.0	0.0	0.0	0.0	27.3	30.6	36.1	145																	
8:00	49	92	142	72	16	3	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	23.9	26.7	32.5	374																	
9:00	40	40	99	78	26	5	1	0	0	0	0	0	0	0.3	0.0	0.0	0.0	0.0	24.9	28.3	34.3	289																	
10:00	43	43	105	98	37	6	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	25.3	28.9	34.7	332																	
11:00	43	40	115	112	32	5	1	0	0	0	0	0	0	0.3	0.0	0.0	0.0	0.0	25.5	29.0	34.4	348																	
12:00	40	47	125	129	32	5	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	25.9	29.1	34.3	378																	
13:00	48	53	141	125	32	5	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	25.4	28.6	34.1	404																	
14:00	40	50	145	126	42	6	2	1	0	0	0	0	0	0.7	0.2	0.0	0.0	0.0	26.3	29.0	34.6	412																	
15:00	92	103	171	120	45	4	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	23.6	27.2	33.7	535																	
16:00	137	139	191	145	29	5	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	22.5	26.3	32.9	646																	
17:00	120	126	202	144	37	3	1	0	0	0	0	0	0	0.2	0.0	0.0	0.0	0.0	23.1	26.8	33.2	633																	
18:00	130	137	223	143	33	3	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	22.8	26.6	32.8	669																	
19:00	56	76	182	131	32	2	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	25.0	28.0	33.6	479																	
20:00	30	31	122	126	30	7	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	26.8	29.6	34.5	346																	
21:00	28	27	89	109	28	5	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	26.6	30.0	34.6	286																	
22:00	16	21	83	88	26	5	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	27.6	30.0	34.8	239																	
23:00	14	12	48	66	22	2	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	27.4	30.7	35.0	164																	
24:00	9	4	39	51	19	4	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	28.4	31.1	36.1	126																	
Avg. Daily Total	966	1062	2333	2033	591	88	8	1	0	0	0	0	0	0.1	0.0	0.0	0.0	0.0	24.8	28.3	34.1	7082																	
Percent 13.6%	15.0%	32.9%	28.7%	8.3%	1.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%																										
Cum. Percent 13.6%	28.6%	61.6%	90.3%	98.6%	99.9%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%																										
Average hour	40	44	97	85	25	4	0	0	0	0	0	0	0									295																	

TRAFFIC FLOW BY DIRECTION

	Avg. Speed	50th% Speed	85th% Speed
North	24.8	28.3	34.1
South	25.6	28.7	34.5

Peak Hour Data					
Direction	Hour	Count	2-way	Hour	Count
North	18	669	A.M.	8	1147
South	8	773	P.M.	16	1206



**New York State Department of Transportation
Speed Count Average Weekday Report**

**Page 2 of 2
Date: 01/12/2012**

Station: 434049
Road #: E710 Road name: DEWEY AVE
From: DRIVING PK AVE
To: RIDGEWAY AVE
Direction: South
Lanes: 1, 2

Start date: Wed 11/30/2011 15:00
End date: Wed 12/07/2011 13:45
County: Monroe
Town: ROCHESTER
Speed limit: 30
LION#:

Count duration: 167 hours
Functional class: 16
Factor group: 30
Batch ID: DOT-R4WW49a
Count taken by: Org: TST Init: GNL
Processed by: Org: DOT Init: MAB

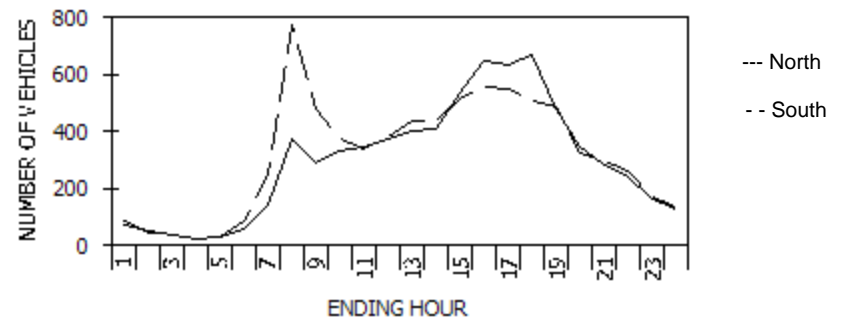
Counts have been summarized into NYSDOT EI standard bins

	Speeds, mph															% Exc								
	0.0- Hour	20.1- 20.0	25.1- 25.0	30.1- 30.0	35.1- 35.0	40.1- 40.0	45.1- 45.0	50.1- 50.0	55.1- 55.0	60.1- 60.0	65.1- 65.0	70.1- 70.0	75.1- 75.0	80.1- 80.0	85.1- 85.0	% Exc 45.0	% Exc 50.0	% Exc 55.0	% Exc 60.0	% Exc 65.0	Avg	50th%	85th%	Total
1:00	8	6	19	39	12	2	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	27.5	31.3	35.5	86
2:00	3	2	12	17	7	2	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	28.5	31.4	36.9	43
3:00	2	2	12	14	6	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	28.4	30.8	35.6	36
4:00	2	2	8	8	4	1	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	27.6	30.4	36.6	25
5:00	3	5	10	9	4	0	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	26.0	28.8	34.7	31
6:00	4	7	22	36	12	5	2	0	0	0	0	0	0	0	0	2.3	0.0	0.0	0.0	0.0	29.3	31.6	37.5	88
7:00	13	29	72	81	43	9	2	1	0	0	0	0	0	0	0	1.2	0.4	0.0	0.0	0.0	28.4	30.7	37.1	250
8:00	95	190	320	131	34	3	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	24.0	26.6	32.0	773
9:00	33	73	168	136	56	12	1	0	0	0	0	0	0	0	0	0.2	0.0	0.0	0.0	0.0	26.9	29.0	34.9	479
10:00	21	37	128	134	47	8	1	0	0	0	0	0	0	0	0	0.3	0.0	0.0	0.0	0.0	27.9	30.1	35.0	376
11:00	28	37	110	115	42	9	1	0	0	0	0	0	0	0	0	0.3	0.0	0.0	0.0	0.0	27.1	29.9	35.1	342
12:00	30	45	116	127	48	11	3	0	0	0	0	0	0	0	0	0.8	0.0	0.0	0.0	0.0	27.2	30.0	35.6	380
13:00	31	54	131	156	52	12	2	0	0	0	0	0	0	0	0	0.5	0.0	0.0	0.0	0.0	27.4	30.1	35.1	438
14:00	57	47	129	139	57	7	1	0	0	0	0	0	0	0	0	0.2	0.0	0.0	0.0	0.0	25.6	29.5	35.0	437
15:00	93	68	179	127	40	4	1	0	0	0	0	0	0	0	0	0.2	0.0	0.0	0.0	0.0	23.7	27.7	33.8	512
16:00	106	82	202	133	32	4	1	0	0	0	0	0	0	0	0	0.2	0.0	0.0	0.0	0.0	23.3	27.3	33.3	560
17:00	124	76	182	135	30	2	1	0	0	0	0	0	0	0	0	0.2	0.0	0.0	0.0	0.0	22.6	27.1	33.2	550
18:00	76	70	184	137	36	4	1	0	0	0	0	0	0	0	0	0.2	0.0	0.0	0.0	0.0	24.4	28.0	33.8	508
19:00	53	71	178	139	38	6	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	25.5	28.4	34.0	485
20:00	30	36	112	110	34	6	1	0	0	0	0	0	0	0	0	0.3	0.0	0.0	0.0	0.0	26.6	29.4	34.7	329
21:00	24	32	102	102	33	5	1	0	0	0	0	0	0	0	0	0.3	0.0	0.0	0.0	0.0	27.0	29.6	34.8	299
22:00	16	28	94	88	27	6	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	27.5	29.6	34.7	259
23:00	6	19	56	65	21	3	1	0	0	0	0	0	0	0	0	0.6	0.0	0.0	0.0	0.0	28.6	30.4	35.0	171
24:00	9	9	35	52	23	5	0	0	0	0	0	0	0	0	0	0.0	0.0	0.0	0.0	0.0	28.4	31.3	36.8	133
Avg. Daily Total	867	1027	2581	2230	738	126	20	1	0	0	0	0	0	0	0	0.3	0.0	0.0	0.0	0.0	25.6	28.7	34.5	7590
Percent 11.4%		13.5%	34.0%	29.4%	9.7%	1.7%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%									
Cum. Percent 11.4%		25.0%	59.0%	88.3%	98.1%	99.7%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%									
Average hour	36	43	108	93	31	5	1	0	0	0	0	0	0	0	0									316

TRAFFIC FLOW BY DIRECTION

	Avg. Speed	50th% Speed	85th% Speed
North	24.8	28.3	34.1
South	25.6	28.7	34.5

Peak Hour Data					
Direction	Hour	Count	2-way A.M.	Hour	Count
North	18	669		8	1147
South	8	773		16	1206



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200 First Federal Plaza

28 East Main Street

Rochester, NY 14614

Dewey Ave/Driving Park Ave Intersection

PIN 4755.55

Turning Movement Counts

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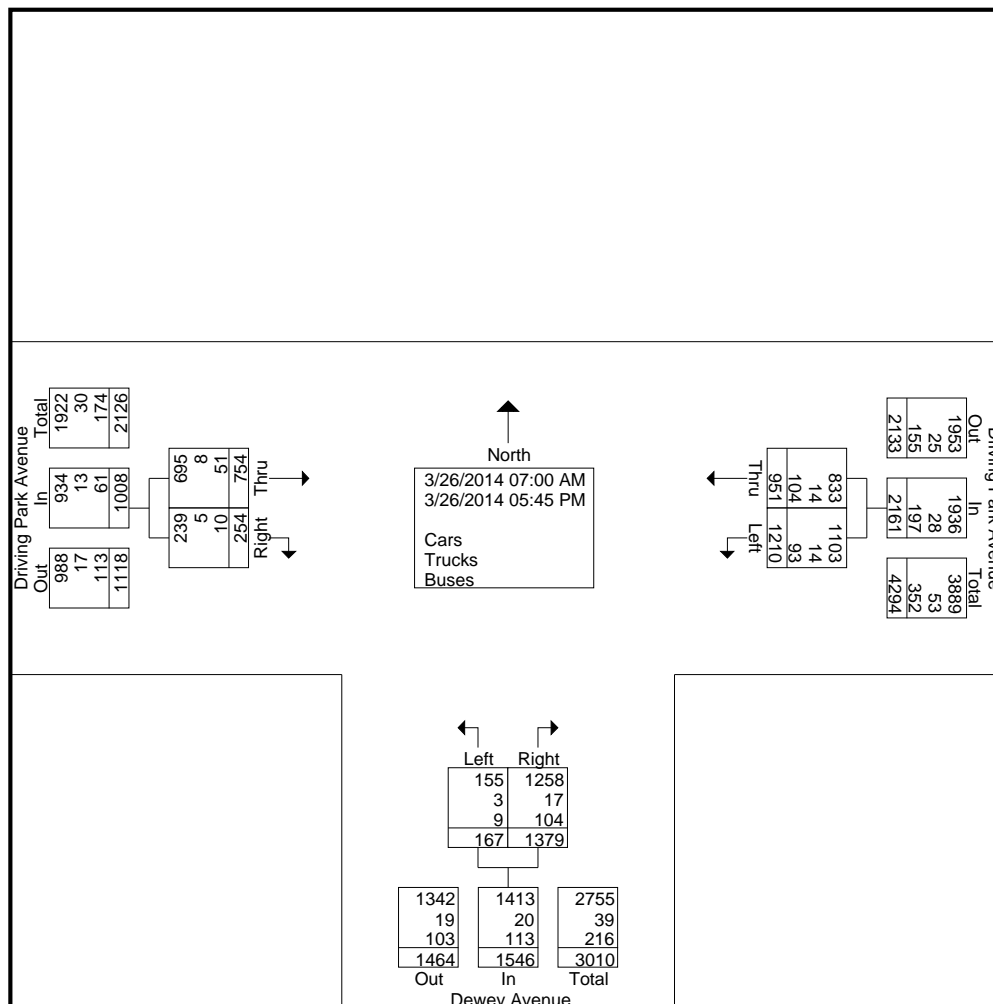
Groups Printed- Cars - Trucks - Buses

Start Time	Driving Park Avenue From East				Dewey Avenue From South				Driving Park Avenue From West				Exclu. Total	Inclu. Total	Int. Total
	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total			
07:00 AM	34	44	0	78	36	3	0	39	9	27	0	36	0	153	153
07:15 AM	43	66	0	109	44	5	3	49	20	48	0	68	3	226	229
07:30 AM	32	58	1	90	49	0	1	49	15	34	2	49	4	188	192
07:45 AM	49	83	0	132	61	5	0	66	25	44	2	69	2	267	269
Total	158	251	1	409	190	13	4	203	69	153	4	222	9	834	843
08:00 AM	46	61	0	107	59	10	1	69	12	33	1	45	2	221	223
08:15 AM	36	59	0	95	40	8	2	48	16	37	2	53	4	196	200
08:30 AM	34	70	0	104	43	2	0	45	12	25	3	37	3	186	189
08:45 AM	27	54	2	81	54	7	0	61	16	31	0	47	2	189	191
Total	143	244	2	387	196	27	3	223	56	126	6	182	11	792	803
*** BREAK ***															
03:30 PM	57	69	4	126	89	7	6	96	15	39	3	54	13	276	289
03:45 PM	73	99	2	172	105	13	2	118	16	44	5	60	9	350	359
Total	130	168	6	298	194	20	8	214	31	83	8	114	22	626	648
04:00 PM	68	77	3	145	97	15	2	112	9	54	7	63	12	320	332
04:15 PM	66	67	2	133	91	20	6	111	15	40	8	55	16	299	315
04:30 PM	67	64	2	131	113	8	8	121	14	48	3	62	13	314	327
04:45 PM	80	63	7	143	104	10	5	114	11	54	5	65	17	322	339
Total	281	271	14	552	405	53	21	458	49	196	23	245	58	1255	1313
05:00 PM	58	84	1	142	102	14	6	116	15	55	7	70	14	328	342
05:15 PM	50	61	0	111	107	12	3	119	17	58	6	75	9	305	314
05:30 PM	71	68	3	139	107	14	9	121	9	45	3	54	15	314	329
05:45 PM	60	63	5	123	78	14	4	92	8	38	4	46	13	261	274
Total	239	276	9	515	394	54	22	448	49	196	20	245	51	1208	1259
Grand Total	951	1210	32	2161	1379	167	58	1546	254	754	61	1008	151	4715	4866
Apprch %	44	56			89.2	10.8			25.2	74.8					
Total %	20.2	25.7		45.8	29.2	3.5		32.8	5.4	16		21.4	3.1	96.9	
Cars	833	1103		1968	1258	155		1471	239	695		995	0	0	4434
% Cars	87.6	91.2	100	89.7	91.2	92.8	100	91.7	94.1	92.2	100	93.1	0	0	91.1
Trucks	14	14		28	17	3		20	5	8		13	0	0	61
% Trucks	1.5	1.2	0	1.3	1.2	1.8	0	1.2	2	1.1	0	1.2	0	0	1.3
Buses	104	93		197	104	9		113	10	51		61	0	0	371
% Buses	10.9	7.7	0	9	7.5	5.4	0	7	3.9	6.8	0	5.7	0	0	7.6

200 First Federal Plaza
28 East Main Street
Rochester, NY 14614

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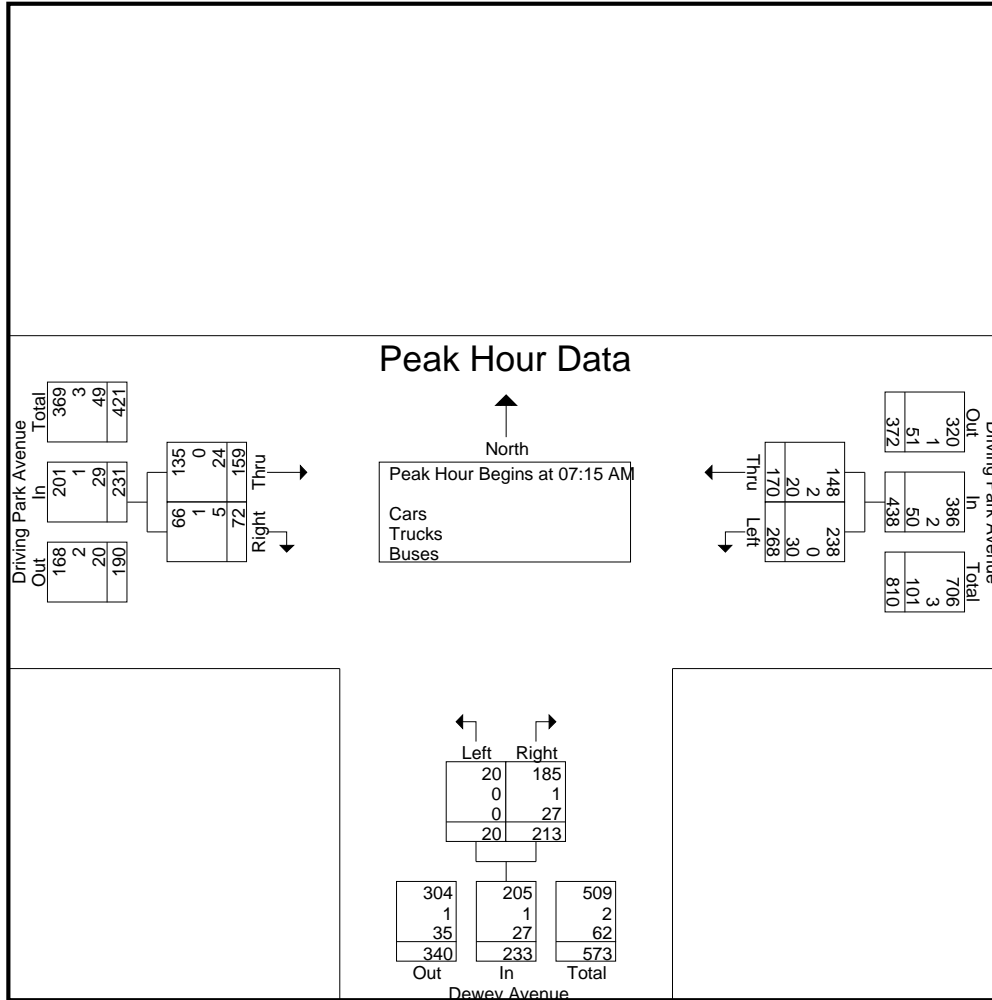
	Driving Park Avenue From East			Dewey Avenue From South			Driving Park Avenue From West			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	43	66	109	44	5	49	20	48	68	226
07:30 AM	32	58	90	49	0	49	15	34	49	188
07:45 AM	49	83	132	61	5	66	25	44	69	267
08:00 AM	46	61	107	59	10	69	12	33	45	221
Total Volume	170	268	438	213	20	233	72	159	231	902
% App. Total	38.8	61.2		91.4	8.6		31.2	68.8		
PHF	.867	.807	.830	.873	.500	.844	.720	.828	.837	.845
Cars	148	238	386	185	20	205	66	135	201	792
% Cars	87.1	88.8	88.1	86.9	100	88.0	91.7	84.9	87.0	87.8
Trucks	2	0	2	1	0	1	1	0	1	4
% Trucks	1.2	0	0.5	0.5	0	0.4	1.4	0	0.4	0.4
Buses	20	30	50	27	0	27	5	24	29	106
% Buses	11.8	11.2	11.4	12.7	0	11.6	6.9	15.1	12.6	11.8

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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 04:45 PM

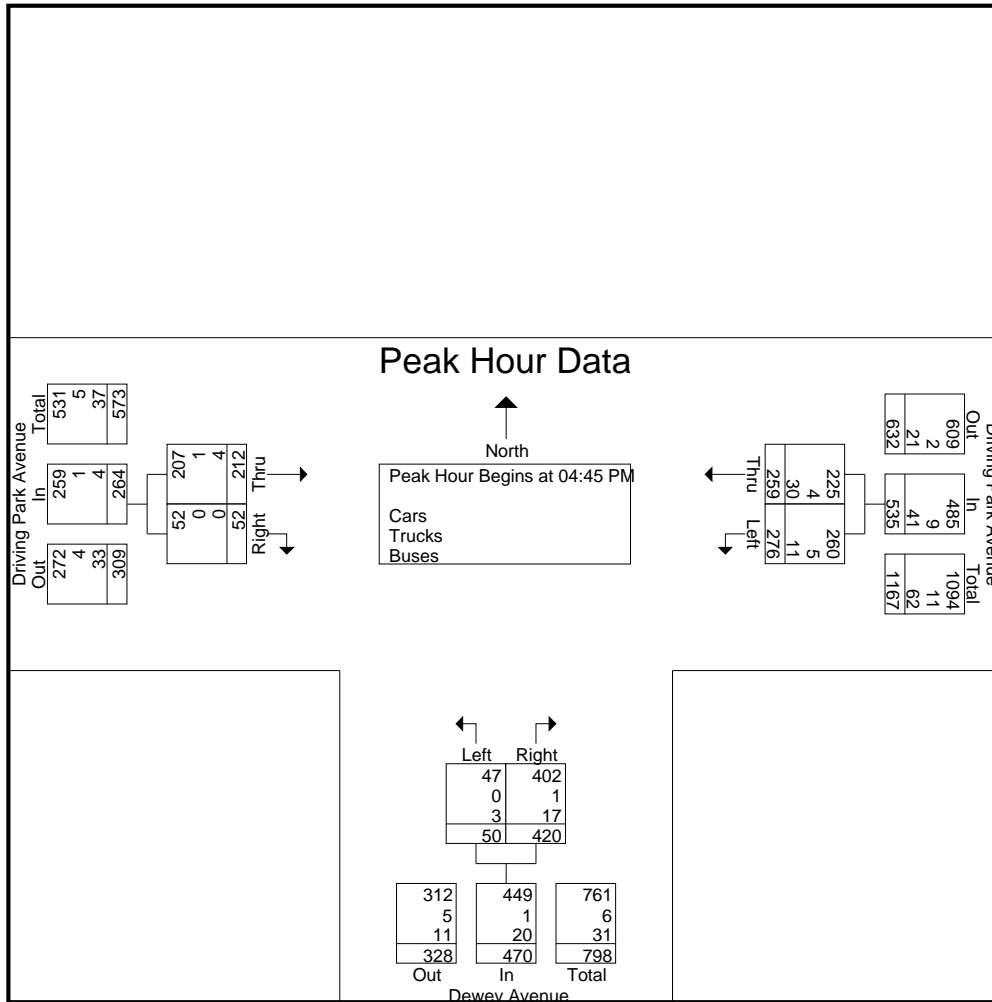
04:45 PM	80	63	143	104	10	114	11	54	65	322
05:00 PM	58	84	142	102	14	116	15	55	70	328
05:15 PM	50	61	111	107	12	119	17	58	75	305
05:30 PM	71	68	139	107	14	121	9	45	54	314
Total Volume	259	276	535	420	50	470	52	212	264	1269
% App. Total	48.4	51.6		89.4	10.6		19.7	80.3		
PHF	.809	.821	.935	.981	.893	.971	.765	.914	.880	.967
Cars	225	260	485	402	47	449	52	207	259	1193
% Cars	86.9	94.2	90.7	95.7	94.0	95.5	100	97.6	98.1	94.0
Trucks	4	5	9	1	0	1	0	1	1	11
% Trucks	1.5	1.8	1.7	0.2	0	0.2	0	0.5	0.4	0.9
Buses	30	11	41	17	3	20	0	4	4	65
% Buses	11.6	4.0	7.7	4.0	6.0	4.3	0	1.9	1.5	5.1

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200 First Federal Plaza

28 East Main Street

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Groups Printed- Cars - Trucks - Buses

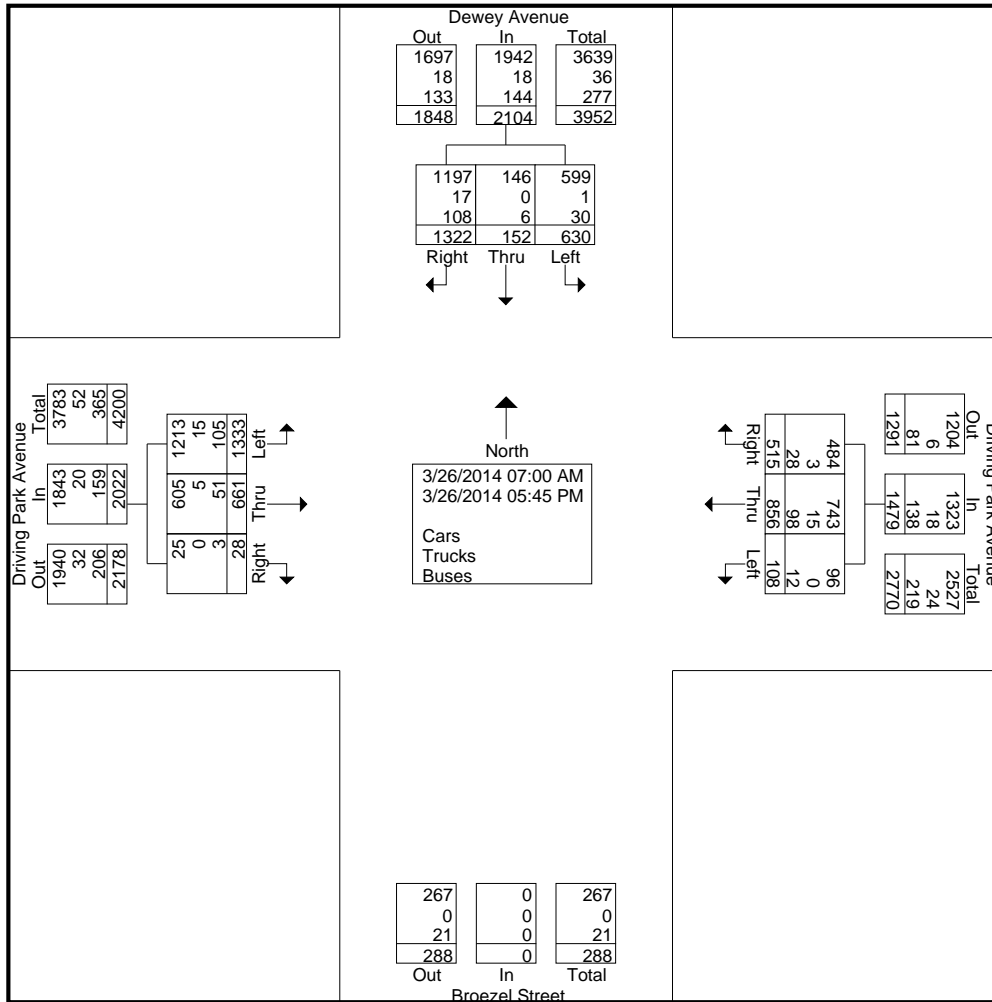
	Dewey Avenue From North					Driving Park Avenue From East					Broezel Street From South		Driving Park Avenue From West					Exclu. Total	Inclu. Total	Int. Total
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Peds	App. Total	Right	Thru	Left	Peds	App. Total			
07:00 AM	44	12	26	1	82	20	37	4	2	61	0	0	1	18	40	0	59	3	202	205
07:15 AM	72	8	37	2	117	12	37	5	0	54	0	0	2	44	50	0	96	2	267	269
07:30 AM	65	15	52	3	132	16	29	3	2	48	0	0	0	28	57	0	85	5	265	270
07:45 AM	90	12	64	0	166	18	49	9	1	76	0	0	0	36	69	1	105	2	347	349
Total	271	47	179	6	497	66	152	21	5	239	0	0	3	126	216	1	345	12	1081	1093
08:00 AM	65	10	36	1	111	15	48	2	1	65	0	0	2	38	49	0	89	2	265	267
08:15 AM	69	9	52	1	130	18	24	2	3	44	1	0	0	35	48	0	83	5	257	262
08:30 AM	68	6	48	1	122	19	37	4	1	60	0	0	0	24	45	0	69	2	251	253
08:45 AM	54	10	41	0	105	18	31	6	0	55	1	0	0	29	59	0	88	1	248	249
Total	256	35	177	3	468	70	140	14	5	224	2	0	2	126	201	0	329	10	1021	1031
*** BREAK ***																				
03:30 PM	71	8	28	1	107	48	54	7	1	109	9	0	1	37	86	0	124	11	340	351
03:45 PM	106	9	31	1	146	36	60	11	4	107	7	0	2	44	94	0	140	12	393	405
Total	177	17	59	2	253	84	114	18	5	216	16	0	3	81	180	0	264	23	733	756
04:00 PM	89	8	35	9	132	27	56	12	7	95	5	0	4	45	90	1	139	22	366	388
04:15 PM	62	7	20	1	89	25	66	6	2	97	18	0	2	41	68	1	111	22	297	319
04:30 PM	80	6	30	0	116	34	56	7	0	97	9	0	3	50	87	3	140	12	353	365
04:45 PM	83	8	28	4	119	32	52	5	6	89	2	0	1	42	102	1	145	13	353	366
Total	314	29	113	14	456	118	230	30	15	378	34	0	10	178	347	6	535	69	1369	1438
05:00 PM	84	5	27	7	116	44	54	8	3	106	3	0	2	39	107	0	148	13	370	383
05:15 PM	70	9	32	2	111	46	57	8	0	111	5	0	2	39	106	0	147	7	369	376
05:30 PM	78	8	22	6	108	45	57	4	3	106	12	0	4	44	92	2	140	23	354	377
05:45 PM	72	2	21	4	95	42	52	5	2	99	12	0	2	28	84	1	114	19	308	327
Total	304	24	102	19	430	177	220	25	8	422	32	0	10	150	389	3	549	62	1401	1463
Grand Total	1322	152	630	44	2104	515	856	108	38	1479	84	0	28	661	1333	10	2022	176	5605	5781
Apprch %	62.8	7.2	29.9			34.8	57.9	7.3					1.4	32.7	65.9					
Total %	23.6	2.7	11.2		37.5	9.2	15.3	1.9		26.4	0		0.5	11.8	23.8		36.1	3	97	
Cars	1197	146	599		1985	484	743	96		1361		84	25	605	1213		1853	0	0	5283
% Cars	90.5	96.1	95.1	97.7	92.4	94	86.8	88.9	100	89.7	100	100	89.3	91.5	91	100	91.2	0	0	91.4
Trucks	17	0	1		19	3	15	0		18		0	0	5	15		20	0	0	57
% Trucks	1.3	0	0.2	2.3	0.9	0.6	1.8	0	0	1.2	0	0	0	0.8	1.1	0	1	0	0	1
Buses	108	6	30		144	28	98	12		138		0	3	51	105		159	0	0	441
% Buses	8.2	3.9	4.8	0	6.7	5.4	11.4	11.1	0	9.1	0	0	10.7	7.7	7.9	0	7.8	0	0	7.6

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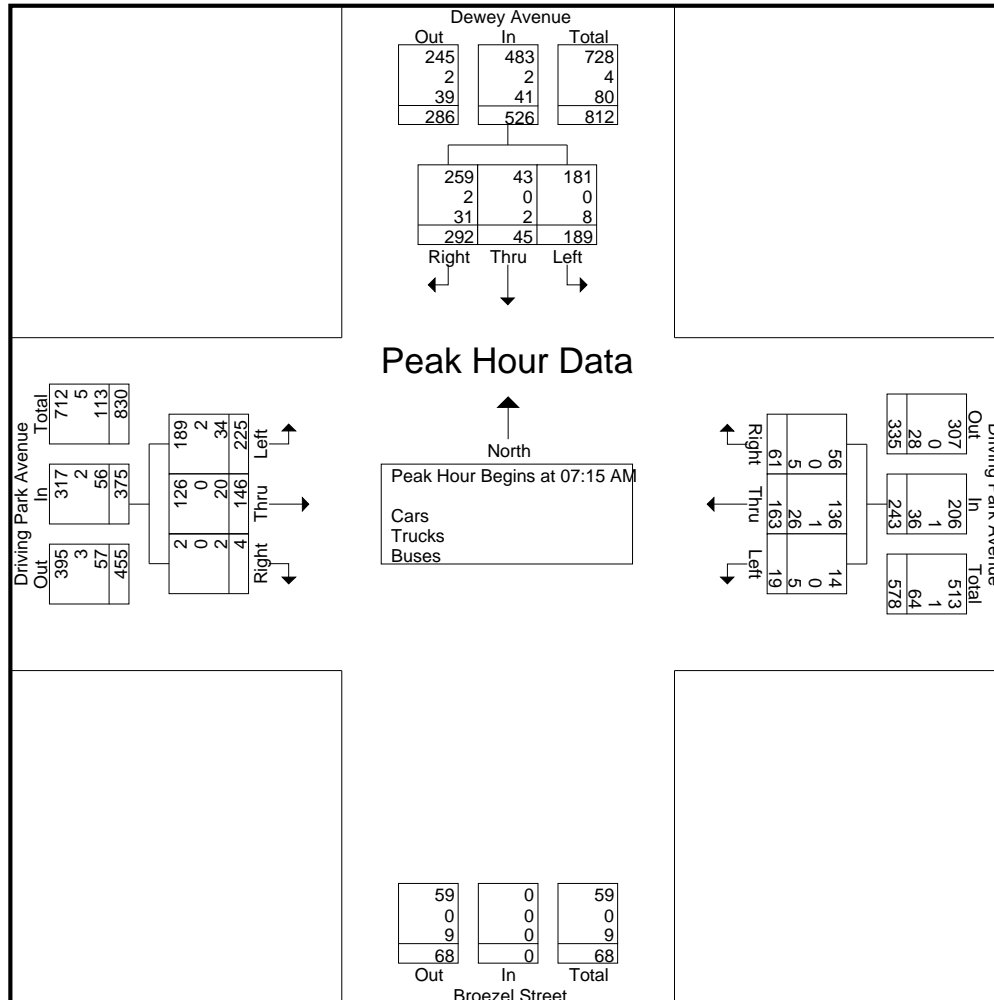
	Dewey Avenue From North				Driving Park Avenue From East				From South	Driving Park Avenue From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1														
Peak Hour for Entire Intersection Begins at 07:15 AM														
07:15 AM	72	8	37	117	12	37	5	54	0	2	44	50	96	267
07:30 AM	65	15	52	132	16	29	3	48	0	0	28	57	85	265
07:45 AM	90	12	64	166	18	49	9	76	0	0	36	69	105	347
08:00 AM	65	10	36	111	15	48	2	65	0	2	38	49	89	265
Total Volume	292	45	189	526	61	163	19	243	0	4	146	225	375	1144
% App. Total	55.5	8.6	35.9		25.1	67.1	7.8			1.1	38.9	60		
PHF	.811	.750	.738	.792	.847	.832	.528	.799	.000	.500	.830	.815	.893	.824
Cars	259	43	181	483	56	136	14	206	0	2	126	189	317	1006
% Cars	88.7	95.6	95.8	91.8	91.8	83.4	73.7	84.8	0	50.0	86.3	84.0	84.5	87.9
Trucks	2	0	0	2	0	1	0	1	0	0	0	2	2	5
% Trucks	0.7	0	0	0.4	0	0.6	0	0.4	0	0	0	0.9	0.5	0.4
Buses	31	2	8	41	5	26	5	36	0	2	20	34	56	133
% Buses	10.6	4.4	4.2	7.8	8.2	16.0	26.3	14.8	0	50.0	13.7	15.1	14.9	11.6

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Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:45 PM

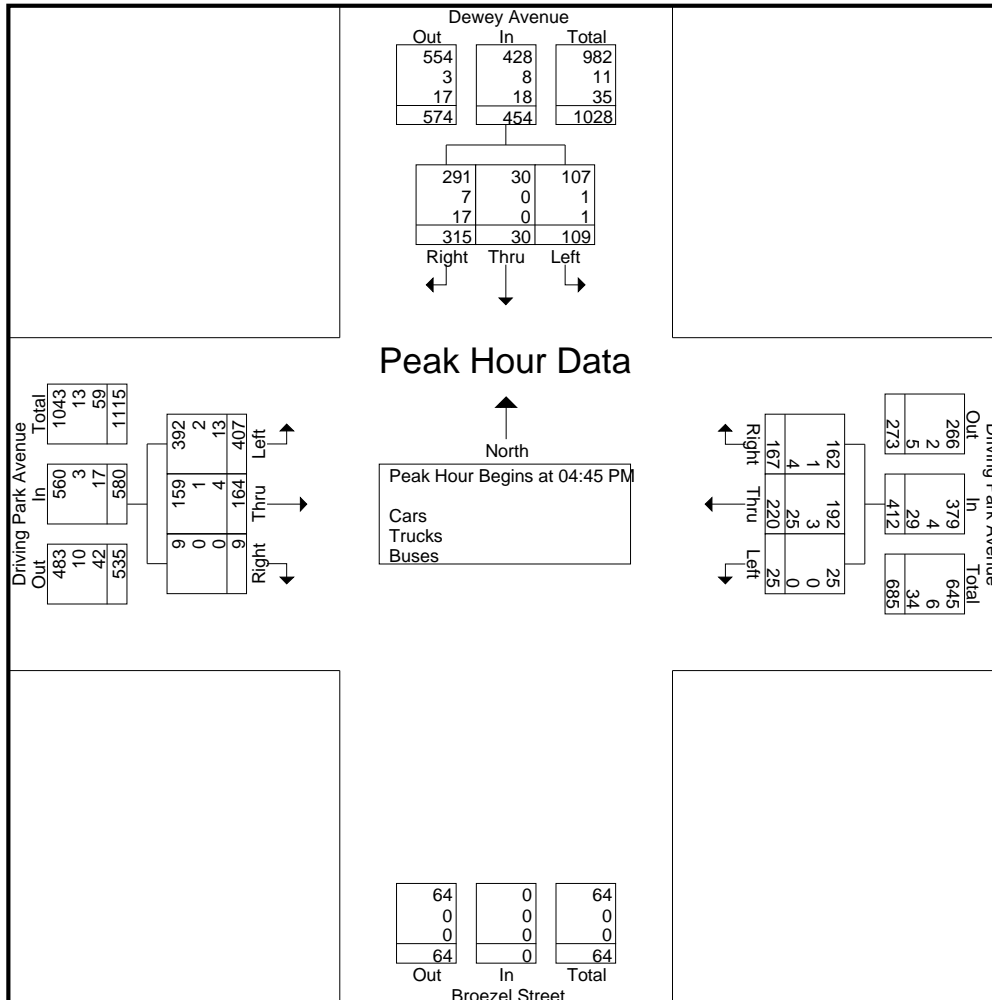
04:45 PM	83	8	28	119	32	52	5	89	0	1	42	102	145	353
05:00 PM	84	5	27	116	44	54	8	106	0	2	39	107	148	370
05:15 PM	70	9	32	111	46	57	8	111	0	2	39	106	147	369
05:30 PM	78	8	22	108	45	57	4	106	0	4	44	92	140	354
Total Volume	315	30	109	454	167	220	25	412	0	9	164	407	580	1446
% App. Total	69.4	6.6	24		40.5	53.4	6.1			1.6	28.3	70.2		
PHF	.938	.833	.852	.954	.908	.965	.781	.928	.000	.563	.932	.951	.980	.977
Cars	291	30	107	428	162	192	25	379	0	9	159	392	560	1367
% Cars	92.4	100	98.2	94.3	97.0	87.3	100	92.0	0	100	97.0	96.3	96.6	94.5
Trucks	7	0	1	8	1	3	0	4	0	0	1	2	3	15
% Trucks	2.2	0	0.9	1.8	0.6	1.4	0	1.0	0	0	0.6	0.5	0.5	1.0
Buses	17	0	1	18	4	25	0	29	0	0	4	13	17	64
% Buses	5.4	0	0.9	4.0	2.4	11.4	0	7.0	0	0	2.4	3.2	2.9	4.4

Bergmann Associates

200 First Federal Plaza
28 East Main Street
Rochester, NY 14614

Dewey Ave/Driving Park Ave Intersection
PIN 4755.55
Turning Movement Counts

File Name : 14-03-26 Dewey East & Driving Park
Site Code : 0
Start Date : 3/26/2014
Page No : 4



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Turning Movement Counts

File Name : 14-03-26 Dewey & Selye

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Page No : 1

Groups Printed- Cars - Trucks - Buses

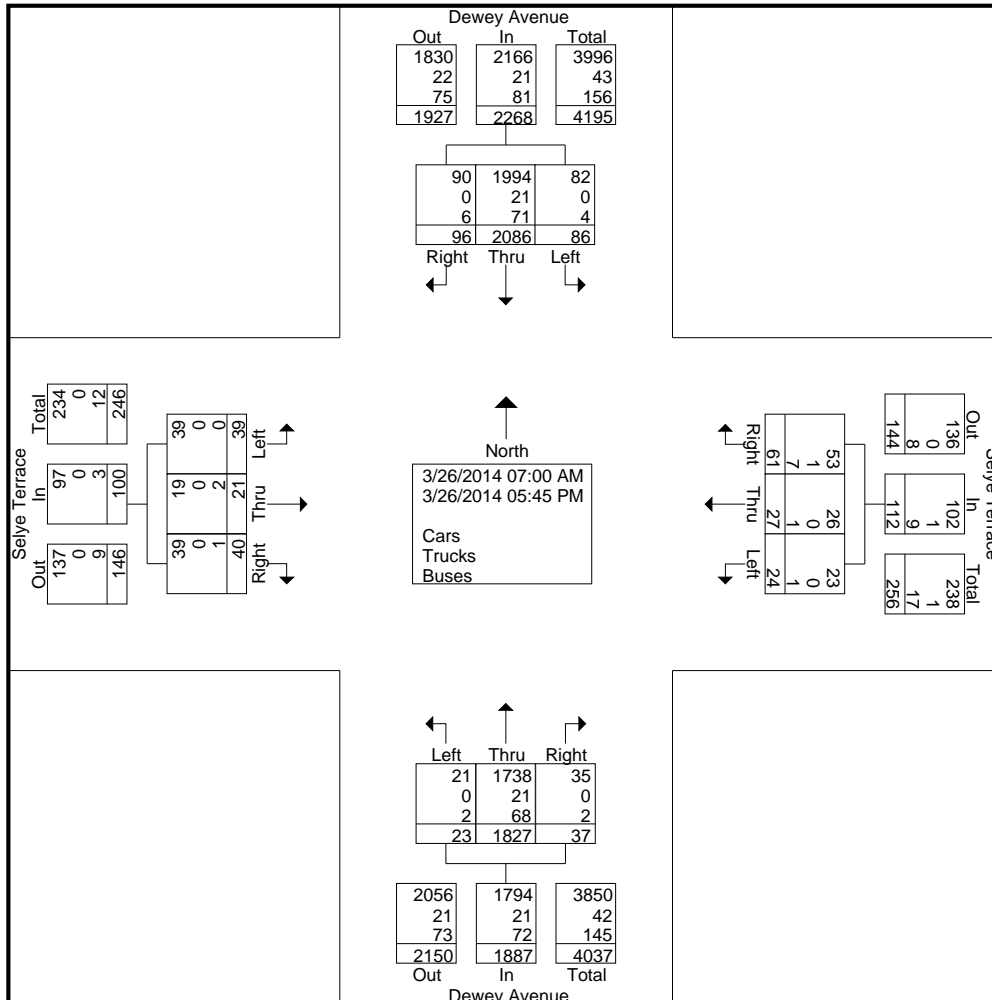
	Dewey Avenue From North					Selye Terrace From East					Dewey Avenue From South					Selye Terrace From West							
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Exclu. Total	Inclu. Total	Int. Total
07:00 AM	6	66	3	3	75	2	1	0	1	3	2	56	0	0	58	2	3	1	3	6	7	142	149
07:15 AM	10	108	4	0	122	3	0	0	1	3	2	66	3	0	71	8	2	0	9	10	10	206	216
07:30 AM	5	133	8	4	146	1	0	1	2	2	1	70	1	0	72	1	2	3	0	6	6	226	232
07:45 AM	5	154	9	0	168	2	1	0	1	3	3	84	0	0	87	3	1	1	3	5	4	263	267
Total	26	461	24	7	511	8	2	1	5	11	8	276	4	0	288	14	8	5	15	27	27	837	864
08:00 AM	3	102	2	2	107	4	2	2	0	8	3	60	0	0	63	1	0	0	0	1	2	179	181
08:15 AM	3	119	2	3	124	3	1	3	2	7	1	69	0	0	70	3	0	2	4	5	9	206	215
08:30 AM	2	113	3	3	118	3	2	1	0	6	1	59	2	0	62	3	2	2	0	7	3	193	196
08:45 AM	6	81	7	3	94	2	1	1	0	4	2	75	0	0	77	4	2	0	4	6	7	181	188
Total	14	415	14	11	443	12	6	7	2	25	7	263	2	0	272	11	4	4	8	19	21	759	780
*** BREAK ***																							
03:30 PM	12	126	4	9	142	2	1	3	2	6	1	135	2	0	138	3	2	5	3	10	14	296	310
03:45 PM	5	158	4	4	167	6	3	2	2	11	2	134	0	0	136	1	0	1	6	2	12	316	328
Total	17	284	8	13	309	8	4	5	4	17	3	269	2	0	274	4	2	6	9	12	26	612	638
04:00 PM	8	139	6	5	153	3	1	1	2	5	0	120	4	0	124	0	0	2	6	2	13	284	297
04:15 PM	7	109	6	1	122	7	0	1	3	8	5	97	0	0	102	2	3	4	5	9	9	241	250
04:30 PM	4	117	3	2	124	3	4	4	5	11	1	124	2	0	127	3	1	2	1	6	8	268	276
04:45 PM	3	127	5	2	135	5	2	1	8	8	2	133	0	0	135	0	1	1	5	2	15	280	295
Total	22	492	20	10	534	18	7	7	18	32	8	474	6	0	488	5	5	9	17	19	45	1073	1118
05:00 PM	2	118	4	0	124	4	3	0	1	7	2	140	3	0	145	1	1	2	6	4	7	280	287
05:15 PM	3	107	9	1	119	6	1	1	1	8	4	149	3	0	156	2	0	5	2	7	4	290	294
05:30 PM	7	108	4	2	119	4	3	2	3	9	1	135	2	0	138	2	0	6	0	8	5	274	279
05:45 PM	5	101	3	6	109	1	1	1	2	3	4	121	1	0	126	1	1	2	1	4	9	242	251
Total	17	434	20	9	471	15	8	4	7	27	11	545	9	0	565	6	2	15	9	23	25	1086	1111
Grand Total	96	2086	86	50	2268	61	27	24	36	112	37	1827	23	0	1887	40	21	39	58	100	144	4367	4511
Apprch %	4.2	92	3.8			54.5	24.1	21.4			2	96.8	1.2			40	21	39					
Total %	2.2	47.8	2		51.9	1.4	0.6	0.5		2.6	0.8	41.8	0.5		43.2	0.9	0.5	0.9		2.3	3.2	96.8	
Cars	90	1994	82		2216	53	26	23		138	35	1738	21		1794	39	19	39		155	0	0	4303
% Cars	93.8	95.6	95.3	100	95.6	86.9	96.3	95.8	100	93.2	94.6	95.1	91.3	0	95.1	97.5	90.5	100	100	98.1	0	0	95.4
Trucks	0	21	0		21	1	0	0		1	0	21	0		21	0	0	0		0	0	0	43
% Trucks	0	1	0	0	0.9	1.6	0	0	0	0.7	0	1.1	0	0	1.1	0	0	0	0	0	0	0	1
Buses	6	71	4		81	7	1	1		9	2	68	2		72	1	2	0		3	0	0	165
% Buses	6.2	3.4	4.7	0	3.5	11.5	3.7	4.2	0	6.1	5.4	3.7	8.7	0	3.8	2.5	9.5	0	0	1.9	0	0	3.7

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File Name : 14-03-26 Dewey & Selye
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Page No : 2



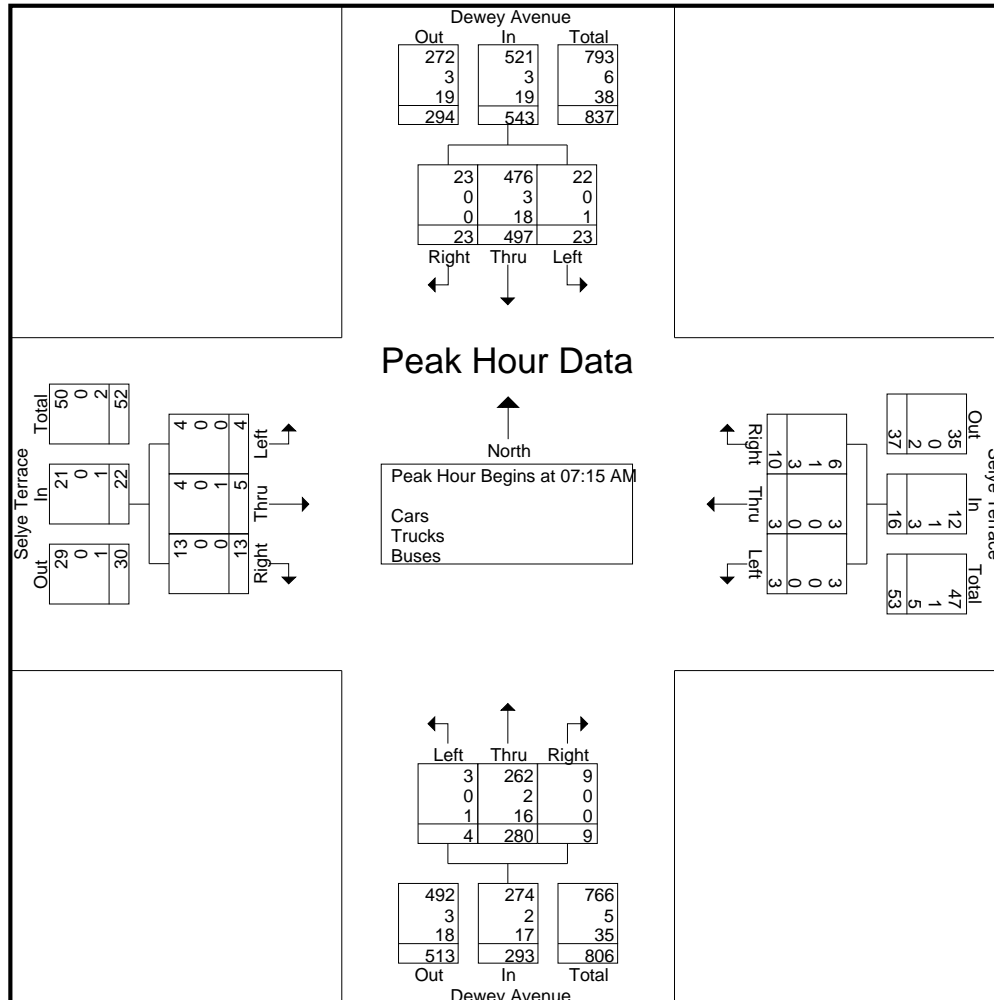
	Dewey Avenue From North				Selye Terrace From East				Dewey Avenue From South				Selye Terrace From West				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	10	108	4	122	3	0	0	3	2	66	3	71	8	2	0	10	206
07:30 AM	5	133	8	146	1	0	1	2	1	70	1	72	1	2	3	6	226
07:45 AM	5	154	9	168	2	1	0	3	3	84	0	87	3	1	1	5	263
08:00 AM	3	102	2	107	4	2	2	8	3	60	0	63	1	0	0	1	179
Total Volume	23	497	23	543	10	3	3	16	9	280	4	293	13	5	4	22	874
% App. Total	4.2	91.5	4.2		62.5	18.8	18.8		3.1	95.6	1.4		59.1	22.7	18.2		
PHF	.575	.807	.639	.808	.625	.375	.375	.500	.750	.833	.333	.842	.406	.625	.333	.550	.831
Cars	23	476	22	521	6	3	3	12	9	262	3	274	13	4	4	21	828
% Cars	100	95.8	95.7	95.9	60.0	100	100	75.0	100	93.6	75.0	93.5	100	80.0	100	95.5	94.7
Trucks	0	3	0	3	1	0	0	1	0	2	0	2	0	0	0	0	6
% Trucks	0	0.6	0	0.6	10.0	0	0	6.3	0	0.7	0	0.7	0	0	0	0	0.7
Buses	0	18	1	19	3	0	0	3	0	16	1	17	0	1	0	1	40
% Buses	0	3.6	4.3	3.5	30.0	0	0	18.8	0	5.7	25.0	5.8	0	20.0	0	4.5	4.6

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Site Code : 0
Start Date : 3/26/2014
Page No : 3



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 04:45 PM

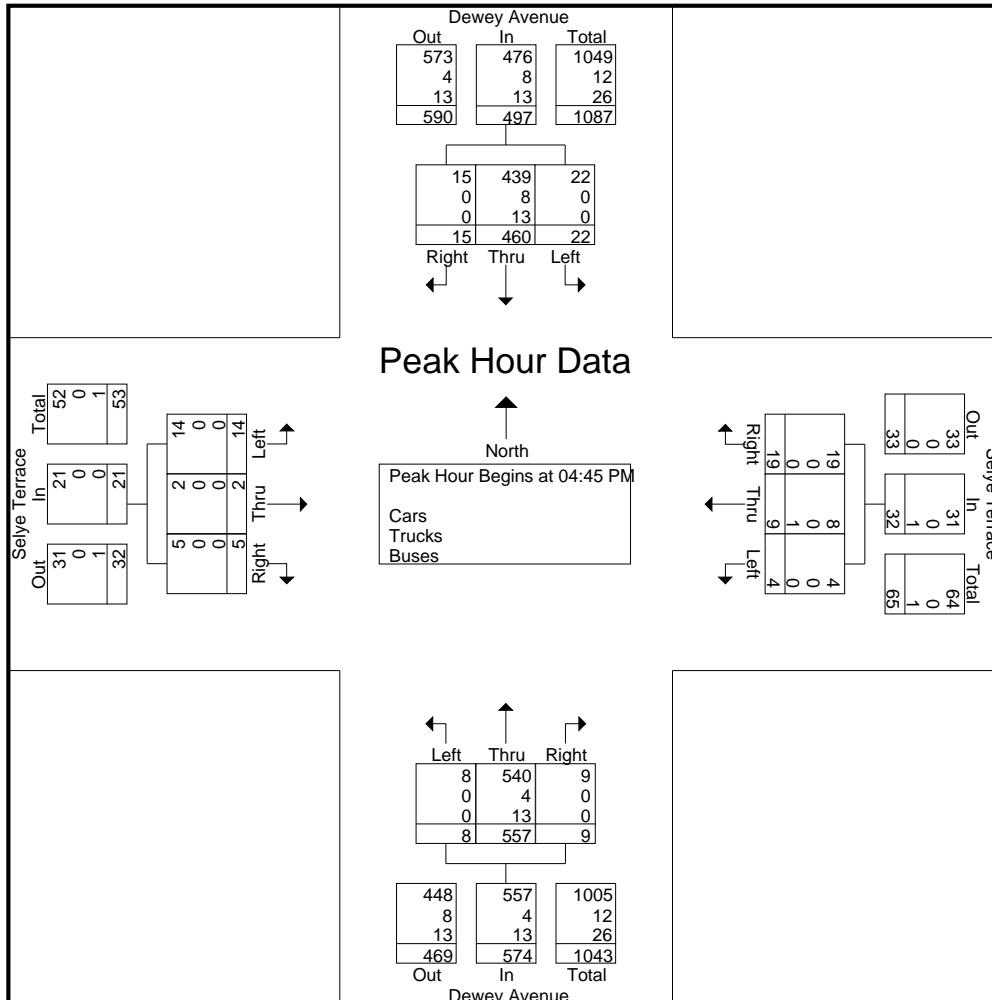
04:45 PM	3	127	5	135	5	2	1	8	2	133	0	135	0	1	1	2	280
05:00 PM	2	118	4	124	4	3	0	7	2	140	3	145	1	1	2	4	280
05:15 PM	3	107	9	119	6	1	1	8	4	149	3	156	2	0	5	7	290
05:30 PM	7	108	4	119	4	3	2	9	1	135	2	138	2	0	6	8	274
Total Volume	15	460	22	497	19	9	4	32	9	557	8	574	5	2	14	21	1124
% App. Total	3	92.6	4.4		59.4	28.1	12.5		1.6	97	1.4		23.8	9.5	66.7		
PHF	.536	.906	.611	.920	.792	.750	.500	.889	.563	.935	.667	.920	.625	.500	.583	.656	.969
Cars	15	439	22	476	19	8	4	31	9	540	8	557	5	2	14	21	1085
% Cars	100	95.4	100	95.8	100	88.9	100	96.9	100	96.9	100	97.0	100	100	100	100	96.5
Trucks	0	8	0	8	0	0	0	0	0	4	0	4	0	0	0	0	12
% Trucks	0	1.7	0	1.6	0	0	0	0	0	0.7	0	0.7	0	0	0	0	1.1
Buses	0	13	0	13	0	1	0	1	0	13	0	13	0	0	0	0	27
% Buses	0	2.8	0	2.6	0	11.1	0	3.1	0	2.3	0	2.3	0	0	0	0	2.4

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DEWEY AVE

SELYE TERR

SELYE TERR

DRIVING PARK
AVE

DRIVING PARK
AVE

DEWEY AVE


BROEDEL ST

City of Rochester
Department of
Environmental Services



**Dewey Ave / Driving Park Ave
Intersection Realignment Project
P.I.N. 4755.55**

**Exhibit 2.3.1.6. (1) - 1
2014 Existing
Peak Hour Turning Movements**

SHEET NO.	SCALE	DATE	
1	No Scale	04/14	 Bergmann associates

LEGEND:

XXX - AM PEAK HOUR TRAFFIC
(XXX) - PM PEAK HOUR TRAFFIC

7:15AM TO 8:15AM
4:45PM TO 5:45PM

(15) 23
(454) 504
(22) 23

10 (19)
3 (9)
3 (4)

(14) 4
(2) 5
(5) 13

4 280 9
(8) (557) (9)

176 (259)
274 (276)

(315) 292
(30) 45
(118) 183

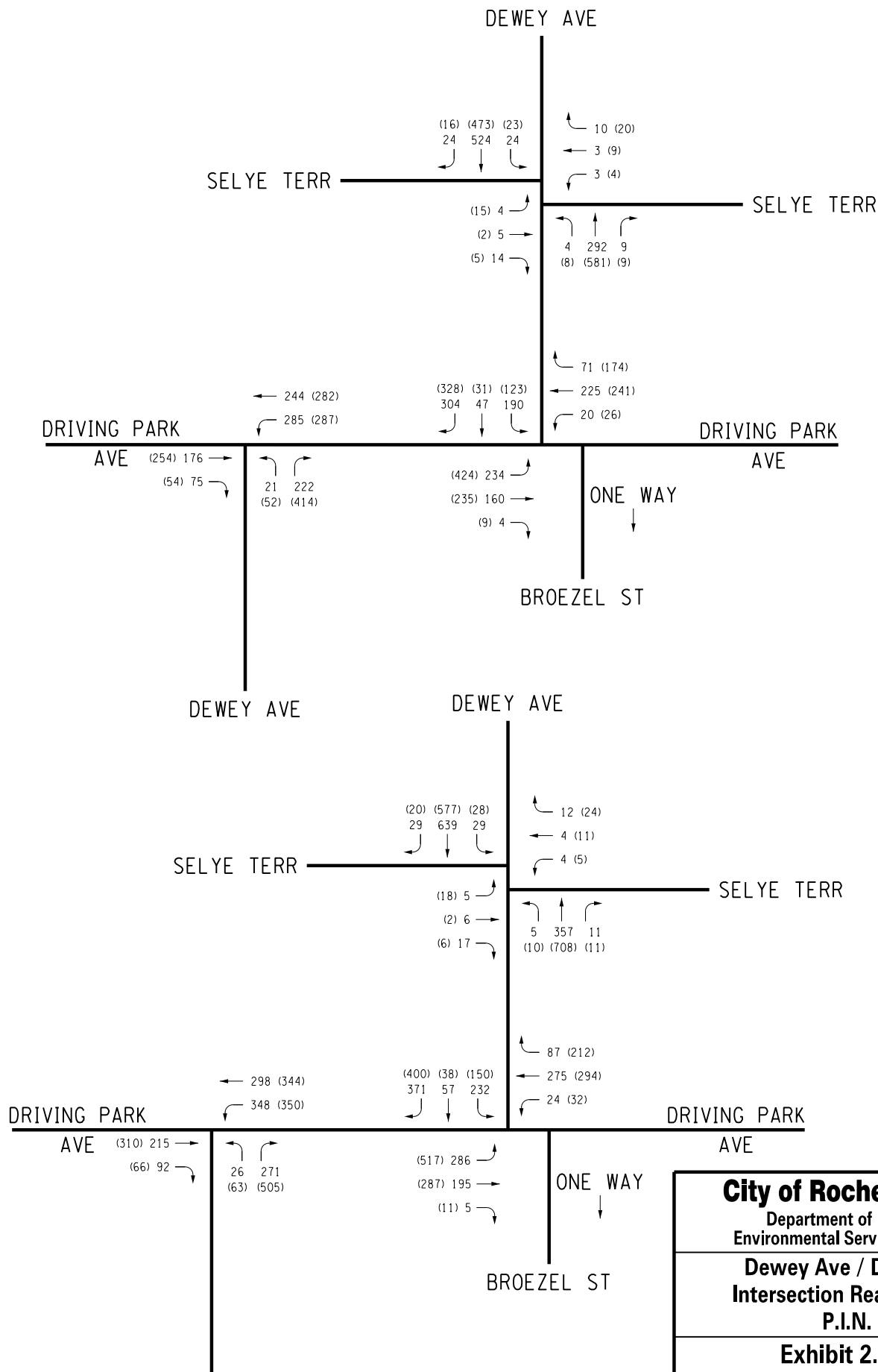
68 (167)
158 (220)
19 (25)

(200) 159
(52) 72

20 213
(50) (398)

(407) 225
(182) 143
(9) 4

ONE WAY
↓



2018 ETC

2038 ETC+20

LEGEND:

XXX - AM PEAK HOUR TRAFFIC
(XXX) - PM PEAK HOUR TRAFFIC

7:15AM TO 8:15AM
4:45PM TO 5:45PM

City of Rochester
Department of
Environmental Services



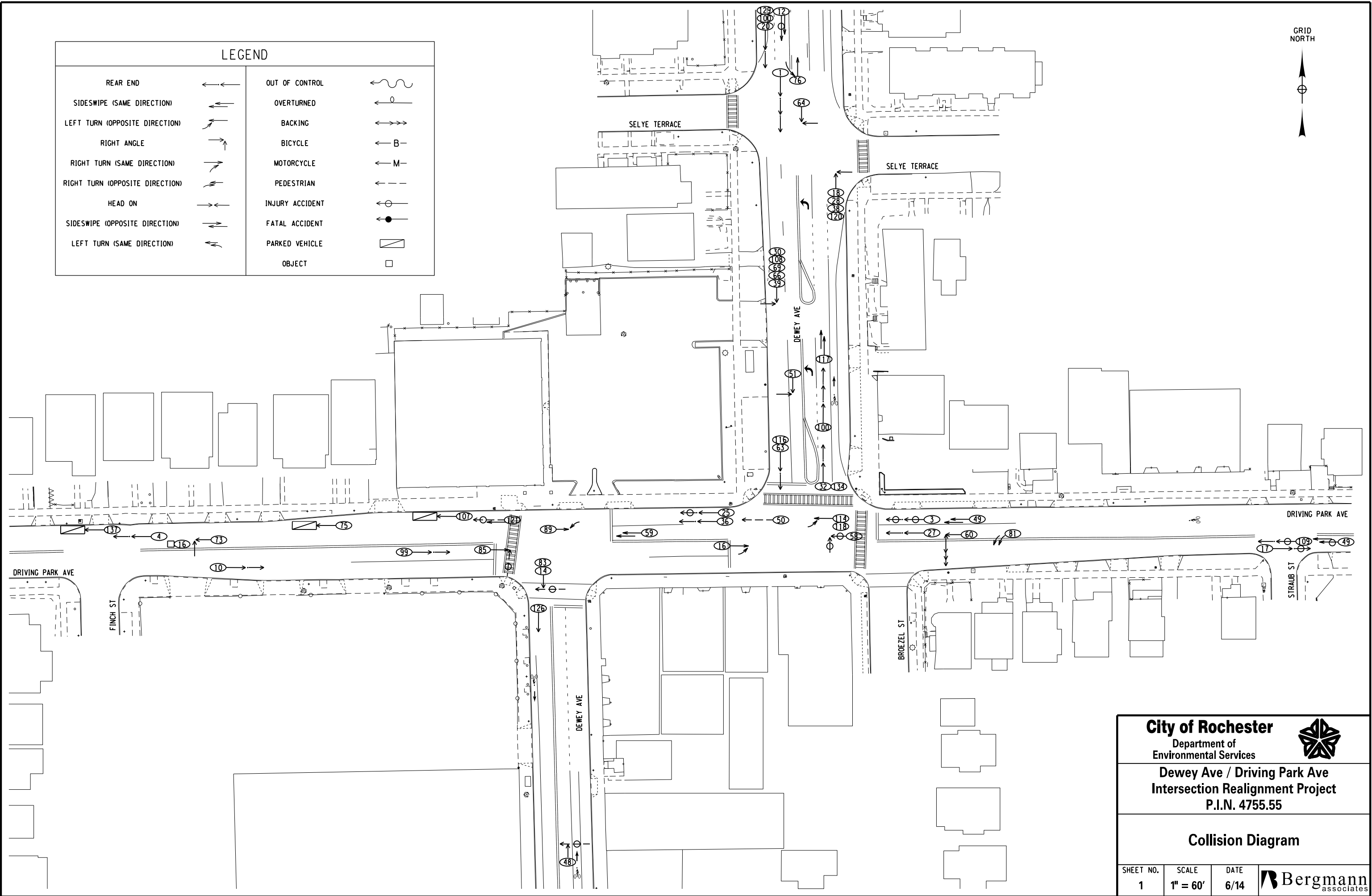
**Dewey Ave / Driving Park Ave
Intersection Realignment Project
P.I.N. 4755.55**

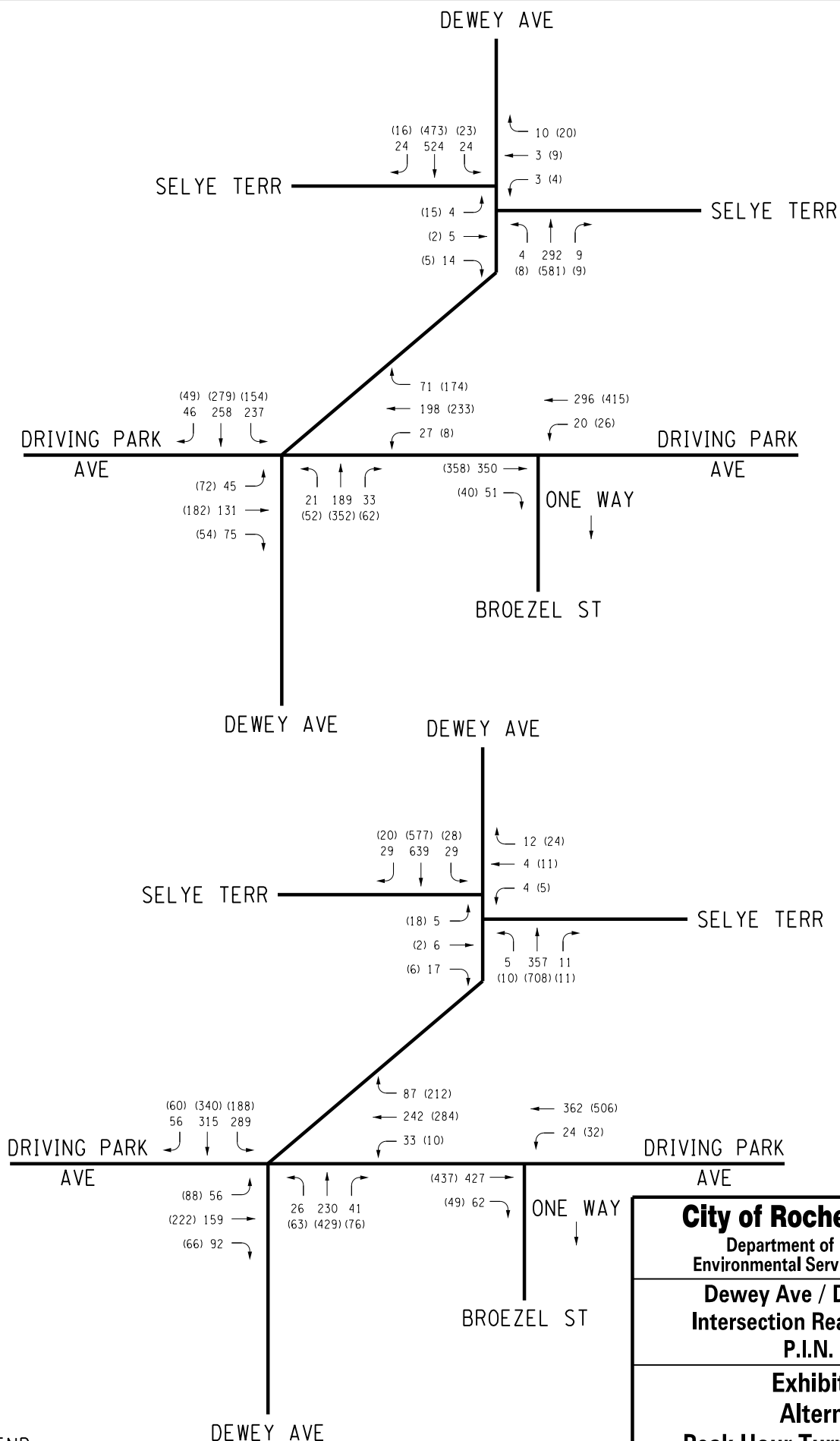
**Exhibit 2.3.1.6. (2) - 1
No-Build
Peak Hour Turning Movements**

SHEET NO.	SCALE	DATE	Bergmann associates
2	No Scale	04/14	

Dewey Ave & Driving Park Ave Intersection Realignment
PIN 4755.55
City of Rochester
Accident Data Summary
February 2014

ID Number	Case Number	Date	Location if Intersection	Intersection	Intersection Name	Severity	Light	Character	Surf Cond.	Weather	Impact	Factor1	Comments
10	33539972	8/3/2010	EB on Driving Park 200' of Dewey Ave	D	Price Rite	0 Property Damage Only	1 Daylight	1 Straight and Level	1 Dry	1 Clear	Rear End	Reaction to Other Uninvolved Veh	EB V2 stopped quickly V1 struck V2, Stop cause by car turning into parking lot
30	33767127	2/10/2011	SB on Dewey at Driving Park (Parking Lot)	D	Family Dollar	0 Property Damage Only	1 Daylight	1 Straight and Level	1 Dry	1 Clear	Right Angle	Driver Inattention/Distraction	SB V2 struck by V1 coming out of parking lot
32	33770304	1/19/2011	Dewey	D	Family Dollar	1 Injury	1 Daylight	1 Straight and Level	2 Wet	2 Cloudy	Rear End	Following to closely	NB V2 Stopped struck by NB V1
51	33961798	7/18/2011	Dewey 100' N of Driving Park	D	Family Dollar	-1 Non-Reportable	1 Daylight	1 Straight and Level	2 Wet	2 Cloudy	Right Angle	Failure to Yield Right-of-way	EB V1 exiting Family Dollar turning left on Dewey struck V2 trav SB
61	34041185	10/7/2011	Driving Park at PriceRite	D	Price Rite	1 Injury	1 Daylight	1 Straight and Level	1 Dry	1 Clear	Left Turn	View Obstructed / Limited	WB V1 turn left in front of V2. V1 attempting to enter PriceRite
66	34098089	11/16/2011	Dewey 100' N of Driving Park	D	Family Dollar	-1 Non-Reportable	4 Dark-Road Lighted	1 Straight and Level	1 Dry	1 Clear	Right Angle		SB V1 struck V2 exiting parking lot
69	34116688	12/1/2011	Dewey 30' N of Driving Park	D	Family Dollar	-1 Non-Reportable	1 Daylight	1 Straight and Level	1 Dry	1 Clear	Right Angle	Failure to Yield Right-of-way	SB V2 struck by V1 coming out of parking lot
73	34145659	12/23/2011	Driving Park 50' E of Finch Street	D	Price Rite	0 Property Damage Only	4 Dark-Road Lighted	1 Straight and Level	1 Dry	1 Clear	Right Angle	View Obstructed / Limited	WB V1 struck by V2 exiting parking lot
108	34368182	7/16/2012	Driving Park at Dewey	D	Family Dollar	0 Property Damage Only	1 Daylight	1 Straight and Level	1 Dry	1 Clear	Right Angle	Failure to Yield Right-of-way	SB V2 struck by V1 exiting parking lot
1	33401062	3/25/2010	Dewey Ave 500' N of Driving Park	N		1 Injury	1 Daylight	1 Straight and Level	1 Dry	2 Cloudy	Rear End	Following to closely	SB V1 struck stopped SB V2 which struck SB V3
16	33575439	9/2/2010	EB on Driving Park 50' from Dewey	N		0 Property Damage Only	1 Daylight	1 Straight and Level	1 Dry	1 Clear	Sideswipe	Turning Improperly	EB V1 turned right in EB V2
25	33708246	12/6/2010	WB on Driving Park at Dewey	N		1 Injury	1 Daylight	1 Straight and Level	4 Snow/Ice	4 Snow	Rear End	Following to closely	WB V2 hit brakes WB V1 struck V2
29	33731623	1/12/2011	Dewey at Selye	N	Selye	-1 Non-Reportable	1 Daylight	1 Straight and Level	4 Snow/Ice	4 Snow	Rear End	Pavement Slippery	SB V2 struck by V1
34	33777340	2/17/2011	NB on Dewey 200 ft of Lexington	N		0 Property Damage Only	3 Dusk	1 Straight and Level	1 Dry	1 Clear	Rear End	Driver Inattention/Distraction	V3 stop for traffic, V2 was stopping. V1 failed to stop hitting V2 into V3
36	33803784	3/8/2011	Driving Park 15' from Dewey	N		0 Property Damage Only	1 Daylight	1 Straight and Level	1 Dry	1 Clear	Rear End	Following to closely	V2 Stopped "suddenly" for emerg veh V1 struck V2
39	33843760	4/15/2011	SB Dewey 100' from Driving Park	N		-1 Non-Reportable	1 Daylight	1 Straight and Level	1 Dry	1 Clear	Right Angle	Failure to Yield Right-of-way	SB V2 going straight V1 exiting parking lot struck V2
46	33922094	6/22/2011	Drivign Park 20 Feet E of Finch	N		-1 Non-Reportable	1 Daylight	1 Straight and Level	1 Dry	2 Cloudy	Object	Obstruction / Debris	EB V1 was struck by tree branch
48	33930874	5/31/2011	Dewey 250' S of Driving Park	N		1 Injury	1 Daylight	1 Straight and Level	1 Dry	1 Clear	Pedestrian	Passing or Lane Usage Improper	NB V1 passed RTS Bus struck pedestrian crossing road
55	34021063	9/18/2011	Driving Park 30' E of Finch St	N		0 Property Damage Only	4 Dark-Road Lighted	1 Straight and Level	1 Dry	1 Clear	Overtaking	Driver Inattention/Distraction	WB V1 struck parked V2
56	34026082	9/25/2011	Driving Park 20' E of Dewey	N		-1 Non-Reportable	1 Daylight	1 Straight and Level	1 Dry	1 Clear	Right Angle	Unsafe Lane Changing	EB V1 moving from curb EB V2 struck V1
68	34113961	11/27/2011	Driving Park 200' E of Dewey	N		0 Property Damage Only	4 Dark-Road Lighted	1 Straight and Level	1 Dry	1 Clear	Sideswipe	Passing or Lane Usage Improper	EB V2 sideswiped by V1
72	34143133	12/20/2011	Driving Park 50' W of Dewey	N		-1 Non-Reportable	3 Dusk	1 Straight and Level	1 Dry	1 Clear	Overtaking	Driver Inattention / Distraction	WB V2 struck by V1
75	34151276	12/23/2011	Driving Park 50' E of Finch Street	N		0 Property Damage Only	4 Dark-Road Lighted	1 Straight and Level	2 Wet	3 Rain	Overtaking	Passing or Lane Usage Improper	WB V1 struck parked V2
85	34225874	3/8/2012	Driving Park 100' W of Dewey	N		1 Injury	3 Dusk	1 Straight and Level	2 Wet	3 Rain	Pedestrian		EB V1 struck pedestrian that ran out from between parked cars
102	34321379	5/31/2012	Dewey Avenue 50' North of Driving Park	N		-1 Non-Reportable	1 Daylight	1 Straight and Level	1 Dry	1 Clear	Rear End	Driver Inattention / Distraction	NB V3 rearended V2 which rearended V1
107	34366838	7/15/2012	Driving Park 50' W of Dewey	N		0 Property Damage Only	4 Dark-Road Lighted	1 Straight and Level	1 Dry	2 Cloudy	Rear End		Parked V2 struck by WB V1
113	34439482	9/11/2012	Dewey at Lexington	N		1 Injury	1 Daylight	1 Straight and Level	1 Dry	1 Clear	Rear End	Driver Inattention / Distraction	VH 1, 2 & 3 NB on Dewey in stop and go traffic. VH 2 & 3 stop and VH 1 hit VH 2
117	33457142	10/2/2012	Dewey 100' N of Driving Park	N		0 Property Damage Only	1 Daylight	1 Straight and Level	2 Wet	2 Cloudy	Overtaking	Passing or Lane Usage Improper	V1 pulling away from curb struck V2
134	34681335	2/26/2013	Dewey 150' N of Driving Park	N		-1 Non-Reportable	1 Daylight	1 Straight and Level	1 Dry	1 Clear	Rear End	Driver Inattention / Distraction	SB V2 stopped and was struck by SB V1
137	NR2975763	6/3/2010	Driving Park 40' E of Finch	N		-1 Non-Reportable	4 Dark-Road Lighted	1 Straight and Level	2 Wet	3 Rain	Sideswipe	Passing or Lane Usage Improper	WB Parked V2 sideswiped by passing V1
139	NR3106927	3/4/2011	Dewey at Lexington	N		-1 Non-Reportable	1 Daylight	1 Straight and Level	1 Dry	2 Cloudy	Rear End	Following too Closely	
3	33413273	4/5/2010	WB on Driving Park at Dewey	Y	Dewey/Driving	1 Injury	1 Daylight	1 Straight and Level	1 Dry	1 Clear	Rear End	Following to closely	WB V1 turning right stopped abruptly due to Ped WB V2 turning right struck V1
4	33437579	5/3/2010	WB on Driving Park at Finch	Y	Finch	0 Property Damage Only	1 Daylight	1 Straight and Level	1 Dry	1 Clear	Rear End	Following to closely	WB V2 stopped behind uninvolved veh in front turning left WB V1 failed to stop struck V2
11	33540593	7/28/2010	WB on Driving Park at Finch	Y	Finch	0 Property Damage Only	1 Daylight	1 Straight and Level	1 Dry	1 Clear	Rear End	Driver Inattention/Distraction	WB V2 stopped quickly V1 struck V2
14	33552450	8/13/2010	WB on Driving Park at Dewey	Y	Dewey/Driving	1 Injury	1 Daylight	1 Straight and Level	1 Dry	1 Clear	Pedestrian		WB V1 turning left on Dewey striking pedestrian
18	33585881	9/8/2010	NB on Dewey at Selye Terr	Y	Selye	0 Property Damage Only	1 Daylight	1 Straight and Level	1 Dry	2 Cloudy	Right Angle		NB V1 traveling and struck V2 who failed to yeild ROW
27	33709176	12/23/2010	WB on Driving Park at Dewey	Y	Dewey/Driving	-1 Non-Reportable	4 Dark-Road Lighted	1 Straight and Level	1 Dry	1 Clear	Rear End	Following to closely	WB V2 stopped for traffic V1 rearended V2
28	33716228	12/28/2010	NB on Dewey at Selye Terr	Y	Selye	0 Property Damage Only	4 Dark-Road Lighted	1 Straight and Level	2 Wet	2 Cloudy	Right Angle	Failure to Yield Right of Way	SB V2 struck by V1
31	33769234	12/24/2010	Dewey at Selye	Y	Selye	0 Property Damage Only	4 Dark-Road Lighted	1 Straight and Level	2 Wet	0 Other	Right Angle		
33	33770480	1/14/2011	EB Driving Park at Dewey	Y	Dewey/Driving	0 Property Damage Only	1 Daylight	1 Straight and Level	2 Wet	1 Clear	Rear End	Driver Inattention/Distraction	EB V1 stopped struck by EB V2
49	33950760	6/8/2011	Driving Park 20' E of Dewey	Y	Dewey/Driving	1 Injury	1 Daylight	1 Straight and Level	1 Dry	1 Clear	Sideswipe	Passing or Lane Usage Improper	V2 Stopped in No Standing Zone V1 went around struck ??
50	33954786	7/14/2011	Driving Park at Dewey	Y	Dewey/Driving	1 Injury	1 Daylight	1 Straight and Level	1 Dry	1 Clear	Pedestrian	Driver Inattention/Distraction	WB Pedestrian crossing Dewey - struck by V1 turning right onto Driving Pk
58	34037059	10/3/2011	Driving Park at Dewey	Y	Dewey/Driving	1 Injury	4 Dark-Road Lighted	1 Straight and Level	1 Dry	1 Clear	Right Angle		WB V1 struck NB V2
59	34037265	10/3/2011	Driving Pk 5' W of Dewey	Y	Dewey/Driving	-1 Non-Reportable	1 Daylight	1 Straight and Level	1 Dry	2 Cloudy	Overtaking	Passing or Lane Usage Improper	WB V2 while attempting to turn left sideswiped by V1
60	34037420	9/28/2011	Driving Park at Broeziel St.	Y	Broeziel	-1 Non-Reportable	4 Dark-Road Lighted	1 Straight and Level	2 Wet	3 Rain	Right Angle	Backing Unsafely	WB V2 at light V1 backing out of sidestreet struck V2
63	34056288	10/11/2011	Dewey at Driving Park	Y	Dewey/Driving	-1 Non-Reportable	1 Daylight	1 Straight and Level	1 Dry		Rear End	View Obstructed / Limited	SB V2 stopped V1 rearended
64	34071834	9/19/2011	Dewey at Selye	Y	Selye	1 Injury	1 Daylight	1 Straight and Level	1 Dry	1 Clear	Right Angle	Glare	EB V1 turning onto Dewey struck V2
76	34156464	1/2/2012	Dewey 5' N of Selye	Y	Selye	-1 Non-Reportable	1 Daylight	1 Straight and Level	1 Dry	1 Clear	Right Angle	Driver Inattention / Distraction	NB V2 struck by V1
81	34198580	2/8/2012	Driving Park at Broeziel St.	Y	Broeziel	-1 Non-Reportable	1 Daylight	1 Straight and Level	1 Dry	1 Clear	Overtaking	Passing or Lane Usage Improper	WB V2 stopped then decided to turn left V1 merged out to turn left striking V2
83	34212070	2/21/2012	Dewey at Driving Park	Y	Dewey/Driving	1 Injury	4 Dark-Road Lighted	1 Straight and Level	1 Dry	1 Clear	Pedestrian	Driver Inattention/Distraction	WB V1 turning left on Dewey striking pedestrian
86	34229355	3/11/2012	Driving Park at Dewey/Driving Park	Y	Dewey/Driving	-1 Non-Reportable	1 Daylight	1 Straight and Level	1 Dry	1 Clear	Rear End	Driver Inattention / Distraction	WB V2 rearended by WB V1
89	34254596	4/3/2012	Driving Park at Dewey	Y	Dewey/Driving	-1 Non-Reportable	1 Daylight	1 Straight and Level	1 Dry	1 Clear	Left Turn		Opposite Direction - WB V1 turning left with green arrow V1 striking EB V2
93	34266939	1/19/2012	Dewey at Driving Park	Y	Dewey/Driving	0 Property Damage Only	4 Dark-Road Lighted	1 Straight and Level	4 Snow/Ice	4 Snow	Left Turn		V1 turning onto Dewey struck by V2
99	34297176	5/3/2012	Driving Park at Dewey	Y	Dewey/Driving	0 Property Damage Only	1 Daylight	1 Straight and Level	1 Dry	2 Cloudy	Overtaking	Unsafe Lane Changing	EB V1 merging into traffic from median struck EB V2
100	34306608	5/15/2012	Dewey at Selye Terr	Y	Selye	-1 Non-Reportable	1 Daylight	1 Straight and Level	1 Dry	1 Clear	Rear End	Accelerator Defective	SB V1 stopped rearended by SB V2
109	34368625	5/19/2012	Driving Park at Straub	Y	Straub	1 Injury	1 Daylight	1 Straight and Level	1 Dry	1 Clear	Rear End	Backing Unsafely	WB V1 passed street backed up and struck WB V2
112	34414456	8/26/2012	Drivign Park 100' W of Dewey	Y	Dewey/Driving	-1 Non-Reportable	1 Daylight	1 Straight and Level	1 Dry	1 Clear	Right Angle	Driver Inattention / Distraction	EB V2 struck by V1 exiting parking lot
114	34441784	9/3/2012	Dewey at Dewey Ave Driving Park	Y	Dewey/Driving	-1 Non-Reportable	1 Daylight	1 Straight and Level	2 Wet	2 Cloudy	Left Turn	Other Vehicular	EB V1 struck by V2 turning left
115	34443499	9/15/2012	Dewey at Dewey Ave Driving Park	Y	Dewey/Driving	0 Property Damage Only	1 Daylight	1 Straight and Level	1 Dry	2 Cloudy	Right Turn	View Obstructed / Limited	
116	34447187	9/11/2012	Dewey at Driving Park	Y	Dewey/Driving	-1 Non-Reportable	1 Daylight	1 Straight and Level	1 Dry	1 Clear	Rear End	Driver Inattention / Distraction	SB V2 rearended by SB V1
118	34459623	8/20/2012	Driving Park at Dewey	Y	Dewey/Driving	1 Injury	1 Daylight	1 Straight and Level	1 Dry	1 Clear	Right Angle		WB V1 struck EB V2
120	34475275	9/24/2012	Dewey at Selye	Y	Selye	1 Injury	1 Daylight	1 Straight and Level	1 Dry	1 Clear	Right Angle		EB V2 struck by NB V1
126	34561817	12/8/2012	Driving Park at Dewey	Y	Dewey/Driving	-1 Non-Reportable	1 Daylight	1 Straight and Level	2 Wet	3 Rain	Rear End	Driver Inattention/Distraction	V2 rearended by V1
127	34561885	12/4/2012	Driving Park at Finch	Y		1 Injury	1 Daylight	1 Straight and Level	1 Dry	2 Cloudy	Rear End	Following to closely	WB V2 struck WB V1
129	34581280	12/17/2012	Dewey at Selye	Y	Selye	-1 Non-Reportable	1 Daylight	1 Straight and Level	1 Dry	2 Cloudy	Rear End	Driver Inattention / Distraction	SB V2 struck by SB V1





LEGEND:

XXX - AM PEAK HOUR TRAFFIC 7:15AM TO 8:15AM
(XXX) - PM PEAK HOUR TRAFFIC 4:45PM TO 5:45PM

City of Rochester
Department of
Environmental Services



**Dewey Ave / Driving Park Ave
Intersection Realignment Project
P.I.N. 4755.55**

**Exhibit 3.3.1.6.
Alternative 4
Peak Hour Turning Movements**

SHEET NO.	SCALE	DATE	Bergmann associates
3	No Scale	04/14	

AM Peak Hour 7:15 AM to 8:15 AM																
Intersection	Approach	Movement	2038 No-Build				2038 No-Build - EB Blocked Lane				2038 Alternative 4					
			Delay (sec/veh)	LOS	Turning Movement Volumes	Total Delay (hr)	Delay (sec/veh)	LOS	Turning Movement Volumes	Total Delay (hr)	Delay (sec/veh)	LOS	Turning Movement Volumes	Total Delay (hr)		
Dewey Avenue and Driving Park Avenue (WEST)	Eastbound	Thru	28.8	C	215	1.72	29.3	C	215	1.75						
		Right	8.2	A	92	0.21	8.2	A	92	0.21						
		Approach	22.6	C			23.0	C								
	Westbound	Left	19.4	B	348	1.88	19.3	B	348	1.87						
		Thru	8.4	A	298	0.70	8.4	A	298	0.70						
		Approach	14.3	B			14.3	B								
	Northbound	Left	20.5	C	26	0.15	20.5	C	26	0.15						
		Right	9.8	A	271	0.74	11.4	B	271	0.86						
	Approach	10.7	B			10.5	B									
	Overall		15.5	B		5.39	15.7	B		5.53						
Dewey Avenue and Driving Park Avenue / Broezel Street (EAST)	Eastbound	Left	17.3	B	286	1.37										
		Left/Thru/Right					41.1	D	486	5.55						
		Thru/Right	8.4	A	200	0.47										
		Approach	13.6	B			41.1	D								
	Westbound	Left/Thru	36.0	D	299	2.99	37.5	D	299	3.11						
		Right	7.4	A	87	0.18	7.4	A	87	0.18						
		Approach	29.5	C			30.7	C								
	Southbound	Left/Thru	55.0	E	289	4.42	55.0	E	289	4.42						
		Right	11.5	B	371	1.19	11.5	B	371	1.19						
	Approach	30.6	C			30.6	C									
	Overall		24.9	C		10.61	34.0	C		14.44						
Dewey Avenue and Driving Park Avenue	Eastbound	Left									26.1	C	56	0.41		
		Thru/Right									26.2	C	251	1.83		
		Approach									26.2	C				
	Westbound	Left									24.2	C	33	0.22		
		Thru									28.3	C	242	1.90		
		Right									0.9	A	87	0.02		
		Approach									21.3	C				
	Northbound	Left									41.0	D	26	0.30		
		Thru/Right									34.3	C	271	2.58		
		Approach									34.9	C				
	Southbound	Left									19.1	B	289	1.53		
		Thru/Right									20.3	C	371	2.09		
	Approach									19.8	B					
	Overall									24.1	C		10.88			
Driving Park Avenue and Broezel Street	Westbound	Left/Thru									5	A	386	0.54		
		Approach												0.54		
AM Peak Hour Total							16.00					19.97				11.42

PM Peak Hour 4:45 PM to 5:45 PM															
Intersection	Approach	Movement	2038 No-Build				2038 No-Build - EB Blocked Lane				2038 Alternative 4				
			Delay (sec/veh)	LOS	Turning Movement Volumes	Total Delay (hr)	Delay (sec/veh)	LOS	Turning Movement Volumes	Total Delay (hr)	Delay (sec/veh)	LOS	Turning Movement Volumes	Total Delay (hr)	
Dewey Avenue and Driving Park Avenue (WEST)	Eastbound	Thru	35.3	D	310	3.04	55.4	E	310	4.77					
		Right	13.7	B	66	0.25	13.7	B	66	0.25					
		Approach	31.5	C			48.1	D							
	Westbound	Left	13.7	B	350	1.33	13.5	B	350	1.31					
		Thru	5.7	A	344	0.54	5.8	A	344	0.55					
		Approach	9.8	A			9.7	A							
	Northbound	Left	29.9	C	63	0.52	29.9	C	63	0.52					
		Right	23.1	C	505	3.24	14.1	B	505	1.98					
	Approach	23.8	C			15.9	B								
	Overall		19.6	B		8.93	20.6	C		9.39					
Dewey Avenue and Driving Park Avenue / Broezel Street (EAST)	Eastbound	Left	23.2	C	517	3.33									
		Left/Thru/Right					84.6	F	815	19.15					
		Thru/Right	6.5	A	298	0.54									
		Approach	17.0	B			84.6	F							
	Westbound	Left/Thru	38.5	D	326	3.49	41.3	D	326	3.74					
		Right	13.3	B	212	0.78	13.3	B	212	0.78					
		Approach	28.6	C			30.2	C							
	Southbound	Left/Thru	49.3	D	188	2.57	49.3	D	188	2.57					
		Right	11.6	B	400	1.29	11.6	B	400	1.29					
	Approach	23.7	C			23.7	C								
	Overall		22.2	C		12.00	51.1	D		27.54					
Dewey Avenue and Driving Park Avenue	Eastbound	Left									41.1	D	88	1.00	
		Thru/Right									37.3	D	288	2.98	
		Approach									38.2	D			
	Westbound	Left									28.1	C	10	0.08	
		Thru									38.3	D	284	3.02	
		Right									6.2	A	212	0.37	
		Approach									24.6	C			
	Northbound	Left									51.7	D	63	0.90	
		Thru/Right									28.7	C	505	4.03	
		Approach									31.3	C			
	Southbound	Left									14.5	B	188	0.76	
		Thru/Right									21.8	C	400	2.42	
	Approach									19.5	B				
	Overall									27.5	C		15.56		
Driving Park Avenue and Broezel Street	Westbound	Left/Thru									5	A	538	0.75	
		Approach												0.75	
PM Peak Hour Total							20.93					36.93			
TOTAL							36.93					56.90			

Increase over 2038 Alternative 4		9.20		29.17	
Percent Reduction in Delay		25%		51%	

Notes:

1. Approach level of service assumed due to lack of available data from Synchro. Vehicle delay is approximated from SimTraffic microsimulation and HCS analysis.

PEDESTRIAN FACILITY DESIGN

Exhibit 18-1 Pedestrian Generator Checklist


P.I.N.: 4755.55

Project Location: Dewey Avenue - Driving Park Avenue
Intersection Realignment Project, City of Rochester

PEDESTRIAN GENERATOR CHECKLIST		
<p><i>Note: The term "generator" in this document refers to both pedestrian generators (where pedestrians originate) and destinations (where pedestrians travel to). A check of "yes" indicates a potential need to accommodate pedestrians and coordination with the Regional Bicycle and Pedestrian Coordinator is necessary during project scoping. Answers to the following questions should be checked with the local municipality to ensure accuracy.</i></p>		
1.	Is there an existing or planned sidewalk, trail, or pedestrian-crossing facility?	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>
2.	Are there bus stops, transit stations or depots/terminals located in or within 800 m of the project area?	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>
3.	Is there more than occasional pedestrian activity? Evidence of pedestrian activity may include a worn path.	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>
4.	Are there existing or approved plans for generators of pedestrian activity in or within 800 m of the project that promote or have the potential to promote pedestrian traffic in the project area, such as schools, parks, playgrounds, places of employment, places of worship, post offices, municipal buildings, restaurants, shopping centers, or other commercial areas, or shared-use paths?	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>
5.	Are there existing or approved plans for seasonal generators of pedestrian activity in or within 800 m of the project that promote or have the potential to promote pedestrian traffic in the project area, such as ski resorts, state parks, camps, amusement parks?	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>
6.	Is the project located in a residential area within 800 m of existing or planned pedestrian generators such as those listed in 4 above?	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>
7.	From record plans, were pedestrian facilities removed during a previous highway reconstruction project?	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>
8.	Did a study of secondary impacts indicate that the project promotes or is likely to promote commercial and/or residential development within the intended life cycle of the project?	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>
9.	Does the community's comprehensive plan call for development of pedestrian facilities in the area?	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>
10.	Based on the ability of students to walk and bicycle to school, would the project benefit from engineering measures under the Safe-Routes-To-School program? Eligible infrastructure-related improvements must be within a 3.2 km radius of the project.	YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>
<p><i>Note: This checklist should be revisited due to a project delay or if site conditions or local planning changes during the project development process.</i></p> <p>Comments: 800 m equates to approximately 1/2 mile, 3.2 km equates to approximately 2 miles 2 - Numerous RTS bus stops within / adjacent to the project limits 6 - Residential neighborhoods and apartment buildings located within / adjacent to the project limits 8 - Corridor is already "built out" with commercial / residential development</p> <p>Regional Bicycle and Pedestrian Coordinator: Bruce Cunningham (Bicycle Issues) (518)-272-4831, or Jon Harman (Pedestrian Issues) (585)-272-3358</p> <p>Project Designer: Michael T. Croce, P.E., Bergmann Associates</p>		

Lanes, Volumes, Timings
1101: Dewey (South) & Driving Park

4/21/2014

							ø3	ø4	ø6
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR			
Lane Configurations	↑	↑	↑	↑	↑	↑			
Volume (vph)	159	72	274	176	20	213			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Lane Width (ft)	11	11	11	11	11	11			
Storage Length (ft)		75	75		200	0			
Storage Lanes		1	1		1	1			
Taper Length (ft)			25		25				
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00			
Frt		0.850				0.850			
Flt Protected			0.950		0.950				
Satd. Flow (prot)	1733	1473	1646	1733	1646	1473			
Flt Permitted			0.535		0.950				
Satd. Flow (perm)	1733	1473	927	1733	1646	1473			
Right Turn on Red		Yes				No			
Satd. Flow (RTOR)		87							
Link Speed (mph)	30			30	30				
Link Distance (ft)	465			180	541				
Travel Time (s)	10.6			4.1	12.3				
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83			
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%			
Adj. Flow (vph)	192	87	330	212	24	257			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	192	87	330	212	24	257			
Enter Blocked Intersection	No	No	No	No	No	No			
Lane Alignment	Left	Right	Left	Left	Left	Right			
Median Width(ft)	11			11	11				
Link Offset(ft)	0			0	0				
Crosswalk Width(ft)	16			16	16				
Two way Left Turn Lane									
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04			
Turning Speed (mph)		9	15		15	9			
Number of Detectors	2	2	1	0	2	2			
Detector Template									
Leading Detector (ft)	26	26	50	0	26	26			
Trailing Detector (ft)	0	0	0	0	0	0			
Detector 1 Position(ft)	20	20	0	19	0	0			
Detector 1 Size(ft)	6	6	50	0	6	6			
Detector 1 Type	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			
Detector 1 Queue (s)	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			
Detector 2 Position(ft)	0	0			20	20			
Detector 2 Size(ft)	6	6			6	6			
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			
Detector 2 Channel									
Detector 2 Extend (s)	0.0	0.0			0.0	0.0			
Turn Type	NA	Perm	custom	NA	Prot	pt+ov			
Protected Phases	2		7	6 7	8	7 8	3	4	6

Lanes, Volumes, Timings
1101: Dewey (South) & Driving Park

4/21/2014



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	ø3	ø4	ø6
Permitted Phases		2	6						
Detector Phase	2	2	7	6 7	8	7 8			
Switch Phase									
Minimum Initial (s)	12.0	12.0	8.0		16.0		8.0	8.0	12.0
Minimum Split (s)	31.0	31.0	29.0		25.0		25.0	25.0	31.0
Total Split (s)	31.0	31.0	29.0		30.0		29.0	30.0	31.0
Total Split (%)	34.4%	34.4%	32.2%		33.3%		32%	33%	34%
Maximum Green (s)	25.0	25.0	23.5		24.5		23.5	24.5	25.0
Yellow Time (s)	4.0	4.0	3.5		3.5		3.5	3.5	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0		2.0	2.0	2.0
Lost Time Adjust (s)	-3.0	-1.0	-2.5		-2.5				
Total Lost Time (s)	3.0	5.0	3.0		3.0				
Lead/Lag			Lead		Lag		Lead	Lag	
Lead-Lag Optimize?									
Vehicle Extension (s)	3.0	3.0	2.0		3.0		2.0	2.0	3.0
Recall Mode	C-Max	C-Max	None		Max		None	None	C-Max
Walk Time (s)	9.0	9.0	8.0		7.0		7.0	7.0	9.0
Flash Dont Walk (s)	15.0	15.0	12.0		12.0		12.0	12.0	15.0
Pedestrian Calls (#/hr)	0	0	0		0		0	0	0
Act Effect Green (s)	28.0	26.0	43.0	46.0	38.0	56.0			
Actuated g/C Ratio	0.31	0.29	0.48	0.51	0.42	0.62			
v/c Ratio	0.36	0.18	0.59	0.24	0.03	0.28			
Control Delay	26.4	6.7	15.0	8.1	17.6	8.8			
Queue Delay	0.0	0.0	0.3	0.6	0.0	0.0			
Total Delay	26.4	6.7	15.3	8.7	17.6	8.8			
LOS	C	A	B	A	B	A			
Approach Delay	20.2			12.7	9.5				
Approach LOS	C			B	A				

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 3 (3%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.79

Intersection Signal Delay: 13.8

Intersection LOS: B

Intersection Capacity Utilization 48.5%

ICU Level of Service A

Analysis Period (min) 15

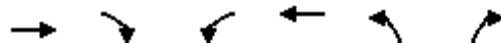
Splits and Phases: 1101: Dewey (South) & Driving Park

#110#1102 → → ø2 (R) 31 s	#1102 ↙ ↘ ø3 29 s	#1102 ↖ ↗ ø4 30 s
#110#1102 ← ← ø6 (R) 31 s	#1101 ↙ ↘ ø7 29 s	#1101 ↖ ↗ ø8 30 s

Queues

1101: Dewey (South) & Driving Park

4/21/2014





















Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	192	87	330	212	24	257
v/c Ratio	0.36	0.18	0.59	0.24	0.03	0.28
Control Delay	26.4	6.7	15.0	8.1	17.6	8.8
Queue Delay	0.0	0.0	0.3	0.6	0.0	0.0
Total Delay	26.4	6.7	15.3	8.7	17.6	8.8
Queue Length 50th (ft)	84	0	70	43	8	61
Queue Length 95th (ft)	129	28	77	51	23	90
Internal Link Dist (ft)	385			100	461	
Turn Bay Length (ft)		75	75		200	
Base Capacity (vph)	539	487	763	1097	694	916
Starvation Cap Reductn	0	0	109	564	0	0
Spillback Cap Reductn	0	0	0	0	0	46
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.18	0.50	0.40	0.03	0.30

Intersection Summary

Lanes, Volumes, Timings
1102: Driving Park & Dewey (North)

4/21/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	225	143	4	19	158	68	0	0	0	183	45	292
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	11	11	12	12	12	11	12	11
Storage Length (ft)	75		0	0		75	0		0	0		275
Storage Lanes	1		0	0		1	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. 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
Frt		0.996				0.850						0.850
Flt Protected	0.950				0.995						0.961	
Satd. Flow (prot)	1646	1726	0	0	1724	1473	0	0	0	0	1723	1473
Flt Permitted	0.504				0.959						0.961	
Satd. Flow (perm)	873	1726	0	0	1662	1473	0	0	0	0	1723	1473
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)		3				97						
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		180			931			272			664	
Travel Time (s)		4.1			21.2			6.2			15.1	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
Adj. Flow (vph)	271	172	5	23	190	82	0	0	0	220	54	352
Shared Lane Traffic (%)												
Lane Group Flow (vph)	271	177	0	0	213	82	0	0	0	0	274	352
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)		11			8			0			12	
Link Offset(ft)		0			0			30			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.04	1.04	1.00	1.00	1.04	1.04	1.00	1.00	1.00	1.04	1.00	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0		1	1	1				1	1	0
Detector Template				Left								
Leading Detector (ft)	50	0		20	40	40				40	40	0
Trailing Detector (ft)	0	0		0	0	0				0	0	0
Detector 1 Position(ft)	0	19		0	0	0				0	0	0
Detector 1 Size(ft)	50	0		20	40	40				40	40	25
Detector 1 Type	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
Detector 1 Queue (s)	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
Turn Type	custom	NA		Perm	NA	Perm				Split	NA	pt+ov
Protected Phases	4	2 4			6					3	3	3 4
Permitted Phases	2			6		6						
Detector Phase	4	2 4		6	6	6				3	3	3 4
Switch Phase												
Minimum Initial (s)	8.0			12.0	12.0	12.0				8.0	8.0	
Minimum Split (s)	25.0			31.0	31.0	31.0				25.0	25.0	













Lanes, Volumes, Timings
1102: Driving Park & Dewey (North)

4/21/2014

Lane Group	ø2	ø7	ø8
Lane Configurations			
Volume (vph)			
Ideal Flow (vphpl)			
Lane Width (ft)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Heavy Vehicles (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Turn Type			
Protected Phases	2	7	8
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	12.0	8.0	16.0
Minimum Split (s)	31.0	29.0	25.0

Lanes, Volumes, Timings
1102: Driving Park & Dewey (North)

4/21/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	30.0			31.0	31.0	31.0				29.0	29.0	
Total Split (%)	33.3%			34.4%	34.4%	34.4%				32.2%	32.2%	
Maximum Green (s)	24.5			25.0	25.0	25.0				23.5	23.5	
Yellow Time (s)	3.5			4.0	4.0	4.0				3.5	3.5	
All-Red Time (s)	2.0			2.0	2.0	2.0				2.0	2.0	
Lost Time Adjust (s)	-2.5				-3.0	-1.0					0.0	
Total Lost Time (s)	3.0				3.0	5.0					5.5	
Lead/Lag	Lag									Lead	Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0			3.0	3.0	3.0				2.0	2.0	
Recall Mode	None			C-Max	C-Max	C-Max				None	None	
Walk Time (s)	7.0			9.0	9.0	9.0				7.0	7.0	
Flash Dont Walk (s)	12.0			15.0	15.0	15.0				12.0	12.0	
Pedestrian Calls (#/hr)	0			0	0	0				0	0	
Act Effect Green (s)	60.3	63.3			28.0	26.0					18.2	56.0
Actuated g/C Ratio	0.67	0.70			0.31	0.29					0.20	0.62
v/c Ratio	0.31	0.15			0.41	0.17					0.79	0.38
Control Delay	8.1	6.7			27.5	4.9					49.9	10.0
Queue Delay	0.6	0.8			0.1	0.0					0.0	0.0
Total Delay	8.7	7.5			27.6	4.9					49.9	10.0
LOS	A	A			C	A					D	A
Approach Delay		8.2			21.3						27.4	
Approach LOS		A			C						C	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 3 (3%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.79

Intersection Signal Delay: 19.8


















Intersection LOS: B

Intersection Capacity Utilization 46.2%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1102: Driving Park & Dewey (North)

#110#1102    ø2 (R)	#1102    ø3	#1102    ø4
31 s	29 s	30 s
#110#1102    ø6 (R)	#1101    ø7	#1101    ø8
31 s	29 s	30 s

Lanes, Volumes, Timings
1102: Driving Park & Dewey (North)

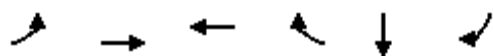
4/21/2014

Lane Group	ø2	ø7	ø8
Total Split (s)	31.0	29.0	30.0
Total Split (%)	34%	32%	33%
Maximum Green (s)	25.0	23.5	24.5
Yellow Time (s)	4.0	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lead	Lag
Lead-Lag Optimize?			
Vehicle Extension (s)	3.0	2.0	3.0
Recall Mode	C-Max	None	Max
Walk Time (s)	9.0	8.0	7.0
Flash Dont Walk (s)	15.0	12.0	12.0
Pedestrian Calls (#/hr)	0	0	0
Act Effect Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Intersection Summary			

Queues

1102: Driving Park & Dewey (North)

4/21/2014




Lane Group	EBL	EBT	WBT	WBR	SBT	SBR
Lane Group Flow (vph)	271	177	213	82	274	352
v/c Ratio	0.31	0.15	0.41	0.17	0.79	0.38
Control Delay	8.1	6.7	27.5	4.9	49.9	10.0
Queue Delay	0.6	0.8	0.1	0.0	0.0	0.0
Total Delay	8.7	7.5	27.6	4.9	49.9	10.0
Queue Length 50th (ft)	61	38	95	0	148	90
Queue Length 95th (ft)	94	63	144	20	198	128
Internal Link Dist (ft)		100	851		584	
Turn Bay Length (ft)	75			75		275
Base Capacity (vph)	862	1214	517	494	449	913
Starvation Cap Reductn	293	790	0	0	0	0
Spillback Cap Reductn	0	0	14	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.42	0.42	0.17	0.61	0.39

Intersection Summary

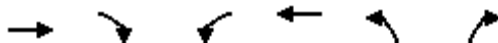
Lanes, Volumes, Timings
1101: Dewey (South) & Driving Park

5/28/2014

							ø3	ø4	ø6
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR			
Lane Configurations	↑	↑	↑	↑	↑	↑			
Volume (vph)	159	72	274	176	20	213			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Lane Width (ft)	11	11	11	11	11	11			
Storage Length (ft)		75	75		200	0			
Storage Lanes		1	1		1	1			
Taper Length (ft)			25		25				
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00			
Frt		0.850				0.850			
Flt Protected			0.950		0.950				
Satd. Flow (prot)	1733	1473	1646	1733	1646	1473			
Flt Permitted			0.535		0.950				
Satd. Flow (perm)	1733	1473	927	1733	1646	1473			
Right Turn on Red		Yes				No			
Satd. Flow (RTOR)		87							
Link Speed (mph)	30			30	30				
Link Distance (ft)	465			180	541				
Travel Time (s)	10.6			4.1	12.3				
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83			
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%			
Adj. Flow (vph)	192	87	330	212	24	257			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	192	87	330	212	24	257			
Enter Blocked Intersection	No	No	No	No	No	No			
Lane Alignment	Left	Right	Left	Left	Left	Right			
Median Width(ft)	11			11	11				
Link Offset(ft)	0			0	0				
Crosswalk Width(ft)	16			16	16				
Two way Left Turn Lane									
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04			
Turning Speed (mph)		9	15		15	9			
Number of Detectors	2	2	1	0	2	2			
Detector Template									
Leading Detector (ft)	26	26	50	0	26	26			
Trailing Detector (ft)	0	0	0	0	0	0			
Detector 1 Position(ft)	20	20	0	19	0	0			
Detector 1 Size(ft)	6	6	50	0	6	6			
Detector 1 Type	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			
Detector 1 Queue (s)	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			
Detector 2 Position(ft)	0	0			20	20			
Detector 2 Size(ft)	6	6			6	6			
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			
Detector 2 Channel									
Detector 2 Extend (s)	0.0	0.0			0.0	0.0			
Turn Type	NA	Perm	custom	NA	Prot	pt+ov			
Protected Phases	2		7	6 7	8	7 8	3	4	6

Lanes, Volumes, Timings
1101: Dewey (South) & Driving Park

5/28/2014



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	ø3	ø4	ø6
Permitted Phases		2	6						
Detector Phase	2	2	7	6 7	8	7 8			
Switch Phase									
Minimum Initial (s)	12.0	12.0	8.0		16.0		8.0	8.0	12.0
Minimum Split (s)	31.0	31.0	29.0		25.0		25.0	25.0	31.0
Total Split (s)	31.0	31.0	29.0		30.0		29.0	30.0	31.0
Total Split (%)	34.4%	34.4%	32.2%		33.3%		32%	33%	34%
Maximum Green (s)	25.0	25.0	23.5		24.5		23.5	24.5	25.0
Yellow Time (s)	4.0	4.0	3.5		3.5		3.5	3.5	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0		2.0	2.0	2.0
Lost Time Adjust (s)	-3.0	-1.0	-2.5		-2.5				
Total Lost Time (s)	3.0	5.0	3.0		3.0				
Lead/Lag			Lead		Lag		Lead	Lag	
Lead-Lag Optimize?									
Vehicle Extension (s)	3.0	3.0	2.0		3.0		2.0	2.0	3.0
Recall Mode	C-Max	C-Max	None		Max		None	None	C-Max
Walk Time (s)	9.0	9.0	8.0		7.0		7.0	7.0	9.0
Flash Dont Walk (s)	15.0	15.0	12.0		12.0		12.0	12.0	15.0
Pedestrian Calls (#/hr)	0	0	0		0		0	0	0
Act Effect Green (s)	28.0	26.0	43.0	46.0	38.0	56.0			
Actuated g/C Ratio	0.31	0.29	0.48	0.51	0.42	0.62			
v/c Ratio	0.36	0.18	0.59	0.24	0.03	0.28			
Control Delay	26.4	6.7	14.9	8.1	17.6	8.8			
Queue Delay	0.0	0.0	0.3	0.6	0.0	0.2			
Total Delay	26.4	6.7	15.2	8.7	17.6	9.0			
LOS	C	A	B	A	B	A			
Approach Delay	20.2			12.7	9.7				
Approach LOS	C			B	A				

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 3 (3%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.79

Intersection Signal Delay: 13.8

Intersection LOS: B

Intersection Capacity Utilization 48.5%

ICU Level of Service A

Analysis Period (min) 15

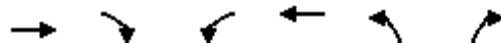
Splits and Phases: 1101: Dewey (South) & Driving Park

#110#1102 → → ø2 (R) 31 s	#1102 ↙ ↘ ø3 29 s	#1102 ↙ ↘ ø4 30 s
#110#1102 ← ← ø6 (R) 31 s	#1101 ↙ ↘ ø7 29 s	#1101 ↙ ↘ ø8 30 s

Queues

1101: Dewey (South) & Driving Park

5/28/2014




















Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	192	87	330	212	24	257
v/c Ratio	0.36	0.18	0.59	0.24	0.03	0.28
Control Delay	26.4	6.7	14.9	8.1	17.6	8.8
Queue Delay	0.0	0.0	0.3	0.6	0.0	0.2
Total Delay	26.4	6.7	15.2	8.7	17.6	9.0
Queue Length 50th (ft)	84	0	70	43	8	61
Queue Length 95th (ft)	129	28	78	51	23	90
Internal Link Dist (ft)	385			100	461	
Turn Bay Length (ft)		75	75		200	
Base Capacity (vph)	539	487	763	1097	694	916
Starvation Cap Reductn	0	0	109	564	0	0
Spillback Cap Reductn	0	0	0	0	0	229
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.18	0.50	0.40	0.03	0.37

Intersection Summary

Lanes, Volumes, Timings
1102: Driving Park & Dewey (North)

5/28/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	225	143	4	19	158	68	0	0	0	183	45	292
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	11	11	12	12	12	11	12	11
Storage Length (ft)	75		0	0		75	0		0	0		275
Storage Lanes	0		0	0		1	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. 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
Frt		0.998				0.850						0.850
Flt Protected		0.971			0.995						0.961	
Satd. Flow (prot)	0	1679	0	0	1724	1473	0	0	0	0	1723	1473
Flt Permitted		0.568			0.930						0.961	
Satd. Flow (perm)	0	982	0	0	1611	1473	0	0	0	0	1723	1473
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)		1				97						
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		180			931			272			664	
Travel Time (s)		4.1			21.2			6.2			15.1	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
Adj. Flow (vph)	271	172	5	23	190	82	0	0	0	220	54	352
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	448	0	0	213	82	0	0	0	0	274	352
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)		11			8			0			12	
Link Offset(ft)		0			0			30			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.04	1.04	1.00	1.00	1.04	1.04	1.00	1.00	1.00	1.04	1.00	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1				1	1	0
Detector Template				Left								
Leading Detector (ft)	50	50		20	40	40				40	40	0
Trailing Detector (ft)	0	0		0	0	0				0	0	0
Detector 1 Position(ft)	0	0		0	0	0				0	0	0
Detector 1 Size(ft)	50	50		20	40	40				40	40	25
Detector 1 Type	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
Detector 1 Queue (s)	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
Turn Type	custom	NA		Perm	NA	Perm				Split	NA	pt+ov
Protected Phases	4	2 4			6					3	3	3 4
Permitted Phases	2			6		6						
Detector Phase	4	2 4		6	6	6				3	3	3 4
Switch Phase												
Minimum Initial (s)	8.0			12.0	12.0	12.0				8.0	8.0	
Minimum Split (s)	25.0			31.0	31.0	31.0				25.0	25.0	













Lanes, Volumes, Timings
1102: Driving Park & Dewey (North)

5/28/2014

Lane Group	ø2	ø7	ø8
Lane Configurations			
Volume (vph)			
Ideal Flow (vphpl)			
Lane Width (ft)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Heavy Vehicles (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Turn Type			
Protected Phases	2	7	8
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	12.0	8.0	16.0
Minimum Split (s)	31.0	29.0	25.0

Lanes, Volumes, Timings
1102: Driving Park & Dewey (North)

5/28/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	30.0			31.0	31.0	31.0				29.0	29.0	
Total Split (%)	33.3%			34.4%	34.4%	34.4%				32.2%	32.2%	
Maximum Green (s)	24.5			25.0	25.0	25.0				23.5	23.5	
Yellow Time (s)	3.5			4.0	4.0	4.0				3.5	3.5	
All-Red Time (s)	2.0			2.0	2.0	2.0				2.0	2.0	
Lost Time Adjust (s)					-3.0	-1.0					0.0	
Total Lost Time (s)					3.0	5.0					5.5	
Lead/Lag	Lag									Lead	Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0			3.0	3.0	3.0				2.0	2.0	
Recall Mode	None			C-Max	C-Max	C-Max				None	None	
Walk Time (s)	7.0			9.0	9.0	9.0				7.0	7.0	
Flash Dont Walk (s)	12.0			15.0	15.0	15.0				12.0	12.0	
Pedestrian Calls (#/hr)	0			0	0	0				0	0	
Act Effect Green (s)		60.3			28.0	26.0					18.2	56.0
Actuated g/C Ratio		0.67			0.31	0.29					0.20	0.62
v/c Ratio		0.49			0.43	0.17					0.79	0.38
Control Delay		10.7			27.8	4.9					49.9	10.0
Queue Delay		0.8			0.1	0.0					0.0	0.0
Total Delay		11.5			27.9	4.9					49.9	10.0
LOS		B			C	A					D	A
Approach Delay		11.5			21.5						27.4	
Approach LOS		B			C						C	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 3 (3%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.79

Intersection Signal Delay: 20.9









Intersection LOS: C

Intersection Capacity Utilization 54.0%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1102: Driving Park & Dewey (North)

#110#1102   ø2 (R)	#1102  ø3	#1102  ø4
31 s	29 s	30 s
#110#1102   ø6 (R)	#1101  ø7	#1101  ø8
31 s	29 s	30 s

Lanes, Volumes, Timings
1102: Driving Park & Dewey (North)

5/28/2014

Lane Group	ø2	ø7	ø8
Total Split (s)	31.0	29.0	30.0
Total Split (%)	34%	32%	33%
Maximum Green (s)	25.0	23.5	24.5
Yellow Time (s)	4.0	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lead	Lag
Lead-Lag Optimize?			
Vehicle Extension (s)	3.0	2.0	3.0
Recall Mode	C-Max	None	Max
Walk Time (s)	9.0	8.0	7.0
Flash Dont Walk (s)	15.0	12.0	12.0
Pedestrian Calls (#/hr)	0	0	0
Act Effect Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Intersection Summary			

Queues

1102: Driving Park & Dewey (North)


5/28/2014



Lane Group	EBT	WBT	WBR	SBT	SBR
Lane Group Flow (vph)	448	213	82	274	352
v/c Ratio	0.49	0.43	0.17	0.79	0.38
Control Delay	10.7	27.8	4.9	49.9	10.0
Queue Delay	0.8	0.1	0.0	0.0	0.0
Total Delay	11.5	27.9	4.9	49.9	10.0
Queue Length 50th (ft)	107	96	0	148	90
Queue Length 95th (ft)	152	145	20	198	128
Internal Link Dist (ft)	100	851		584	
Turn Bay Length (ft)			75		275
Base Capacity (vph)	908	501	494	449	913
Starvation Cap Reductn	210	0	0	0	0
Spillback Cap Reductn	0	13	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.64	0.44	0.17	0.61	0.39
Intersection Summary					

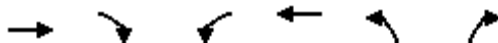
Lanes, Volumes, Timings
1101: Dewey (South) & Driving Park

7/10/2014

							ø3	ø4	ø6
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR			
Lane Configurations	↑	↑	↑	↑	↑	↑			
Volume (vph)	200	52	276	259	50	398			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Lane Width (ft)	11	11	11	11	11	11			
Storage Length (ft)		75	75		200	0			
Storage Lanes		1	1		1	1			
Taper Length (ft)			25		25				
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00			
Frt		0.850				0.850			
Flt Protected			0.950		0.950				
Satd. Flow (prot)	1733	1473	1646	1733	1646	1473			
Flt Permitted			0.496		0.950				
Satd. Flow (perm)	1733	1473	859	1733	1646	1473			
Right Turn on Red		Yes				No			
Satd. Flow (RTOR)		52							
Link Speed (mph)	30			30	30				
Link Distance (ft)	465			180	541				
Travel Time (s)	10.6			4.1	12.3				
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94			
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%			
Adj. Flow (vph)	213	55	294	276	53	423			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	213	55	294	276	53	423			
Enter Blocked Intersection	No	No	No	No	No	No			
Lane Alignment	Left	Right	Left	Left	Left	Right			
Median Width(ft)	11			11	11				
Link Offset(ft)	0			0	0				
Crosswalk Width(ft)	16			16	16				
Two way Left Turn Lane									
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04			
Turning Speed (mph)		9	15		15	9			
Number of Detectors	2	2	1	0	2	2			
Detector Template									
Leading Detector (ft)	26	26	50	0	26	26			
Trailing Detector (ft)	0	0	0	0	0	0			
Detector 1 Position(ft)	20	20	0	19	0	0			
Detector 1 Size(ft)	6	6	50	0	6	6			
Detector 1 Type	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			
Detector 1 Queue (s)	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			
Detector 2 Position(ft)	0	0			20	20			
Detector 2 Size(ft)	6	6			6	6			
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			
Detector 2 Channel									
Detector 2 Extend (s)	0.0	0.0			0.0	0.0			
Turn Type	NA	Perm	custom	NA	Prot	pt+ov			
Protected Phases	2		7	6 7	8	7 8	3	4	6

Lanes, Volumes, Timings
1101: Dewey (South) & Driving Park

7/10/2014



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	ø3	ø4	ø6
Permitted Phases		2	6						
Detector Phase	2	2	7	6 7	8	7 8			
Switch Phase									
Minimum Initial (s)	12.0	12.0	8.0		16.0		8.0	8.0	12.0
Minimum Split (s)	31.0	31.0	29.0		25.0		25.0	25.0	31.0
Total Split (s)	34.0	34.0	41.0		25.0		25.0	41.0	34.0
Total Split (%)	34.0%	34.0%	41.0%		25.0%		25%	41%	34%
Maximum Green (s)	28.0	28.0	35.5		19.5		19.5	35.5	28.0
Yellow Time (s)	4.0	4.0	3.5		3.5		3.5	3.5	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0		2.0	2.0	2.0
Lost Time Adjust (s)	-3.0	-1.0	-2.5		-2.5				
Total Lost Time (s)	3.0	5.0	3.0		3.0				
Lead/Lag			Lead		Lag		Lead	Lag	
Lead-Lag Optimize?									
Vehicle Extension (s)	3.0	3.0	2.0		3.0		2.0	2.0	3.0
Recall Mode	C-Max	C-Max	None		Max		None	None	C-Max
Walk Time (s)	9.0	9.0	8.0		7.0		7.0	7.0	9.0
Flash Dont Walk (s)	15.0	15.0	12.0		12.0		12.0	12.0	15.0
Pedestrian Calls (#/hr)	0	0	0		0		0	0	0
Act Effect Green (s)	31.0	29.0	54.8	57.8	36.2	63.0			
Actuated g/C Ratio	0.31	0.29	0.55	0.58	0.36	0.63			
v/c Ratio	0.40	0.12	0.45	0.28	0.09	0.46			
Control Delay	29.9	8.9	9.4	6.0	25.0	11.6			
Queue Delay	0.0	0.0	0.3	0.5	0.0	0.5			
Total Delay	29.9	8.9	9.7	6.5	25.0	12.1			
LOS	C	A	A	A	C	B			
Approach Delay	25.6			8.1	13.5				
Approach LOS	C			A	B				

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.61

Intersection Signal Delay: 13.6

Intersection LOS: B

Intersection Capacity Utilization 49.2%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1101: Dewey (South) & Driving Park

#110#1102 → ø2 (R) 34 s	#1102 ↕ ø3 25 s	#1102 ↗ ø4 41 s
#110#1102 ← ø6 (R) 34 s	#1101 ↖ ø7 41 s	#1101 ↘ ø8 25 s

Queues

1101: Dewey (South) & Driving Park

7/10/2014





















Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	213	55	294	276	53	423
v/c Ratio	0.40	0.12	0.45	0.28	0.09	0.46
Control Delay	29.9	8.9	9.4	6.0	25.0	11.6
Queue Delay	0.0	0.0	0.3	0.5	0.0	0.5
Total Delay	29.9	8.9	9.7	6.5	25.0	12.1
Queue Length 50th (ft)	106	1	50	46	22	128
Queue Length 95th (ft)	172	30	53	49	57	196
Internal Link Dist (ft)	385			100	461	
Turn Bay Length (ft)		75	75		200	
Base Capacity (vph)	537	464	891	1247	595	927
Starvation Cap Reductn	0	0	209	596	0	0
Spillback Cap Reductn	0	0	0	0	0	193
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.12	0.43	0.42	0.09	0.58

Intersection Summary

Lanes, Volumes, Timings
1102: Driving Park & Dewey (North)

7/10/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	407	182	9	25	220	167	0	0	0	118	30	315
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	11	11	12	12	12	11	12	11
Storage Length (ft)	75		0	0		75	0		0	0		275
Storage Lanes	1		0	0		1	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. 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
Frt		0.993				0.850						0.850
Flt Protected	0.950				0.995						0.962	
Satd. Flow (prot)	1646	1721	0	0	1724	1473	0	0	0	0	1724	1473
Flt Permitted	0.427				0.955						0.962	
Satd. Flow (perm)	740	1721	0	0	1655	1473	0	0	0	0	1724	1473
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)		7				147						
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		180			931			272			664	
Travel Time (s)		4.1			21.2			6.2			15.1	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
Adj. Flow (vph)	433	194	10	27	234	178	0	0	0	126	32	335
Shared Lane Traffic (%)												
Lane Group Flow (vph)	433	204	0	0	261	178	0	0	0	0	158	335
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)		11			8			0			12	
Link Offset(ft)		0			0			30			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.04	1.04	1.00	1.00	1.04	1.04	1.00	1.00	1.00	1.04	1.00	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0		1	1	1				1	1	0
Detector Template				Left								
Leading Detector (ft)	50	0		20	40	40				40	40	0
Trailing Detector (ft)	0	0		0	0	0				0	0	0
Detector 1 Position(ft)	0	19		0	0	0				0	0	0
Detector 1 Size(ft)	50	0		20	40	40				40	40	25
Detector 1 Type	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
Detector 1 Queue (s)	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
Turn Type	custom	NA		Perm	NA	Perm				Split	NA	pt+ov
Protected Phases	4	2 4			6					3	3	3 4
Permitted Phases	2			6		6						
Detector Phase	4	2 4		6	6	6				3	3	3 4
Switch Phase												
Minimum Initial (s)	8.0			12.0	12.0	12.0				8.0	8.0	
Minimum Split (s)	25.0			31.0	31.0	31.0				25.0	25.0	


Lanes, Volumes, Timings
1102: Driving Park & Dewey (North)

7/10/2014

Lane Group	ø2	ø7	ø8
Lane Configurations			
Volume (vph)			
Ideal Flow (vphpl)			
Lane Width (ft)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Heavy Vehicles (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Turn Type			
Protected Phases	2	7	8
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	12.0	8.0	16.0
Minimum Split (s)	31.0	29.0	25.0

Lanes, Volumes, Timings
1102: Driving Park & Dewey (North)

7/10/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	41.0			34.0	34.0	34.0				25.0	25.0	
Total Split (%)	41.0%			34.0%	34.0%	34.0%				25.0%	25.0%	
Maximum Green (s)	35.5			28.0	28.0	28.0				19.5	19.5	
Yellow Time (s)	3.5			4.0	4.0	4.0				3.5	3.5	
All-Red Time (s)	2.0			2.0	2.0	2.0				2.0	2.0	
Lost Time Adjust (s)	-2.5				-3.0	-1.0					0.0	
Total Lost Time (s)	3.0				3.0	5.0					5.5	
Lead/Lag	Lag									Lead	Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0			3.0	3.0	3.0				2.0	2.0	
Recall Mode	None			C-Max	C-Max	C-Max				None	None	
Walk Time (s)	7.0			9.0	9.0	9.0				7.0	7.0	
Flash Dont Walk (s)	12.0			15.0	15.0	15.0				12.0	12.0	
Pedestrian Calls (#/hr)	0			0	0	0				0	0	
Act Effect Green (s)	73.3	76.3			31.0	29.0					15.2	63.0
Actuated g/C Ratio	0.73	0.76			0.31	0.29					0.15	0.63
v/c Ratio	0.47	0.16			0.51	0.34					0.61	0.36
Control Delay	8.6	4.8			32.5	9.0					49.0	10.2
Queue Delay	0.8	0.9			0.0	0.0					0.0	0.0
Total Delay	9.4	5.7			32.5	9.0					49.0	10.2
LOS	A	A			C	A					D	B
Approach Delay		8.2			23.0						22.7	
Approach LOS		A			C						C	

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.61

Intersection Signal Delay: 16.9

Intersection LOS: B

Intersection Capacity Utilization 54.9%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1102: Driving Park & Dewey (North)

#110#1102 → → ρ2 (R) 34 s	#1102 ↕ ρ3 25 s	#1102 ↖ ↗ ρ4 41 s
#110#1102 ← ← ρ6 (R) 34 s	#1101 ↖ ↗ ρ7 41 s	#1101 ↖ ↗ ρ8 25 s

Lanes, Volumes, Timings
1102: Driving Park & Dewey (North)

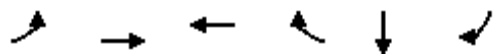
7/10/2014

Lane Group	ø2	ø7	ø8
Total Split (s)	34.0	41.0	25.0
Total Split (%)	34%	41%	25%
Maximum Green (s)	28.0	35.5	19.5
Yellow Time (s)	4.0	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lead	Lag
Lead-Lag Optimize?			
Vehicle Extension (s)	3.0	2.0	3.0
Recall Mode	C-Max	None	Max
Walk Time (s)	9.0	8.0	7.0
Flash Dont Walk (s)	15.0	12.0	12.0
Pedestrian Calls (#/hr)	0	0	0
Act Effect Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Intersection Summary			

Queues

1102: Driving Park & Dewey (North)


7/10/2014



Lane Group	EBL	EBT	WBT	WBR	SBT	SBR
Lane Group Flow (vph)	433	204	261	178	158	335
v/c Ratio	0.47	0.16	0.51	0.34	0.61	0.36
Control Delay	8.6	4.8	32.5	9.0	49.0	10.2
Queue Delay	0.8	0.9	0.0	0.0	0.0	0.0
Total Delay	9.4	5.7	32.5	9.0	49.0	10.2
Queue Length 50th (ft)	121	50	136	14	95	93
Queue Length 95th (ft)	186	80	214	66	154	146
Internal Link Dist (ft)		100	851		584	
Turn Bay Length (ft)	75			75		275
Base Capacity (vph)	926	1315	513	531	336	923
Starvation Cap Reductn	235	861	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.45	0.51	0.34	0.47	0.36
Intersection Summary						

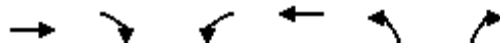
Lanes, Volumes, Timings
1101: Dewey (South) & Driving Park

7/10/2014

							ø3	ø4	ø6
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR			
Lane Configurations	↑	↑	↑	↑	↑	↑			
Volume (vph)	200	52	276	259	50	398			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Lane Width (ft)	11	11	11	11	11	11			
Storage Length (ft)		75	75		200	0			
Storage Lanes		1	1		1	1			
Taper Length (ft)			25		25				
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00			
Frt		0.850				0.850			
Flt Protected			0.950		0.950				
Satd. Flow (prot)	1733	1473	1646	1733	1646	1473			
Flt Permitted			0.496		0.950				
Satd. Flow (perm)	1733	1473	859	1733	1646	1473			
Right Turn on Red		Yes				No			
Satd. Flow (RTOR)		52							
Link Speed (mph)	30			30	30				
Link Distance (ft)	465			180	541				
Travel Time (s)	10.6			4.1	12.3				
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94			
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%			
Adj. Flow (vph)	213	55	294	276	53	423			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	213	55	294	276	53	423			
Enter Blocked Intersection	No	No	No	No	No	No			
Lane Alignment	Left	Right	Left	Left	Left	Right			
Median Width(ft)	11			11	11				
Link Offset(ft)	0			0	0				
Crosswalk Width(ft)	16			16	16				
Two way Left Turn Lane									
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04			
Turning Speed (mph)		9	15		15	9			
Number of Detectors	2	2	1	0	2	2			
Detector Template									
Leading Detector (ft)	26	26	50	0	26	26			
Trailing Detector (ft)	0	0	0	0	0	0			
Detector 1 Position(ft)	20	20	0	19	0	0			
Detector 1 Size(ft)	6	6	50	0	6	6			
Detector 1 Type	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			
Detector 1 Queue (s)	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			
Detector 2 Position(ft)	0	0			20	20			
Detector 2 Size(ft)	6	6			6	6			
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			
Detector 2 Channel									
Detector 2 Extend (s)	0.0	0.0			0.0	0.0			
Turn Type	NA	Perm	custom	NA	Prot	pt+ov			
Protected Phases	2		7	6 7	8	7 8	3	4	6

Lanes, Volumes, Timings
1101: Dewey (South) & Driving Park

7/10/2014



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	ø3	ø4	ø6
Permitted Phases		2	6						
Detector Phase	2	2	7	6 7	8	7 8			
Switch Phase									
Minimum Initial (s)	12.0	12.0	8.0		16.0		8.0	8.0	12.0
Minimum Split (s)	31.0	31.0	29.0		25.0		25.0	25.0	31.0
Total Split (s)	34.0	34.0	41.0		25.0		25.0	41.0	34.0
Total Split (%)	34.0%	34.0%	41.0%		25.0%		25%	41%	34%
Maximum Green (s)	28.0	28.0	35.5		19.5		19.5	35.5	28.0
Yellow Time (s)	4.0	4.0	3.5		3.5		3.5	3.5	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0		2.0	2.0	2.0
Lost Time Adjust (s)	-3.0	-1.0	-2.5		-2.5				
Total Lost Time (s)	3.0	5.0	3.0		3.0				
Lead/Lag			Lead		Lag		Lead	Lag	
Lead-Lag Optimize?									
Vehicle Extension (s)	3.0	3.0	2.0		3.0		2.0	2.0	3.0
Recall Mode	C-Max	C-Max	None		Max		None	None	C-Max
Walk Time (s)	9.0	9.0	8.0		7.0		7.0	7.0	9.0
Flash Dont Walk (s)	15.0	15.0	12.0		12.0		12.0	12.0	15.0
Pedestrian Calls (#/hr)	0	0	0		0		0	0	0
Act Effect Green (s)	31.0	29.0	54.8	57.8	36.2	63.0			
Actuated g/C Ratio	0.31	0.29	0.55	0.58	0.36	0.63			
v/c Ratio	0.40	0.12	0.45	0.28	0.09	0.46			
Control Delay	29.9	8.9	9.2	6.0	25.0	11.6			
Queue Delay	0.0	0.0	0.3	0.5	0.0	0.9			
Total Delay	29.9	8.9	9.5	6.5	25.0	12.5			
LOS	C	A	A	A	C	B			
Approach Delay	25.6			8.1	13.9				
Approach LOS	C			A	B				

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.67

Intersection Signal Delay: 13.7

Intersection LOS: B

Intersection Capacity Utilization 49.2%

ICU Level of Service A

Analysis Period (min) 15

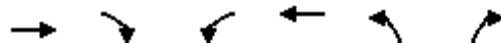
Splits and Phases: 1101: Dewey (South) & Driving Park

#110#1102 → ø2 (R) 34 s	#1102 ↔ ø3 25 s	#1102 ↔ ø4 41 s
#110#1102 ← ø6 (R) 34 s	#1101 ↔ ø7 41 s	#1101 ↔ ø8 25 s

Queues

1101: Dewey (South) & Driving Park

7/10/2014




















Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	213	55	294	276	53	423
v/c Ratio	0.40	0.12	0.45	0.28	0.09	0.46
Control Delay	29.9	8.9	9.2	6.0	25.0	11.6
Queue Delay	0.0	0.0	0.3	0.5	0.0	0.9
Total Delay	29.9	8.9	9.5	6.5	25.0	12.5
Queue Length 50th (ft)	106	1	51	46	22	128
Queue Length 95th (ft)	172	30	53	49	57	196
Internal Link Dist (ft)	385			100	461	
Turn Bay Length (ft)		75	75		200	
Base Capacity (vph)	537	464	891	1247	595	927
Starvation Cap Reductn	0	0	214	606	0	0
Spillback Cap Reductn	0	0	0	0	0	258
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.12	0.43	0.43	0.09	0.63

Intersection Summary

Lanes, Volumes, Timings
1102: Driving Park & Dewey (North)

7/10/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	407	182	9	25	220	167	0	0	0	118	30	315
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	11	11	12	12	12	11	12	11
Storage Length (ft)	75		0	0		75	0		0	0		275
Storage Lanes	0		0	0		1	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. 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
Frt		0.998				0.850						0.850
Flt Protected		0.967			0.995						0.962	
Satd. Flow (prot)	0	1672	0	0	1724	1473	0	0	0	0	1724	1473
Flt Permitted		0.464			0.905						0.962	
Satd. Flow (perm)	0	802	0	0	1568	1473	0	0	0	0	1724	1473
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)		2				147						
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		180			931			272			664	
Travel Time (s)		4.1			21.2			6.2			15.1	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
Adj. Flow (vph)	433	194	10	27	234	178	0	0	0	126	32	335
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	637	0	0	261	178	0	0	0	0	158	335
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)		11			8			0			12	
Link Offset(ft)		0			0			30			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.04	1.04	1.00	1.00	1.04	1.04	1.00	1.00	1.00	1.04	1.00	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1				1	1	0
Detector Template				Left								
Leading Detector (ft)	50	50		20	40	40				40	40	0
Trailing Detector (ft)	0	0		0	0	0				0	0	0
Detector 1 Position(ft)	0	0		0	0	0				0	0	0
Detector 1 Size(ft)	50	50		20	40	40				40	40	25
Detector 1 Type	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
Detector 1 Queue (s)	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
Turn Type	custom	NA		Perm	NA	Perm				Split	NA	pt+ov
Protected Phases	4	2 4			6					3	3	3 4
Permitted Phases	2			6		6						
Detector Phase	4	2 4		6	6	6				3	3	3 4
Switch Phase												
Minimum Initial (s)	8.0			12.0	12.0	12.0				8.0	8.0	
Minimum Split (s)	25.0			31.0	31.0	31.0				25.0	25.0	













Lanes, Volumes, Timings
1102: Driving Park & Dewey (North)

7/10/2014

Lane Group	ø2	ø7	ø8
Lane Configurations			
Volume (vph)			
Ideal Flow (vphpl)			
Lane Width (ft)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Heavy Vehicles (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Turn Type			
Protected Phases	2	7	8
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	12.0	8.0	16.0
Minimum Split (s)	31.0	29.0	25.0

Lanes, Volumes, Timings
1102: Driving Park & Dewey (North)

7/10/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	41.0			34.0	34.0	34.0				25.0	25.0	
Total Split (%)	41.0%			34.0%	34.0%	34.0%				25.0%	25.0%	
Maximum Green (s)	35.5			28.0	28.0	28.0				19.5	19.5	
Yellow Time (s)	3.5			4.0	4.0	4.0				3.5	3.5	
All-Red Time (s)	2.0			2.0	2.0	2.0				2.0	2.0	
Lost Time Adjust (s)					-3.0	-1.0					0.0	
Total Lost Time (s)					3.0	5.0					5.5	
Lead/Lag	Lag									Lead	Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0			3.0	3.0	3.0				2.0	2.0	
Recall Mode	None			C-Max	C-Max	C-Max				None	None	
Walk Time (s)	7.0			9.0	9.0	9.0				7.0	7.0	
Flash Dont Walk (s)	12.0			15.0	15.0	15.0				12.0	12.0	
Pedestrian Calls (#/hr)	0			0	0	0				0	0	
Act Effect Green (s)		73.3			31.0	29.0					15.2	63.0
Actuated g/C Ratio		0.73			0.31	0.29					0.15	0.63
v/c Ratio		0.67			0.54	0.34					0.61	0.36
Control Delay		13.9			33.5	9.0					49.0	10.2
Queue Delay		0.8			0.0	0.0					0.0	0.0
Total Delay		14.7			33.5	9.0					49.0	10.2
LOS		B			C	A					D	B
Approach Delay		14.7			23.6						22.7	
Approach LOS		B			C						C	

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.67

Intersection Signal Delay: 19.7










Intersection LOS: B

Intersection Capacity Utilization 65.0%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 1102: Driving Park & Dewey (North)

#110#1102   ø2 (R)	#1102   ø3	#1102   ø4
34 s	25 s	41 s
#110#1102   ø6 (R)	#1101   ø7	#1101   ø8
34 s	41 s	25 s

Lanes, Volumes, Timings
1102: Driving Park & Dewey (North)

7/10/2014

Lane Group	ø2	ø7	ø8
Total Split (s)	34.0	41.0	25.0
Total Split (%)	34%	41%	25%
Maximum Green (s)	28.0	35.5	19.5
Yellow Time (s)	4.0	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lead	Lag
Lead-Lag Optimize?			
Vehicle Extension (s)	3.0	2.0	3.0
Recall Mode	C-Max	None	Max
Walk Time (s)	9.0	8.0	7.0
Flash Dont Walk (s)	15.0	12.0	12.0
Pedestrian Calls (#/hr)	0	0	0
Act Effect Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Intersection Summary			

Queues

1102: Driving Park & Dewey (North)


7/10/2014



Lane Group	EBT	WBT	WBR	SBT	SBR
Lane Group Flow (vph)	637	261	178	158	335
v/c Ratio	0.67	0.54	0.34	0.61	0.36
Control Delay	13.9	33.5	9.0	49.0	10.2
Queue Delay	0.8	0.0	0.0	0.0	0.0
Total Delay	14.7	33.5	9.0	49.0	10.2
Queue Length 50th (ft)	196	137	14	95	93
Queue Length 95th (ft)	332	218	66	154	146
Internal Link Dist (ft)	100	851		584	
Turn Bay Length (ft)			75		275
Base Capacity (vph)	957	486	531	336	923
Starvation Cap Reductn	112	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.75	0.54	0.34	0.47	0.36
Intersection Summary					

Lanes, Volumes, Timings
1101: Dewey (South) & Driving Park

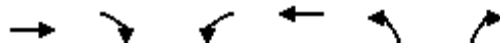
4/21/2014

							ø3	ø4	ø6
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR			
Lane Configurations									
Volume (vph)	176	75	285	244	21	222			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Lane Width (ft)	11	11	11	11	11	11			
Storage Length (ft)		75	75		200	0			
Storage Lanes		1	1		1	1			
Taper Length (ft)			25		25				
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00			
Frt		0.850				0.850			
Flt Protected			0.950		0.950				
Satd. Flow (prot)	1733	1473	1646	1733	1646	1473			
Flt Permitted			0.505		0.950				
Satd. Flow (perm)	1733	1473	875	1733	1646	1473			
Right Turn on Red		Yes				No			
Satd. Flow (RTOR)		90							
Link Speed (mph)	30			30	30				
Link Distance (ft)	465			180	541				
Travel Time (s)	10.6			4.1	12.3				
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83			
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%			
Adj. Flow (vph)	212	90	343	294	25	267			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	212	90	343	294	25	267			
Enter Blocked Intersection	No	No	No	No	No	No			
Lane Alignment	Left	Right	Left	Left	Left	Right			
Median Width(ft)	11			11	11				
Link Offset(ft)	0			0	0				
Crosswalk Width(ft)	16			16	16				
Two way Left Turn Lane									
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04			
Turning Speed (mph)		9	15		15	9			
Number of Detectors	2	2	1	0	2	2			
Detector Template									
Leading Detector (ft)	26	26	50	0	26	26			
Trailing Detector (ft)	0	0	0	0	0	0			
Detector 1 Position(ft)	20	20	0	19	0	0			
Detector 1 Size(ft)	6	6	50	0	6	6			
Detector 1 Type	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			
Detector 1 Queue (s)	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			
Detector 2 Position(ft)	0	0			20	20			
Detector 2 Size(ft)	6	6			6	6			
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			
Detector 2 Channel									
Detector 2 Extend (s)	0.0	0.0			0.0	0.0			
Turn Type	NA	Perm	custom	NA	Prot	pt+ov			
Protected Phases	2		7	6 7	8	7 8	3	4	6

Lanes, Volumes, Timings

1101: Dewey (South) & Driving Park

4/21/2014



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	ø3	ø4	ø6
Permitted Phases		2	6						
Detector Phase	2	2	7	6 7	8	7 8			
Switch Phase									
Minimum Initial (s)	12.0	12.0	8.0		16.0		8.0	8.0	12.0
Minimum Split (s)	31.0	31.0	29.0		25.0		25.0	25.0	31.0
Total Split (s)	31.0	31.0	29.0		30.0		29.0	30.0	31.0
Total Split (%)	34.4%	34.4%	32.2%		33.3%		32%	33%	34%
Maximum Green (s)	25.0	25.0	23.5		24.5		23.5	24.5	25.0
Yellow Time (s)	4.0	4.0	3.5		3.5		3.5	3.5	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0		2.0	2.0	2.0
Lost Time Adjust (s)	-3.0	-1.0	-2.5		-2.5				
Total Lost Time (s)	3.0	5.0	3.0		3.0				
Lead/Lag			Lead		Lag		Lead	Lag	
Lead-Lag Optimize?									
Vehicle Extension (s)	3.0	3.0	2.0		3.0		2.0	2.0	3.0
Recall Mode	C-Max	C-Max	None		Max		None	None	C-Max
Walk Time (s)	9.0	9.0	8.0		7.0		7.0	7.0	9.0
Flash Dont Walk (s)	15.0	15.0	12.0		12.0		12.0	12.0	15.0
Pedestrian Calls (#/hr)	0	0	0		0		0	0	0
Act Effect Green (s)	28.0	26.0	43.5	46.5	37.5	56.0			
Actuated g/C Ratio	0.31	0.29	0.48	0.52	0.42	0.62			
v/c Ratio	0.39	0.18	0.62	0.33	0.04	0.29			
Control Delay	27.0	6.5	14.6	7.6	18.0	8.9			
Queue Delay	0.0	0.0	0.4	0.7	0.0	0.0			
Total Delay	27.0	6.5	15.0	8.3	18.0	8.9			
LOS	C	A	B	A	B	A			
Approach Delay	20.9			11.9	9.7				
Approach LOS	C			B	A				

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 3 (3%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.80

Intersection Signal Delay: 13.6

Intersection LOS: B

Intersection Capacity Utilization 49.1%

ICU Level of Service A

Analysis Period (min) 15

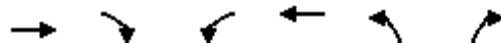
Splits and Phases: 1101: Dewey (South) & Driving Park

#110#1102 → → ø2 (R) 31 s	#1102 ↙ ↘ ø3 29 s	#1102 ↙ ↘ ø4 30 s
#110#1102 ← ← ø6 (R) 31 s	#1101 ↙ ↘ ø7 29 s	#1101 ↙ ↘ ø8 30 s

Queues

1101: Dewey (South) & Driving Park

4/21/2014





















Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	212	90	343	294	25	267
v/c Ratio	0.39	0.18	0.62	0.33	0.04	0.29
Control Delay	27.0	6.5	14.6	7.6	18.0	8.9
Queue Delay	0.0	0.0	0.4	0.7	0.0	0.0
Total Delay	27.0	6.5	15.0	8.3	18.0	8.9
Queue Length 50th (ft)	94	0	59	49	8	64
Queue Length 95th (ft)	142	28	70	60	24	94
Internal Link Dist (ft)	385			100	461	
Turn Bay Length (ft)		75	75		200	
Base Capacity (vph)	539	489	747	1097	685	916
Starvation Cap Reductn	0	0	106	504	0	0
Spillback Cap Reductn	0	0	0	0	0	49
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.18	0.54	0.50	0.04	0.31

Intersection Summary

Lanes, Volumes, Timings
1102: Driving Park & Dewey (North)

4/21/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	234	160	4	20	225	71	0	0	0	190	47	304
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	11	11	12	12	12	11	12	11
Storage Length (ft)	75		0	0		75	0		0	0		275
Storage Lanes	1		0	0		1	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. 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
Frt		0.996				0.850						0.850
Flt Protected	0.950				0.996						0.962	
Satd. Flow (prot)	1646	1726	0	0	1726	1473	0	0	0	0	1724	1473
Flt Permitted	0.387				0.966						0.962	
Satd. Flow (perm)	671	1726	0	0	1674	1473	0	0	0	0	1724	1473
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)		3				97						
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		180			931			272			664	
Travel Time (s)		4.1			21.2			6.2			15.1	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
Adj. Flow (vph)	282	193	5	24	271	86	0	0	0	229	57	366
Shared Lane Traffic (%)												
Lane Group Flow (vph)	282	198	0	0	295	86	0	0	0	0	286	366
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)		11			8			0			12	
Link Offset(ft)		0			0			30			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.04	1.04	1.00	1.00	1.04	1.04	1.00	1.00	1.00	1.04	1.00	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0		1	1	1				1	1	0
Detector Template				Left								
Leading Detector (ft)	50	0		20	40	40				40	40	0
Trailing Detector (ft)	0	0		0	0	0				0	0	0
Detector 1 Position(ft)	0	19		0	0	0				0	0	0
Detector 1 Size(ft)	50	0		20	40	40				40	40	25
Detector 1 Type	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
Detector 1 Queue (s)	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
Turn Type	custom	NA		Perm	NA	Perm				Split	NA	pt+ov
Protected Phases	4	2 4			6					3	3	3 4
Permitted Phases	2			6		6						
Detector Phase	4	2 4		6	6	6				3	3	3 4
Switch Phase												
Minimum Initial (s)	8.0			12.0	12.0	12.0				8.0	8.0	
Minimum Split (s)	25.0			31.0	31.0	31.0				25.0	25.0	













Lanes, Volumes, Timings
1102: Driving Park & Dewey (North)

4/21/2014

Lane Group	ø2	ø7	ø8
Lane Configurations			
Volume (vph)			
Ideal Flow (vphpl)			
Lane Width (ft)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Heavy Vehicles (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Turn Type			
Protected Phases	2	7	8
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	12.0	8.0	16.0
Minimum Split (s)	31.0	29.0	25.0

Lanes, Volumes, Timings
1102: Driving Park & Dewey (North)

4/21/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	30.0			31.0	31.0	31.0				29.0	29.0	
Total Split (%)	33.3%			34.4%	34.4%	34.4%				32.2%	32.2%	
Maximum Green (s)	24.5			25.0	25.0	25.0				23.5	23.5	
Yellow Time (s)	3.5			4.0	4.0	4.0				3.5	3.5	
All-Red Time (s)	2.0			2.0	2.0	2.0				2.0	2.0	
Lost Time Adjust (s)	-2.5				-3.0	-1.0					0.0	
Total Lost Time (s)	3.0				3.0	5.0					5.5	
Lead/Lag	Lag									Lead	Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0			3.0	3.0	3.0				2.0	2.0	
Recall Mode	None			C-Max	C-Max	C-Max				None	None	
Walk Time (s)	7.0			9.0	9.0	9.0				7.0	7.0	
Flash Dont Walk (s)	12.0			15.0	15.0	15.0				12.0	12.0	
Pedestrian Calls (#/hr)	0			0	0	0				0	0	
Act Effect Green (s)	59.8	62.8			28.0	26.0					18.7	56.0
Actuated g/C Ratio	0.66	0.70			0.31	0.29					0.21	0.62
v/c Ratio	0.36	0.16			0.57	0.17					0.80	0.40
Control Delay	9.1	6.7			31.1	5.4					50.4	10.2
Queue Delay	0.8	0.8			0.1	0.0					0.0	0.0
Total Delay	9.9	7.6			31.1	5.4					50.4	10.2
LOS	A	A			C	A					D	B
Approach Delay		9.0			25.3						27.8	
Approach LOS		A			C						C	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 3 (3%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.80

Intersection Signal Delay: 21.2


















Intersection LOS: C

Intersection Capacity Utilization 50.2%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1102: Driving Park & Dewey (North)

#110#1102    ø2 (R)	#1102    ø3	#1102    ø4
31 s	29 s	30 s
#110#1102    ø6 (R)	#1101    ø7	#1101    ø8
31 s	29 s	30 s

Lanes, Volumes, Timings
1102: Driving Park & Dewey (North)

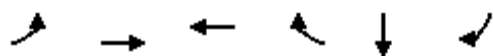
4/21/2014

Lane Group	ø2	ø7	ø8
Total Split (s)	31.0	29.0	30.0
Total Split (%)	34%	32%	33%
Maximum Green (s)	25.0	23.5	24.5
Yellow Time (s)	4.0	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lead	Lag
Lead-Lag Optimize?			
Vehicle Extension (s)	3.0	2.0	3.0
Recall Mode	C-Max	None	Max
Walk Time (s)	9.0	8.0	7.0
Flash Dont Walk (s)	15.0	12.0	12.0
Pedestrian Calls (#/hr)	0	0	0
Act Effect Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Intersection Summary			

Queues

1102: Driving Park & Dewey (North)

4/21/2014



Lane Group	EBL	EBT	WBT	WBR	SBT	SBR
Lane Group Flow (vph)	282	198	295	86	286	366
v/c Ratio	0.36	0.16	0.57	0.17	0.80	0.40
Control Delay	9.1	6.7	31.1	5.4	50.4	10.2
Queue Delay	0.8	0.8	0.1	0.0	0.0	0.0
Total Delay	9.9	7.6	31.1	5.4	50.4	10.2
Queue Length 50th (ft)	63	42	139	0	154	95
Queue Length 95th (ft)	95	68	200	23	207	134
Internal Link Dist (ft)		100	851		584	
Turn Bay Length (ft)	75			75		275
Base Capacity (vph)	791	1206	520	494	450	911
Starvation Cap Reductn	268	755	0	0	0	0
Spillback Cap Reductn	0	0	6	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.44	0.57	0.17	0.64	0.40

Intersection Summary

Lanes, Volumes, Timings
1101: Dewey (South) & Driving Park

5/28/2014

							ø3	ø4	ø6
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR			
Lane Configurations									
Volume (vph)	176	75	285	244	21	222			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Lane Width (ft)	11	11	11	11	11	11			
Storage Length (ft)		75	75		200	0			
Storage Lanes		1	1		1	1			
Taper Length (ft)			25		25				
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00			
Frt		0.850				0.850			
Flt Protected			0.950		0.950				
Satd. Flow (prot)	1733	1473	1646	1733	1646	1473			
Flt Permitted			0.505		0.950				
Satd. Flow (perm)	1733	1473	875	1733	1646	1473			
Right Turn on Red		Yes				No			
Satd. Flow (RTOR)		90							
Link Speed (mph)	30			30	30				
Link Distance (ft)	465			180	541				
Travel Time (s)	10.6			4.1	12.3				
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83			
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%			
Adj. Flow (vph)	212	90	343	294	25	267			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	212	90	343	294	25	267			
Enter Blocked Intersection	No	No	No	No	No	No			
Lane Alignment	Left	Right	Left	Left	Left	Right			
Median Width(ft)	11			11	11				
Link Offset(ft)	0			0	0				
Crosswalk Width(ft)	16			16	16				
Two way Left Turn Lane									
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04			
Turning Speed (mph)		9	15		15	9			
Number of Detectors	2	2	1	0	2	2			
Detector Template									
Leading Detector (ft)	26	26	50	0	26	26			
Trailing Detector (ft)	0	0	0	0	0	0			
Detector 1 Position(ft)	20	20	0	19	0	0			
Detector 1 Size(ft)	6	6	50	0	6	6			
Detector 1 Type	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			
Detector 1 Queue (s)	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			
Detector 2 Position(ft)	0	0			20	20			
Detector 2 Size(ft)	6	6			6	6			
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			
Detector 2 Channel									
Detector 2 Extend (s)	0.0	0.0			0.0	0.0			
Turn Type	NA	Perm	custom	NA	Prot	pt+ov			
Protected Phases	2		7	6 7	8	7 8	3	4	6

Lanes, Volumes, Timings
1101: Dewey (South) & Driving Park

5/28/2014



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	ø3	ø4	ø6
Permitted Phases		2	6						
Detector Phase	2	2	7	6 7	8	7 8			
Switch Phase									
Minimum Initial (s)	12.0	12.0	8.0		16.0		8.0	8.0	12.0
Minimum Split (s)	31.0	31.0	29.0		25.0		25.0	25.0	31.0
Total Split (s)	31.0	31.0	29.0		30.0		29.0	30.0	31.0
Total Split (%)	34.4%	34.4%	32.2%		33.3%		32%	33%	34%
Maximum Green (s)	25.0	25.0	23.5		24.5		23.5	24.5	25.0
Yellow Time (s)	4.0	4.0	3.5		3.5		3.5	3.5	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0		2.0	2.0	2.0
Lost Time Adjust (s)	-3.0	-1.0	-2.5		-2.5				
Total Lost Time (s)	3.0	5.0	3.0		3.0				
Lead/Lag			Lead		Lag		Lead	Lag	
Lead-Lag Optimize?									
Vehicle Extension (s)	3.0	3.0	2.0		3.0		2.0	2.0	3.0
Recall Mode	C-Max	C-Max	None		Max		None	None	C-Max
Walk Time (s)	9.0	9.0	8.0		7.0		7.0	7.0	9.0
Flash Dont Walk (s)	15.0	15.0	12.0		12.0		12.0	12.0	15.0
Pedestrian Calls (#/hr)	0	0	0		0		0	0	0
Act Effect Green (s)	28.0	26.0	43.5	46.5	37.5	56.0			
Actuated g/C Ratio	0.31	0.29	0.48	0.52	0.42	0.62			
v/c Ratio	0.39	0.18	0.62	0.33	0.04	0.29			
Control Delay	27.0	6.5	14.5	7.6	18.0	8.9			
Queue Delay	0.0	0.0	0.4	0.7	0.0	0.4			
Total Delay	27.0	6.5	14.9	8.3	18.0	9.3			
LOS	C	A	B	A	B	A			
Approach Delay	20.9			11.8	10.0				
Approach LOS	C			B	B				

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 3 (3%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.80

Intersection Signal Delay: 13.6

Intersection LOS: B

Intersection Capacity Utilization 49.1%

ICU Level of Service A

Analysis Period (min) 15

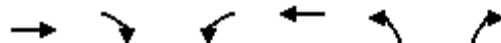
Splits and Phases: 1101: Dewey (South) & Driving Park

#110#1102 → → ø2 (R) 31 s	#1102 ↙ ↘ ø3 29 s	#1102 ↖ ↗ ø4 30 s
#110#1102 ← ← ø6 (R) 31 s	#1101 ↙ ↘ ø7 29 s	#1101 ↖ ↗ ø8 30 s

Queues

1101: Dewey (South) & Driving Park

5/28/2014




















Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	212	90	343	294	25	267
v/c Ratio	0.39	0.18	0.62	0.33	0.04	0.29
Control Delay	27.0	6.5	14.5	7.6	18.0	8.9
Queue Delay	0.0	0.0	0.4	0.7	0.0	0.4
Total Delay	27.0	6.5	14.9	8.3	18.0	9.3
Queue Length 50th (ft)	94	0	59	49	8	64
Queue Length 95th (ft)	142	28	70	60	24	94
Internal Link Dist (ft)	385			100	461	
Turn Bay Length (ft)		75	75		200	
Base Capacity (vph)	539	489	747	1097	685	916
Starvation Cap Reductn	0	0	108	509	0	0
Spillback Cap Reductn	0	0	0	0	0	291
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.18	0.54	0.50	0.04	0.43

Intersection Summary

Lanes, Volumes, Timings
1102: Driving Park & Dewey (North)

5/28/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	234	160	4	20	225	71	0	0	0	190	47	304
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	11	11	12	12	12	11	12	11
Storage Length (ft)	75		0	0		75	0		0	0		275
Storage Lanes	0		0	0		1	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. 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
Frt		0.999				0.850						0.850
Flt Protected		0.971			0.996						0.962	
Satd. Flow (prot)	0	1681	0	0	1726	1473	0	0	0	0	1724	1473
Flt Permitted		0.445			0.942						0.962	
Satd. Flow (perm)	0	770	0	0	1632	1473	0	0	0	0	1724	1473
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)		1				97						
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		180			931			272			664	
Travel Time (s)		4.1			21.2			6.2			15.1	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
Adj. Flow (vph)	282	193	5	24	271	86	0	0	0	229	57	366
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	480	0	0	295	86	0	0	0	0	286	366
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)		11			8			0			12	
Link Offset(ft)		0			0			30			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.04	1.04	1.00	1.00	1.04	1.04	1.00	1.00	1.00	1.04	1.00	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1				1	1	0
Detector Template				Left								
Leading Detector (ft)	50	50		20	40	40				40	40	0
Trailing Detector (ft)	0	0		0	0	0				0	0	0
Detector 1 Position(ft)	0	0		0	0	0				0	0	0
Detector 1 Size(ft)	50	50		20	40	40				40	40	25
Detector 1 Type	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
Detector 1 Queue (s)	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
Turn Type	custom	NA		Perm	NA	Perm				Split	NA	pt+ov
Protected Phases	4	2 4			6					3	3	3 4
Permitted Phases	2			6		6						
Detector Phase	4	2 4		6	6	6				3	3	3 4
Switch Phase												
Minimum Initial (s)	8.0			12.0	12.0	12.0				8.0	8.0	
Minimum Split (s)	25.0			31.0	31.0	31.0				25.0	25.0	













Lanes, Volumes, Timings
1102: Driving Park & Dewey (North)

5/28/2014

Lane Group	ø2	ø7	ø8
Lane Configurations			
Volume (vph)			
Ideal Flow (vphpl)			
Lane Width (ft)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Heavy Vehicles (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Turn Type			
Protected Phases	2	7	8
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	12.0	8.0	16.0
Minimum Split (s)	31.0	29.0	25.0

Lanes, Volumes, Timings
1102: Driving Park & Dewey (North)

5/28/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	30.0			31.0	31.0	31.0				29.0	29.0	
Total Split (%)	33.3%			34.4%	34.4%	34.4%				32.2%	32.2%	
Maximum Green (s)	24.5			25.0	25.0	25.0				23.5	23.5	
Yellow Time (s)	3.5			4.0	4.0	4.0				3.5	3.5	
All-Red Time (s)	2.0			2.0	2.0	2.0				2.0	2.0	
Lost Time Adjust (s)					-3.0	-1.0					0.0	
Total Lost Time (s)					3.0	5.0					5.5	
Lead/Lag	Lag									Lead	Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0			3.0	3.0	3.0				2.0	2.0	
Recall Mode	None			C-Max	C-Max	C-Max				None	None	
Walk Time (s)	7.0			9.0	9.0	9.0				7.0	7.0	
Flash Dont Walk (s)	12.0			15.0	15.0	15.0				12.0	12.0	
Pedestrian Calls (#/hr)	0			0	0	0				0	0	
Act Effect Green (s)		59.8			28.0	26.0					18.7	56.0
Actuated g/C Ratio		0.66			0.31	0.29					0.21	0.62
v/c Ratio		0.58			0.58	0.17					0.80	0.40
Control Delay		15.0			31.6	5.4					50.4	10.2
Queue Delay		1.7			0.0	0.0					0.0	0.0
Total Delay		16.7			31.6	5.4					50.4	10.2
LOS		B			C	A					D	B
Approach Delay		16.7			25.7						27.8	
Approach LOS		B			C						C	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 3 (3%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.80

Intersection Signal Delay: 23.8













Intersection LOS: C

Intersection Capacity Utilization 58.8%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 1102: Driving Park & Dewey (North)

#110#1102   ø2 (R)	#1102   ø3	#1102   ø4
31 s	29 s	30 s
#110#1102   ø6 (R)	#1101   ø7	#1101   ø8
31 s	29 s	30 s

Lanes, Volumes, Timings
1102: Driving Park & Dewey (North)

5/28/2014

Lane Group	ø2	ø7	ø8
Total Split (s)	31.0	29.0	30.0
Total Split (%)	34%	32%	33%
Maximum Green (s)	25.0	23.5	24.5
Yellow Time (s)	4.0	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lead	Lag
Lead-Lag Optimize?			
Vehicle Extension (s)	3.0	2.0	3.0
Recall Mode	C-Max	None	Max
Walk Time (s)	9.0	8.0	7.0
Flash Dont Walk (s)	15.0	12.0	12.0
Pedestrian Calls (#/hr)	0	0	0
Act Effect Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Intersection Summary			

Queues

1102: Driving Park & Dewey (North)

5/28/2014




Lane Group	EBT	WBT	WBR	SBT	SBR
Lane Group Flow (vph)	480	295	86	286	366
v/c Ratio	0.58	0.58	0.17	0.80	0.40
Control Delay	15.0	31.6	5.4	50.4	10.2
Queue Delay	1.7	0.0	0.0	0.0	0.0
Total Delay	16.7	31.6	5.4	50.4	10.2
Queue Length 50th (ft)	115	140	0	154	95
Queue Length 95th (ft)	193	201	23	207	134
Internal Link Dist (ft)	100	851		584	
Turn Bay Length (ft)			75		275
Base Capacity (vph)	834	507	494	450	911
Starvation Cap Reductn	198	0	0	0	0
Spillback Cap Reductn	0	5	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.75	0.59	0.17	0.64	0.40

Intersection Summary

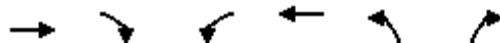
Lanes, Volumes, Timings
1101: Dewey (South) & Driving Park

7/10/2014

							ø3	ø4	ø6
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR			
Lane Configurations	↑	↑	↑	↑	↑	↑			
Volume (vph)	254	54	287	282	52	414			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Lane Width (ft)	11	11	11	11	11	11			
Storage Length (ft)		75	75		200	0			
Storage Lanes		1	1		1	1			
Taper Length (ft)			25		25				
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00			
Frt		0.850				0.850			
Flt Protected			0.950		0.950				
Satd. Flow (prot)	1733	1473	1646	1733	1646	1473			
Flt Permitted			0.415		0.950				
Satd. Flow (perm)	1733	1473	719	1733	1646	1473			
Right Turn on Red		Yes				No			
Satd. Flow (RTOR)		43							
Link Speed (mph)	30			30	30				
Link Distance (ft)	465			180	541				
Travel Time (s)	10.6			4.1	12.3				
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94			
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%			
Adj. Flow (vph)	270	57	305	300	55	440			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	270	57	305	300	55	440			
Enter Blocked Intersection	No	No	No	No	No	No			
Lane Alignment	Left	Right	Left	Left	Left	Right			
Median Width(ft)	11			11	11				
Link Offset(ft)	0			0	0				
Crosswalk Width(ft)	16			16	16				
Two way Left Turn Lane									
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04			
Turning Speed (mph)		9	15		15	9			
Number of Detectors	2	2	1	0	2	2			
Detector Template									
Leading Detector (ft)	26	26	50	0	26	26			
Trailing Detector (ft)	0	0	0	0	0	0			
Detector 1 Position(ft)	20	20	0	19	0	0			
Detector 1 Size(ft)	6	6	50	0	6	6			
Detector 1 Type	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			
Detector 1 Queue (s)	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			
Detector 2 Position(ft)	0	0			20	20			
Detector 2 Size(ft)	6	6			6	6			
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			
Detector 2 Channel									
Detector 2 Extend (s)	0.0	0.0			0.0	0.0			
Turn Type	NA	Perm	custom	NA	Prot	pt+ov			
Protected Phases	2		7	6 7	8	7 8	3	4	6

Lanes, Volumes, Timings
1101: Dewey (South) & Driving Park

7/10/2014



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	ø3	ø4	ø6
Permitted Phases		2	6						
Detector Phase	2	2	7	6 7	8	7 8			
Switch Phase									
Minimum Initial (s)	12.0	12.0	8.0		16.0		8.0	8.0	12.0
Minimum Split (s)	31.0	31.0	29.0		25.0		25.0	25.0	31.0
Total Split (s)	34.0	34.0	41.0		25.0		25.0	41.0	34.0
Total Split (%)	34.0%	34.0%	41.0%		25.0%		25%	41%	34%
Maximum Green (s)	28.0	28.0	35.5		19.5		19.5	35.5	28.0
Yellow Time (s)	4.0	4.0	3.5		3.5		3.5	3.5	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0		2.0	2.0	2.0
Lost Time Adjust (s)	-3.0	-1.0	-2.5		-2.5				
Total Lost Time (s)	3.0	5.0	3.0		3.0				
Lead/Lag			Lead		Lag		Lead	Lag	
Lead-Lag Optimize?									
Vehicle Extension (s)	3.0	3.0	2.0		3.0		2.0	2.0	3.0
Recall Mode	C-Max	C-Max	None		Max		None	None	C-Max
Walk Time (s)	9.0	9.0	8.0		7.0		7.0	7.0	9.0
Flash Dont Walk (s)	15.0	15.0	12.0		12.0		12.0	12.0	15.0
Pedestrian Calls (#/hr)	0	0	0		0		0	0	0
Act Effect Green (s)	31.0	29.0	55.7	58.7	35.3	63.0			
Actuated g/C Ratio	0.31	0.29	0.56	0.59	0.35	0.63			
v/c Ratio	0.50	0.12	0.48	0.29	0.09	0.47			
Control Delay	32.2	11.9	10.8	5.7	25.9	11.9			
Queue Delay	0.0	0.0	0.4	0.6	0.0	0.6			
Total Delay	32.2	11.9	11.2	6.3	25.9	12.5			
LOS	C	B	B	A	C	B			
Approach Delay	28.6			8.8	14.0				
Approach LOS	C			A	B				

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.61

Intersection Signal Delay: 15.1

Intersection LOS: B

Intersection Capacity Utilization 52.6%

ICU Level of Service A

Analysis Period (min) 15

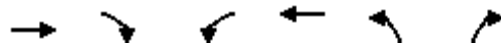
Splits and Phases: 1101: Dewey (South) & Driving Park

#110#1102 → ø2 (R) 34 s	#1102 ↕ ø3 25 s	#1102 ↗ ø4 41 s
#110#1102 ← ø6 (R) 34 s	#1101 ↖ ø7 41 s	#1101 ↘ ø8 25 s

Queues

1101: Dewey (South) & Driving Park

7/10/2014





















Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	270	57	305	300	55	440
v/c Ratio	0.50	0.12	0.48	0.29	0.09	0.47
Control Delay	32.2	11.9	10.8	5.7	25.9	11.9
Queue Delay	0.0	0.0	0.4	0.6	0.0	0.6
Total Delay	32.2	11.9	11.2	6.3	25.9	12.5
Queue Length 50th (ft)	140	6	50	49	23	135
Queue Length 95th (ft)	220	36	50	49	60	207
Internal Link Dist (ft)	385			100	461	
Turn Bay Length (ft)		75	75		200	
Base Capacity (vph)	537	457	848	1247	580	926
Starvation Cap Reductn	0	0	205	597	0	0
Spillback Cap Reductn	0	0	0	0	0	207
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.12	0.47	0.46	0.09	0.61

Intersection Summary

Lanes, Volumes, Timings
1102: Driving Park & Dewey (North)

7/10/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	424	235	9	26	241	174	0	0	0	123	31	328
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	11	11	12	12	12	11	12	11
Storage Length (ft)	75		0	0		75	0		0	0		275
Storage Lanes	1		0	0		1	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. 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
Frt		0.994				0.850						0.850
Flt Protected	0.950				0.995						0.962	
Satd. Flow (prot)	1646	1722	0	0	1724	1473	0	0	0	0	1724	1473
Flt Permitted	0.395				0.951						0.962	
Satd. Flow (perm)	684	1722	0	0	1648	1473	0	0	0	0	1724	1473
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)		5				147						
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		180			931			272			664	
Travel Time (s)		4.1			21.2			6.2			15.1	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
Adj. Flow (vph)	451	250	10	28	256	185	0	0	0	131	33	349
Shared Lane Traffic (%)												
Lane Group Flow (vph)	451	260	0	0	284	185	0	0	0	0	164	349
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)		11			8			0			12	
Link Offset(ft)		0			0			30			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.04	1.04	1.00	1.00	1.04	1.04	1.00	1.00	1.00	1.04	1.00	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0		1	1	1				1	1	0
Detector Template				Left								
Leading Detector (ft)	50	0		20	40	40				40	40	0
Trailing Detector (ft)	0	0		0	0	0				0	0	0
Detector 1 Position(ft)	0	19		0	0	0				0	0	0
Detector 1 Size(ft)	50	0		20	40	40				40	40	25
Detector 1 Type	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
Detector 1 Queue (s)	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
Turn Type	custom	NA		Perm	NA	Perm				Split	NA	pt+ov
Protected Phases	4	2 4			6					3	3	3 4
Permitted Phases	2			6		6						
Detector Phase	4	2 4		6	6	6				3	3	3 4
Switch Phase												
Minimum Initial (s)	8.0			12.0	12.0	12.0				8.0	8.0	
Minimum Split (s)	25.0			31.0	31.0	31.0				25.0	25.0	


Lanes, Volumes, Timings
1102: Driving Park & Dewey (North)

7/10/2014

Lane Group	ø2	ø7	ø8
Lane Configurations			
Volume (vph)			
Ideal Flow (vphpl)			
Lane Width (ft)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Heavy Vehicles (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Turn Type			
Protected Phases	2	7	8
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	12.0	8.0	16.0
Minimum Split (s)	31.0	29.0	25.0

Lanes, Volumes, Timings
1102: Driving Park & Dewey (North)

7/10/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	41.0			34.0	34.0	34.0				25.0	25.0	
Total Split (%)	41.0%			34.0%	34.0%	34.0%				25.0%	25.0%	
Maximum Green (s)	35.5			28.0	28.0	28.0				19.5	19.5	
Yellow Time (s)	3.5			4.0	4.0	4.0				3.5	3.5	
All-Red Time (s)	2.0			2.0	2.0	2.0				2.0	2.0	
Lost Time Adjust (s)	-2.5				-3.0	-1.0					0.0	
Total Lost Time (s)	3.0				3.0	5.0					5.5	
Lead/Lag	Lag									Lead	Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0			3.0	3.0	3.0				2.0	2.0	
Recall Mode	None			C-Max	C-Max	C-Max				None	None	
Walk Time (s)	7.0			9.0	9.0	9.0				7.0	7.0	
Flash Dont Walk (s)	12.0			15.0	15.0	15.0				12.0	12.0	
Pedestrian Calls (#/hr)	0			0	0	0				0	0	
Act Effect Green (s)	72.9	75.9			31.0	29.0					15.6	63.0
Actuated g/C Ratio	0.73	0.76			0.31	0.29					0.16	0.63
v/c Ratio	0.50	0.20			0.56	0.35					0.61	0.38
Control Delay	9.9	4.9			33.8	9.6					48.8	10.4
Queue Delay	1.1	0.9			0.0	0.0					0.0	0.0
Total Delay	11.0	5.8			33.8	9.6					48.8	10.4
LOS	B	A			C	A					D	B
Approach Delay		9.1			24.2						22.7	
Approach LOS		A			C						C	

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.61

Intersection Signal Delay: 17.4

Intersection LOS: B

Intersection Capacity Utilization 57.3%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 1102: Driving Park & Dewey (North)

#110#1102 → → ρ2 (R) 34 s	#1102 ↕ ρ3 25 s	#1102 ↖ ↗ ρ4 41 s
#110#1102 ← ← ρ6 (R) 34 s	#1101 ↖ ↗ ρ7 41 s	#1101 ↖ ↗ ρ8 25 s

Lanes, Volumes, Timings
1102: Driving Park & Dewey (North)

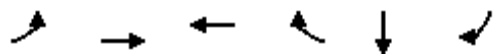
7/10/2014

Lane Group	ø2	ø7	ø8
Total Split (s)	34.0	41.0	25.0
Total Split (%)	34%	41%	25%
Maximum Green (s)	28.0	35.5	19.5
Yellow Time (s)	4.0	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lead	Lag
Lead-Lag Optimize?			
Vehicle Extension (s)	3.0	2.0	3.0
Recall Mode	C-Max	None	Max
Walk Time (s)	9.0	8.0	7.0
Flash Dont Walk (s)	15.0	12.0	12.0
Pedestrian Calls (#/hr)	0	0	0
Act Effect Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Intersection Summary			

Queues

1102: Driving Park & Dewey (North)

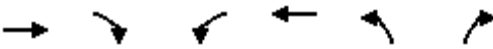
7/10/2014



Lane Group	EBL	EBT	WBT	WBR	SBT	SBR
Lane Group Flow (vph)	451	260	284	185	164	349
v/c Ratio	0.50	0.20	0.56	0.35	0.61	0.38
Control Delay	9.9	4.9	33.8	9.6	48.8	10.4
Queue Delay	1.1	0.9	0.0	0.0	0.0	0.0
Total Delay	11.0	5.8	33.8	9.6	48.8	10.4
Queue Length 50th (ft)	119	62	150	18	98	99
Queue Length 95th (ft)	210	94	235	71	159	154
Internal Link Dist (ft)		100	851		584	
Turn Bay Length (ft)	75			75		275
Base Capacity (vph)	902	1308	510	531	336	921
Starvation Cap Reductn	240	776	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.49	0.56	0.35	0.49	0.38
Intersection Summary						

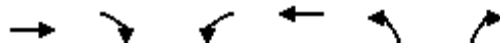
Lanes, Volumes, Timings
1101: Dewey (South) & Driving Park

7/10/2014

							ø3	ø4	ø6
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR			
Lane Configurations									
Volume (vph)	254	54	287	282	52	414			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Lane Width (ft)	11	11	11	11	11	11			
Storage Length (ft)		75	75		200	0			
Storage Lanes		1	1		1	1			
Taper Length (ft)			25		25				
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00			
Frt		0.850				0.850			
Flt Protected			0.950		0.950				
Satd. Flow (prot)	1733	1473	1646	1733	1646	1473			
Flt Permitted			0.415		0.950				
Satd. Flow (perm)	1733	1473	719	1733	1646	1473			
Right Turn on Red		Yes				No			
Satd. Flow (RTOR)		43							
Link Speed (mph)	30			30	30				
Link Distance (ft)	465			180	541				
Travel Time (s)	10.6			4.1	12.3				
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94			
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%			
Adj. Flow (vph)	270	57	305	300	55	440			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	270	57	305	300	55	440			
Enter Blocked Intersection	No	No	No	No	No	No			
Lane Alignment	Left	Right	Left	Left	Left	Right			
Median Width(ft)	11			11	11				
Link Offset(ft)	0			0	0				
Crosswalk Width(ft)	16			16	16				
Two way Left Turn Lane									
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04			
Turning Speed (mph)		9	15		15	9			
Number of Detectors	2	2	1	0	2	2			
Detector Template									
Leading Detector (ft)	26	26	50	0	26	26			
Trailing Detector (ft)	0	0	0	0	0	0			
Detector 1 Position(ft)	20	20	0	19	0	0			
Detector 1 Size(ft)	6	6	50	0	6	6			
Detector 1 Type	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			
Detector 1 Queue (s)	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			
Detector 2 Position(ft)	0	0			20	20			
Detector 2 Size(ft)	6	6			6	6			
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			
Detector 2 Channel									
Detector 2 Extend (s)	0.0	0.0			0.0	0.0			
Turn Type	NA	Perm	custom	NA	Prot	pt+ov			
Protected Phases	2		7	6 7	8	7 8	3	4	6

Lanes, Volumes, Timings
1101: Dewey (South) & Driving Park

7/10/2014



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	ø3	ø4	ø6
Permitted Phases		2	6						
Detector Phase	2	2	7	6 7	8	7 8			
Switch Phase									
Minimum Initial (s)	12.0	12.0	8.0		16.0		8.0	8.0	12.0
Minimum Split (s)	31.0	31.0	29.0		25.0		25.0	25.0	31.0
Total Split (s)	34.0	34.0	41.0		25.0		25.0	41.0	34.0
Total Split (%)	34.0%	34.0%	41.0%		25.0%		25%	41%	34%
Maximum Green (s)	28.0	28.0	35.5		19.5		19.5	35.5	28.0
Yellow Time (s)	4.0	4.0	3.5		3.5		3.5	3.5	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0		2.0	2.0	2.0
Lost Time Adjust (s)	-3.0	-1.0	-2.5		-2.5				
Total Lost Time (s)	3.0	5.0	3.0		3.0				
Lead/Lag			Lead		Lag		Lead	Lag	
Lead-Lag Optimize?									
Vehicle Extension (s)	3.0	3.0	2.0		3.0		2.0	2.0	3.0
Recall Mode	C-Max	C-Max	None		Max		None	None	C-Max
Walk Time (s)	9.0	9.0	8.0		7.0		7.0	7.0	9.0
Flash Dont Walk (s)	15.0	15.0	12.0		12.0		12.0	12.0	15.0
Pedestrian Calls (#/hr)	0	0	0		0		0	0	0
Act Effect Green (s)	31.0	29.0	55.7	58.7	35.3	63.0			
Actuated g/C Ratio	0.31	0.29	0.56	0.59	0.35	0.63			
v/c Ratio	0.50	0.12	0.48	0.29	0.09	0.47			
Control Delay	32.2	11.9	10.6	5.7	25.9	11.9			
Queue Delay	0.5	0.0	0.4	0.6	0.0	1.4			
Total Delay	32.7	11.9	11.0	6.3	25.9	13.3			
LOS	C	B	B	A	C	B			
Approach Delay	29.1			8.7	14.7				
Approach LOS	C			A	B				

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.76

Intersection Signal Delay: 15.4

Intersection LOS: B

Intersection Capacity Utilization 52.6%

ICU Level of Service A

Analysis Period (min) 15

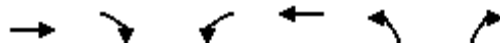
Splits and Phases: 1101: Dewey (South) & Driving Park



Queues

1101: Dewey (South) & Driving Park

7/10/2014




















Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	270	57	305	300	55	440
v/c Ratio	0.50	0.12	0.48	0.29	0.09	0.47
Control Delay	32.2	11.9	10.6	5.7	25.9	11.9
Queue Delay	0.5	0.0	0.4	0.6	0.0	1.4
Total Delay	32.7	11.9	11.0	6.3	25.9	13.3
Queue Length 50th (ft)	140	6	50	49	23	135
Queue Length 95th (ft)	220	36	50	49	60	207
Internal Link Dist (ft)	385			100	461	
Turn Bay Length (ft)		75	75		200	
Base Capacity (vph)	537	457	848	1247	580	926
Starvation Cap Reductn	0	0	206	607	0	0
Spillback Cap Reductn	68	0	0	0	0	292
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.58	0.12	0.48	0.47	0.09	0.69

Intersection Summary

Lanes, Volumes, Timings
1102: Driving Park & Dewey (North)

7/10/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	424	235	9	26	241	174	0	0	0	123	31	328
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	11	11	12	12	12	11	12	11
Storage Length (ft)	75		0	0		75	0		0	0		275
Storage Lanes	0		0	0		1	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. 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
Frt		0.998				0.850						0.850
Flt Protected		0.969			0.995						0.962	
Satd. Flow (prot)	0	1676	0	0	1724	1473	0	0	0	0	1724	1473
Flt Permitted		0.441			0.899						0.962	
Satd. Flow (perm)	0	763	0	0	1558	1473	0	0	0	0	1724	1473
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)		2				147						
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		180			931			272			664	
Travel Time (s)		4.1			21.2			6.2			15.1	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
Adj. Flow (vph)	451	250	10	28	256	185	0	0	0	131	33	349
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	711	0	0	284	185	0	0	0	0	164	349
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)		11			8			0			12	
Link Offset(ft)		0			0			30			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.04	1.04	1.00	1.00	1.04	1.04	1.00	1.00	1.00	1.04	1.00	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1				1	1	0
Detector Template				Left								
Leading Detector (ft)	50	50		20	40	40				40	40	0
Trailing Detector (ft)	0	0		0	0	0				0	0	0
Detector 1 Position(ft)	0	0		0	0	0				0	0	0
Detector 1 Size(ft)	50	50		20	40	40				40	40	25
Detector 1 Type	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
Detector 1 Queue (s)	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
Turn Type	custom	NA		Perm	NA	Perm				Split	NA	pt+ov
Protected Phases	4	2 4			6					3	3	3 4
Permitted Phases	2			6		6						
Detector Phase	4	2 4		6	6	6				3	3	3 4
Switch Phase												
Minimum Initial (s)	8.0			12.0	12.0	12.0				8.0	8.0	
Minimum Split (s)	25.0			31.0	31.0	31.0				25.0	25.0	













Lanes, Volumes, Timings
1102: Driving Park & Dewey (North)

7/10/2014

Lane Group	ø2	ø7	ø8
Lane Configurations			
Volume (vph)			
Ideal Flow (vphpl)			
Lane Width (ft)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Heavy Vehicles (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Turn Type			
Protected Phases	2	7	8
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	12.0	8.0	16.0
Minimum Split (s)	31.0	29.0	25.0

Lanes, Volumes, Timings
1102: Driving Park & Dewey (North)

7/10/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	41.0			34.0	34.0	34.0				25.0	25.0	
Total Split (%)	41.0%			34.0%	34.0%	34.0%				25.0%	25.0%	
Maximum Green (s)	35.5			28.0	28.0	28.0				19.5	19.5	
Yellow Time (s)	3.5			4.0	4.0	4.0				3.5	3.5	
All-Red Time (s)	2.0			2.0	2.0	2.0				2.0	2.0	
Lost Time Adjust (s)					-3.0	-1.0					0.0	
Total Lost Time (s)					3.0	5.0					5.5	
Lead/Lag	Lag									Lead	Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0			3.0	3.0	3.0				2.0	2.0	
Recall Mode	None			C-Max	C-Max	C-Max				None	None	
Walk Time (s)	7.0			9.0	9.0	9.0				7.0	7.0	
Flash Dont Walk (s)	12.0			15.0	15.0	15.0				12.0	12.0	
Pedestrian Calls (#/hr)	0			0	0	0				0	0	
Act Effect Green (s)		72.9			31.0	29.0					15.6	63.0
Actuated g/C Ratio		0.73			0.31	0.29					0.16	0.63
v/c Ratio		0.76			0.59	0.35					0.61	0.38
Control Delay		19.9			35.1	9.6					48.8	10.4
Queue Delay		1.5			0.0	0.0					0.0	0.0
Total Delay		21.4			35.1	9.6					48.8	10.4
LOS		C			D	A					D	B
Approach Delay		21.4			25.0						22.7	
Approach LOS		C			C						C	

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.76

Intersection Signal Delay: 22.8









Intersection LOS: C

Intersection Capacity Utilization 70.2%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 1102: Driving Park & Dewey (North)

#110#1102   ø2 (R)	#1102  ø3	#1102  ø4
34 s	25 s	41 s
#110#1102   ø6 (R)	#1101  ø7	#1101  ø8
34 s	41 s	25 s

Lanes, Volumes, Timings
1102: Driving Park & Dewey (North)

7/10/2014

Lane Group	ø2	ø7	ø8
Total Split (s)	34.0	41.0	25.0
Total Split (%)	34%	41%	25%
Maximum Green (s)	28.0	35.5	19.5
Yellow Time (s)	4.0	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lead	Lag
Lead-Lag Optimize?			
Vehicle Extension (s)	3.0	2.0	3.0
Recall Mode	C-Max	None	Max
Walk Time (s)	9.0	8.0	7.0
Flash Dont Walk (s)	15.0	12.0	12.0
Pedestrian Calls (#/hr)	0	0	0
Act Effect Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Intersection Summary			

Queues

1102: Driving Park & Dewey (North)

7/10/2014



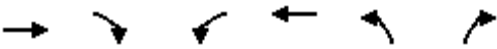
Lane Group	EBT	WBT	WBR	SBT	SBR
Lane Group Flow (vph)	711	284	185	164	349
v/c Ratio	0.76	0.59	0.35	0.61	0.38
Control Delay	19.9	35.1	9.6	48.8	10.4
Queue Delay	1.5	0.0	0.0	0.0	0.0
Total Delay	21.4	35.1	9.6	48.8	10.4
Queue Length 50th (ft)	262	152	18	98	99
Queue Length 95th (ft)	#427	239	71	159	154
Internal Link Dist (ft)	100	851		584	
Turn Bay Length (ft)			75		275
Base Capacity (vph)	939	482	531	336	921
Starvation Cap Reductn	95	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.84	0.59	0.35	0.49	0.38

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

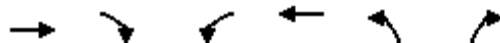
Lanes, Volumes, Timings
1101: Dewey (South) & Driving Park

4/21/2014

							ø3	ø4	ø6
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR			
Lane Configurations									
Volume (vph)	215	92	348	298	26	271			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Lane Width (ft)	11	11	11	11	11	11			
Storage Length (ft)		75	75		200	0			
Storage Lanes		1	1		1	1			
Taper Length (ft)			25		25				
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00			
Frt		0.850				0.850			
Flt Protected			0.950		0.950				
Satd. Flow (prot)	1733	1473	1646	1733	1646	1473			
Flt Permitted			0.437		0.950				
Satd. Flow (perm)	1733	1473	757	1733	1646	1473			
Right Turn on Red		Yes				No			
Satd. Flow (RTOR)		96							
Link Speed (mph)	30			30	30				
Link Distance (ft)	465			180	541				
Travel Time (s)	10.6			4.1	12.3				
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83			
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%			
Adj. Flow (vph)	259	111	419	359	31	327			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	259	111	419	359	31	327			
Enter Blocked Intersection	No	No	No	No	No	No			
Lane Alignment	Left	Right	Left	Left	Left	Right			
Median Width(ft)	11			11	11				
Link Offset(ft)	0			0	0				
Crosswalk Width(ft)	16			16	16				
Two way Left Turn Lane									
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04			
Turning Speed (mph)		9	15		15	9			
Number of Detectors	2	2	1	0	2	2			
Detector Template									
Leading Detector (ft)	26	26	50	0	26	26			
Trailing Detector (ft)	0	0	0	0	0	0			
Detector 1 Position(ft)	20	20	0	19	0	0			
Detector 1 Size(ft)	6	6	50	0	6	6			
Detector 1 Type	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			
Detector 1 Queue (s)	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			
Detector 2 Position(ft)	0	0			20	20			
Detector 2 Size(ft)	6	6			6	6			
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			
Detector 2 Channel									
Detector 2 Extend (s)	0.0	0.0			0.0	0.0			
Turn Type	NA	Perm	custom	NA	Prot	pt+ov			
Protected Phases	2		7	6 7	8	7 8	3	4	6

Lanes, Volumes, Timings
1101: Dewey (South) & Driving Park

4/21/2014



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	ø3	ø4	ø6
Permitted Phases		2	6						
Detector Phase	2	2	7	6 7	8	7 8			
Switch Phase									
Minimum Initial (s)	12.0	12.0	8.0		16.0		8.0	8.0	12.0
Minimum Split (s)	31.0	31.0	29.0		25.0		25.0	25.0	31.0
Total Split (s)	31.0	31.0	29.0		30.0		29.0	30.0	31.0
Total Split (%)	34.4%	34.4%	32.2%		33.3%		32%	33%	34%
Maximum Green (s)	25.0	25.0	23.5		24.5		23.5	24.5	25.0
Yellow Time (s)	4.0	4.0	3.5		3.5		3.5	3.5	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0		2.0	2.0	2.0
Lost Time Adjust (s)	-3.0	-1.0	-2.5		-2.5				
Total Lost Time (s)	3.0	5.0	3.0		3.0				
Lead/Lag			Lead		Lag		Lead	Lag	
Lead-Lag Optimize?									
Vehicle Extension (s)	3.0	3.0	2.0		3.0		2.0	2.0	3.0
Recall Mode	C-Max	C-Max	None		Max		None	None	C-Max
Walk Time (s)	9.0	9.0	8.0		7.0		7.0	7.0	9.0
Flash Dont Walk (s)	15.0	15.0	12.0		12.0		12.0	12.0	15.0
Pedestrian Calls (#/hr)	0	0	0		0		0	0	0
Act Effect Green (s)	28.0	26.0	46.5	49.5	34.5	56.0			
Actuated g/C Ratio	0.31	0.29	0.52	0.55	0.38	0.62			
v/c Ratio	0.48	0.23	0.73	0.38	0.05	0.36			
Control Delay	28.8	8.2	18.4	7.1	20.5	9.6			
Queue Delay	0.0	0.0	1.0	1.3	0.0	0.2			
Total Delay	28.8	8.2	19.4	8.4	20.5	9.8			
LOS	C	A	B	A	C	A			
Approach Delay	22.6			14.3	10.7				
Approach LOS	C			B	B				

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 3 (3%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.87

Intersection Signal Delay: 15.5

Intersection LOS: B

Intersection Capacity Utilization 53.9%

ICU Level of Service A

Analysis Period (min) 15

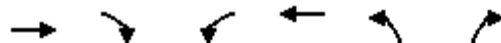
Splits and Phases: 1101: Dewey (South) & Driving Park

#110#1102 → ø2 (R) 31 s	#1102 ↙ ø3 29 s	#1102 ↘ ø4 30 s
#110#1102 ← ø6 (R) 31 s	#1101 ↗ ø7 29 s	#1101 ↖ ø8 30 s

Queues

1101: Dewey (South) & Driving Park

4/21/2014





















Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	259	111	419	359	31	327
v/c Ratio	0.48	0.23	0.73	0.38	0.05	0.36
Control Delay	28.8	8.2	18.4	7.1	20.5	9.6
Queue Delay	0.0	0.0	1.0	1.3	0.0	0.2
Total Delay	28.8	8.2	19.4	8.4	20.5	9.8
Queue Length 50th (ft)	118	6	75	62	11	82
Queue Length 95th (ft)	173	37	79	67	31	117
Internal Link Dist (ft)	385			100	461	
Turn Bay Length (ft)		75	75		200	
Base Capacity (vph)	539	493	711	1097	630	916
Starvation Cap Reductn	0	0	113	521	0	0
Spillback Cap Reductn	0	0	0	0	0	139
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.23	0.70	0.62	0.05	0.42

Intersection Summary

Lanes, Volumes, Timings
1102: Driving Park & Dewey (North)

4/21/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	286	195	5	24	275	87	0	0	0	232	57	371
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	11	11	12	12	12	11	12	11
Storage Length (ft)	75		0	0		75	0		0	0		275
Storage Lanes	1		0	0		1	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. 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
Frt		0.996				0.850						0.850
Flt Protected	0.950				0.996						0.961	
Satd. Flow (prot)	1646	1726	0	0	1726	1473	0	0	0	0	1723	1473
Flt Permitted	0.298				0.961						0.961	
Satd. Flow (perm)	516	1726	0	0	1665	1473	0	0	0	0	1723	1473
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)		3				97						
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		180			931			272			664	
Travel Time (s)		4.1			21.2			6.2			15.1	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
Adj. Flow (vph)	345	235	6	29	331	105	0	0	0	280	69	447
Shared Lane Traffic (%)												
Lane Group Flow (vph)	345	241	0	0	360	105	0	0	0	0	349	447
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)		11			8			0			12	
Link Offset(ft)		0			0			30			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.04	1.04	1.00	1.00	1.04	1.04	1.00	1.00	1.00	1.04	1.00	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0		1	1	1				1	1	0
Detector Template				Left								
Leading Detector (ft)	50	0		20	40	40				40	40	0
Trailing Detector (ft)	0	0		0	0	0				0	0	0
Detector 1 Position(ft)	0	19		0	0	0				0	0	0
Detector 1 Size(ft)	50	0		20	40	40				40	40	25
Detector 1 Type	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
Detector 1 Queue (s)	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
Turn Type	custom	NA		Perm	NA	Perm				Split	NA	pt+ov
Protected Phases	4	2 4			6					3	3	3 4
Permitted Phases	2			6		6						
Detector Phase	4	2 4		6	6	6				3	3	3 4
Switch Phase												
Minimum Initial (s)	8.0			12.0	12.0	12.0				8.0	8.0	
Minimum Split (s)	25.0			31.0	31.0	31.0				25.0	25.0	


Lanes, Volumes, Timings
1102: Driving Park & Dewey (North)

4/21/2014

Lane Group	ø2	ø7	ø8
Lane Configurations			
Volume (vph)			
Ideal Flow (vphpl)			
Lane Width (ft)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Heavy Vehicles (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Turn Type			
Protected Phases	2	7	8
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	12.0	8.0	16.0
Minimum Split (s)	31.0	29.0	25.0

Lanes, Volumes, Timings
1102: Driving Park & Dewey (North)

4/21/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	30.0			31.0	31.0	31.0				29.0	29.0	
Total Split (%)	33.3%			34.4%	34.4%	34.4%				32.2%	32.2%	
Maximum Green (s)	24.5			25.0	25.0	25.0				23.5	23.5	
Yellow Time (s)	3.5			4.0	4.0	4.0				3.5	3.5	
All-Red Time (s)	2.0			2.0	2.0	2.0				2.0	2.0	
Lost Time Adjust (s)	-2.5				-3.0	-1.0					0.0	
Total Lost Time (s)	3.0				3.0	5.0					5.5	
Lead/Lag	Lag									Lead	Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0			3.0	3.0	3.0				2.0	2.0	
Recall Mode	None			C-Max	C-Max	C-Max				None	None	
Walk Time (s)	7.0			9.0	9.0	9.0				7.0	7.0	
Flash Dont Walk (s)	12.0			15.0	15.0	15.0				12.0	12.0	
Pedestrian Calls (#/hr)	0			0	0	0				0	0	
Act Effect Green (s)	57.4	60.4			28.0	26.0					21.1	56.0
Actuated g/C Ratio	0.64	0.67			0.31	0.29					0.23	0.62
v/c Ratio	0.49	0.21			0.69	0.21					0.87	0.49
Control Delay	15.4	7.5			35.6	7.4					55.0	11.5
Queue Delay	1.9	0.9			0.4	0.0					0.0	0.0
Total Delay	17.3	8.4			36.0	7.4					55.0	11.5
LOS	B	A			D	A					D	B
Approach Delay		13.6			29.5						30.6	
Approach LOS		B			C						C	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 3 (3%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.87

Intersection Signal Delay: 24.9







Intersection LOS: C

Intersection Capacity Utilization 58.7%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 1102: Driving Park & Dewey (North)

					
31 s		29 s		30 s	
					
31 s		29 s		30 s	

Lanes, Volumes, Timings
1102: Driving Park & Dewey (North)

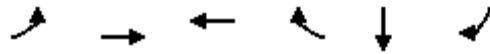
4/21/2014

Lane Group	ø2	ø7	ø8
Total Split (s)	31.0	29.0	30.0
Total Split (%)	34%	32%	33%
Maximum Green (s)	25.0	23.5	24.5
Yellow Time (s)	4.0	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lead	Lag
Lead-Lag Optimize?			
Vehicle Extension (s)	3.0	2.0	3.0
Recall Mode	C-Max	None	Max
Walk Time (s)	9.0	8.0	7.0
Flash Dont Walk (s)	15.0	12.0	12.0
Pedestrian Calls (#/hr)	0	0	0
Act Effect Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Intersection Summary			

Queues

1102: Driving Park & Dewey (North)

4/21/2014



Lane Group	EBL	EBT	WBT	WBR	SBT	SBR
Lane Group Flow (vph)	345	241	360	105	349	447
v/c Ratio	0.49	0.21	0.69	0.21	0.87	0.49
Control Delay	15.4	7.5	35.6	7.4	55.0	11.5
Queue Delay	1.9	0.9	0.4	0.0	0.0	0.0
Total Delay	17.3	8.4	36.0	7.4	55.0	11.5
Queue Length 50th (ft)	91	56	179	3	186	125
Queue Length 95th (ft)	153	81	249	34	#258	173
Internal Link Dist (ft)		100	851		584	
Turn Bay Length (ft)	75			75		275
Base Capacity (vph)	699	1160	518	494	449	908
Starvation Cap Reductn	213	664	0	0	0	0
Spillback Cap Reductn	0	0	18	0	0	21
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.71	0.49	0.72	0.21	0.78	0.50

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

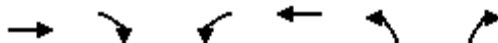
Lanes, Volumes, Timings
1101: Dewey (South) & Driving Park

5/28/2014

							ø3	ø4	ø6
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR			
Lane Configurations	↑	↗	↖	↑	↖	↗			
Volume (vph)	215	92	348	298	26	271			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Lane Width (ft)	11	11	11	11	11	11			
Storage Length (ft)		75	75		200	0			
Storage Lanes		1	1		1	1			
Taper Length (ft)			25		25				
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00			
Frt		0.850				0.850			
Flt Protected			0.950		0.950				
Satd. Flow (prot)	1733	1473	1646	1733	1646	1473			
Flt Permitted			0.437		0.950				
Satd. Flow (perm)	1733	1473	757	1733	1646	1473			
Right Turn on Red		Yes				No			
Satd. Flow (RTOR)		96							
Link Speed (mph)	30			30	30				
Link Distance (ft)	465			180	541				
Travel Time (s)	10.6			4.1	12.3				
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83			
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%			
Adj. Flow (vph)	259	111	419	359	31	327			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	259	111	419	359	31	327			
Enter Blocked Intersection	No	No	No	No	No	No			
Lane Alignment	Left	Right	Left	Left	Left	Right			
Median Width(ft)	11			11	11				
Link Offset(ft)	0			0	0				
Crosswalk Width(ft)	16			16	16				
Two way Left Turn Lane									
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04			
Turning Speed (mph)		9	15		15	9			
Number of Detectors	2	2	1	0	2	2			
Detector Template									
Leading Detector (ft)	26	26	50	0	26	26			
Trailing Detector (ft)	0	0	0	0	0	0			
Detector 1 Position(ft)	20	20	0	19	0	0			
Detector 1 Size(ft)	6	6	50	0	6	6			
Detector 1 Type	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			
Detector 1 Queue (s)	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			
Detector 2 Position(ft)	0	0			20	20			
Detector 2 Size(ft)	6	6			6	6			
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			
Detector 2 Channel									
Detector 2 Extend (s)	0.0	0.0			0.0	0.0			
Turn Type	NA	Perm	custom	NA	Prot	pt+ov			
Protected Phases	2		7	6 7	8	7 8	3	4	6

Lanes, Volumes, Timings
1101: Dewey (South) & Driving Park

5/28/2014



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	ø3	ø4	ø6
Permitted Phases		2	6						
Detector Phase	2	2	7	6 7	8	7 8			
Switch Phase									
Minimum Initial (s)	12.0	12.0	8.0		16.0		8.0	8.0	12.0
Minimum Split (s)	31.0	31.0	29.0		25.0		25.0	25.0	31.0
Total Split (s)	31.0	31.0	29.0		30.0		29.0	30.0	31.0
Total Split (%)	34.4%	34.4%	32.2%		33.3%		32%	33%	34%
Maximum Green (s)	25.0	25.0	23.5		24.5		23.5	24.5	25.0
Yellow Time (s)	4.0	4.0	3.5		3.5		3.5	3.5	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0		2.0	2.0	2.0
Lost Time Adjust (s)	-3.0	-1.0	-2.5		-2.5				
Total Lost Time (s)	3.0	5.0	3.0		3.0				
Lead/Lag			Lead		Lag		Lead	Lag	
Lead-Lag Optimize?									
Vehicle Extension (s)	3.0	3.0	2.0		3.0		2.0	2.0	3.0
Recall Mode	C-Max	C-Max	None		Max		None	None	C-Max
Walk Time (s)	9.0	9.0	8.0		7.0		7.0	7.0	9.0
Flash Dont Walk (s)	15.0	15.0	12.0		12.0		12.0	12.0	15.0
Pedestrian Calls (#/hr)	0	0	0		0		0	0	0
Act Effect Green (s)	28.0	26.0	46.5	49.5	34.5	56.0			
Actuated g/C Ratio	0.31	0.29	0.52	0.55	0.38	0.62			
v/c Ratio	0.48	0.23	0.73	0.38	0.05	0.36			
Control Delay	28.8	8.2	18.3	7.1	20.5	9.6			
Queue Delay	0.5	0.0	1.0	1.4	0.0	0.9			
Total Delay	29.3	8.2	19.3	8.4	20.5	10.5			
LOS	C	A	B	A	C	B			
Approach Delay	23.0			14.3	11.4				
Approach LOS	C			B	B				

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 3 (3%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.87

Intersection Signal Delay: 15.7

Intersection LOS: B

Intersection Capacity Utilization 53.9%

ICU Level of Service A

Analysis Period (min) 15

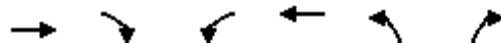
Splits and Phases: 1101: Dewey (South) & Driving Park

#110#1102 → → ø2 (R) 31 s	#1102 ↙ ↘ ø3 29 s	#1102 ↙ ↘ ø4 30 s
#110#1102 ← ← ø6 (R) 31 s	#1101 ↙ ↘ ø7 29 s	#1101 ↙ ↘ ø8 30 s

Queues

1101: Dewey (South) & Driving Park

5/28/2014




















Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	259	111	419	359	31	327
v/c Ratio	0.48	0.23	0.73	0.38	0.05	0.36
Control Delay	28.8	8.2	18.3	7.1	20.5	9.6
Queue Delay	0.5	0.0	1.0	1.4	0.0	0.9
Total Delay	29.3	8.2	19.3	8.4	20.5	10.5
Queue Length 50th (ft)	118	6	75	62	11	82
Queue Length 95th (ft)	173	37	79	67	31	117
Internal Link Dist (ft)	385			100	461	
Turn Bay Length (ft)		75	75		200	
Base Capacity (vph)	539	493	711	1097	630	916
Starvation Cap Reductn	0	0	113	527	0	0
Spillback Cap Reductn	72	0	0	0	0	342
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.55	0.23	0.70	0.63	0.05	0.57

Intersection Summary

Lanes, Volumes, Timings
1102: Driving Park & Dewey (North)

5/28/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	286	195	5	24	275	87	0	0	0	232	57	371
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	11	11	12	12	12	11	12	11
Storage Length (ft)	75		0	0		75	0		0	0		275
Storage Lanes	0		0	0		1	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. 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
Frt		0.999				0.850						0.850
Flt Protected		0.971			0.996						0.961	
Satd. Flow (prot)	0	1681	0	0	1726	1473	0	0	0	0	1723	1473
Flt Permitted		0.349			0.931						0.961	
Satd. Flow (perm)	0	604	0	0	1613	1473	0	0	0	0	1723	1473
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)		1				97						
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		180			931			272			664	
Travel Time (s)		4.1			21.2			6.2			15.1	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
Adj. Flow (vph)	345	235	6	29	331	105	0	0	0	280	69	447
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	586	0	0	360	105	0	0	0	0	349	447
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)		11			8			0			12	
Link Offset(ft)		0			0			30			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.04	1.04	1.00	1.00	1.04	1.04	1.00	1.00	1.00	1.04	1.00	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1				1	1	0
Detector Template				Left								
Leading Detector (ft)	50	50		20	40	40				40	40	0
Trailing Detector (ft)	0	0		0	0	0				0	0	0
Detector 1 Position(ft)	0	0		0	0	0				0	0	0
Detector 1 Size(ft)	50	50		20	40	40				40	40	25
Detector 1 Type	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
Detector 1 Queue (s)	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
Turn Type	custom	NA		Perm	NA	Perm				Split	NA	pt+ov
Protected Phases	4	2 4			6					3	3	3 4
Permitted Phases	2			6		6						
Detector Phase	4	2 4		6	6	6				3	3	3 4
Switch Phase												
Minimum Initial (s)	8.0			12.0	12.0	12.0				8.0	8.0	
Minimum Split (s)	25.0			31.0	31.0	31.0				25.0	25.0	













Lanes, Volumes, Timings
1102: Driving Park & Dewey (North)

5/28/2014

Lane Group	ø2	ø7	ø8
Lane Configurations			
Volume (vph)			
Ideal Flow (vphpl)			
Lane Width (ft)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Heavy Vehicles (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Turn Type			
Protected Phases	2	7	8
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	12.0	8.0	16.0
Minimum Split (s)	31.0	29.0	25.0

Lanes, Volumes, Timings
1102: Driving Park & Dewey (North)

5/28/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	30.0			31.0	31.0	31.0				29.0	29.0	
Total Split (%)	33.3%			34.4%	34.4%	34.4%				32.2%	32.2%	
Maximum Green (s)	24.5			25.0	25.0	25.0				23.5	23.5	
Yellow Time (s)	3.5			4.0	4.0	4.0				3.5	3.5	
All-Red Time (s)	2.0			2.0	2.0	2.0				2.0	2.0	
Lost Time Adjust (s)					-3.0	-1.0					0.0	
Total Lost Time (s)					3.0	5.0					5.5	
Lead/Lag	Lag									Lead	Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0			3.0	3.0	3.0				2.0	2.0	
Recall Mode	None			C-Max	C-Max	C-Max				None	None	
Walk Time (s)	7.0			9.0	9.0	9.0				7.0	7.0	
Flash Dont Walk (s)	12.0			15.0	15.0	15.0				12.0	12.0	
Pedestrian Calls (#/hr)	0			0	0	0				0	0	
Act Effect Green (s)		57.4			28.0	26.0					21.1	56.0
Actuated g/C Ratio		0.64			0.31	0.29					0.23	0.62
v/c Ratio		0.80			0.72	0.21					0.87	0.49
Control Delay		28.9			37.1	7.4					55.0	11.5
Queue Delay		12.3			0.4	0.0					0.0	0.0
Total Delay		41.1			37.5	7.4					55.0	11.5
LOS		D			D	A					D	B
Approach Delay		41.1			30.7						30.6	
Approach LOS		D			C						C	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 3 (3%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.87

Intersection Signal Delay: 34.0


















Intersection LOS: C

Intersection Capacity Utilization 69.3%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 1102: Driving Park & Dewey (North)

#110#1102    ø2 (R)	#1102    ø3	#1102    ø4
31 s	29 s	30 s
#110#1102    ø6 (R)	#1101    ø7	#1101    ø8
31 s	29 s	30 s

Lanes, Volumes, Timings
1102: Driving Park & Dewey (North)

5/28/2014

Lane Group	ø2	ø7	ø8
Total Split (s)	31.0	29.0	30.0
Total Split (%)	34%	32%	33%
Maximum Green (s)	25.0	23.5	24.5
Yellow Time (s)	4.0	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lead	Lag
Lead-Lag Optimize?			
Vehicle Extension (s)	3.0	2.0	3.0
Recall Mode	C-Max	None	Max
Walk Time (s)	9.0	8.0	7.0
Flash Dont Walk (s)	15.0	12.0	12.0
Pedestrian Calls (#/hr)	0	0	0
Act Effect Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Intersection Summary			

Queues

1102: Driving Park & Dewey (North)

5/28/2014



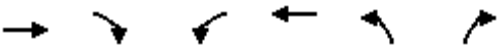
Lane Group	EBT	WBT	WBR	SBT	SBR
Lane Group Flow (vph)	586	360	105	349	447
v/c Ratio	0.80	0.72	0.21	0.87	0.49
Control Delay	28.9	37.1	7.4	55.0	11.5
Queue Delay	12.3	0.4	0.0	0.0	0.0
Total Delay	41.1	37.5	7.4	55.0	11.5
Queue Length 50th (ft)	225	180	3	186	125
Queue Length 95th (ft)	#309	252	34	#258	173
Internal Link Dist (ft)	100	851		584	
Turn Bay Length (ft)			75		275
Base Capacity (vph)	737	501	494	449	908
Starvation Cap Reductn	136	0	0	0	0
Spillback Cap Reductn	0	16	0	0	21
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.98	0.74	0.21	0.78	0.50

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lanes, Volumes, Timings
1101: Dewey (South) & Driving Park

7/10/2014

							ø3	ø4	ø6
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR			
Lane Configurations	↑	↑	↑	↑	↑	↑			
Volume (vph)	310	66	350	344	63	505			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Lane Width (ft)	11	11	11	11	11	11			
Storage Length (ft)		75	75		200	0			
Storage Lanes		1	1		1	1			
Taper Length (ft)			25		25				
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00			
Frt		0.850				0.850			
Flt Protected			0.950		0.950				
Satd. Flow (prot)	1733	1473	1646	1733	1646	1473			
Flt Permitted			0.332		0.950				
Satd. Flow (perm)	1733	1473	575	1733	1646	1473			
Right Turn on Red		Yes				No			
Satd. Flow (RTOR)		43							
Link Speed (mph)	30			30	30				
Link Distance (ft)	465			180	541				
Travel Time (s)	10.6			4.1	12.3				
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94			
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%			
Adj. Flow (vph)	330	70	372	366	67	537			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	330	70	372	366	67	537			
Enter Blocked Intersection	No	No	No	No	No	No			
Lane Alignment	Left	Right	Left	Left	Left	Right			
Median Width(ft)	11			11	11				
Link Offset(ft)	0			0	0				
Crosswalk Width(ft)	16			16	16				
Two way Left Turn Lane									
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04			
Turning Speed (mph)		9	15		15	9			
Number of Detectors	2	2	1	0	2	2			
Detector Template									
Leading Detector (ft)	26	26	50	0	26	26			
Trailing Detector (ft)	0	0	0	0	0	0			
Detector 1 Position(ft)	20	20	0	19	0	0			
Detector 1 Size(ft)	6	6	50	0	6	6			
Detector 1 Type	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			
Detector 1 Queue (s)	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			
Detector 2 Position(ft)	0	0			20	20			
Detector 2 Size(ft)	6	6			6	6			
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			
Detector 2 Channel									
Detector 2 Extend (s)	0.0	0.0			0.0	0.0			
Turn Type	NA	Perm	custom	NA	Prot	pt+ov			
Protected Phases	2		7	6 7	8	7 8	3	4	6

Lanes, Volumes, Timings
1101: Dewey (South) & Driving Park

7/10/2014



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	ø3	ø4	ø6
Permitted Phases		2	6						
Detector Phase	2	2	7	6 7	8	7 8			
Switch Phase									
Minimum Initial (s)	12.0	12.0	8.0		16.0		8.0	8.0	12.0
Minimum Split (s)	31.0	31.0	29.0		25.0		25.0	25.0	31.0
Total Split (s)	34.0	34.0	41.0		25.0		25.0	41.0	34.0
Total Split (%)	34.0%	34.0%	41.0%		25.0%		25%	41%	34%
Maximum Green (s)	28.0	28.0	35.5		19.5		19.5	35.5	28.0
Yellow Time (s)	4.0	4.0	3.5		3.5		3.5	3.5	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0		2.0	2.0	2.0
Lost Time Adjust (s)	-3.0	-1.0	-2.5		-2.5				
Total Lost Time (s)	3.0	5.0	3.0		3.0				
Lead/Lag			Lead		Lag		Lead	Lag	
Lead-Lag Optimize?									
Vehicle Extension (s)	3.0	3.0	2.0		3.0		2.0	2.0	3.0
Recall Mode	C-Max	C-Max	None		Max		None	None	C-Max
Walk Time (s)	9.0	9.0	8.0		7.0		7.0	7.0	9.0
Flash Dont Walk (s)	15.0	15.0	12.0		12.0		12.0	12.0	15.0
Pedestrian Calls (#/hr)	0	0	0		0		0	0	0
Act Effect Green (s)	31.0	29.0	60.8	63.8	30.2	63.0			
Actuated g/C Ratio	0.31	0.29	0.61	0.64	0.30	0.63			
v/c Ratio	0.61	0.15	0.56	0.33	0.14	0.58			
Control Delay	35.3	13.7	12.6	4.6	29.9	13.9			
Queue Delay	0.0	0.0	1.2	1.0	0.0	9.1			
Total Delay	35.3	13.7	13.7	5.7	29.9	23.1			
LOS	D	B	B	A	C	C			
Approach Delay	31.5			9.8	23.8				
Approach LOS	C			A	C				

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.69

Intersection Signal Delay: 19.6

Intersection LOS: B

Intersection Capacity Utilization 59.0%

ICU Level of Service B

Analysis Period (min) 15

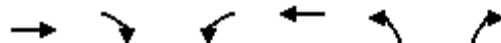
Splits and Phases: 1101: Dewey (South) & Driving Park

#110#1102 → ø2 (R) 34 s	#1102 ↕ ø3 25 s	#1102 ↗ ø4 41 s
#110#1102 ← ø6 (R) 34 s	#1101 ↙ ø7 41 s	#1101 ↘ ø8 25 s

Queues

1101: Dewey (South) & Driving Park

7/10/2014





















Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	330	70	372	366	67	537
v/c Ratio	0.61	0.15	0.56	0.33	0.14	0.58
Control Delay	35.3	13.7	12.6	4.6	29.9	13.9
Queue Delay	0.0	0.0	1.2	1.0	0.0	9.1
Total Delay	35.3	13.7	13.7	5.7	29.9	23.1
Queue Length 50th (ft)	178	12	57	50	31	182
Queue Length 95th (ft)	272	46	84	53	72	279
Internal Link Dist (ft)	385			100	461	
Turn Bay Length (ft)		75	75		200	
Base Capacity (vph)	537	457	803	1247	496	924
Starvation Cap Reductn	0	0	231	624	0	0
Spillback Cap Reductn	0	0	0	0	0	349
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.15	0.65	0.59	0.14	0.93

Intersection Summary

Lanes, Volumes, Timings
1102: Driving Park & Dewey (North)

7/10/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	517	287	11	32	294	212	0	0	0	150	38	400
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	11	11	12	12	12	11	12	11
Storage Length (ft)	75		0	0		75	0		0	0		275
Storage Lanes	1		0	0		1	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. 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
Frt		0.994				0.850						0.850
Flt Protected	0.950				0.995						0.962	
Satd. Flow (prot)	1646	1722	0	0	1724	1473	0	0	0	0	1724	1473
Flt Permitted	0.308				0.942						0.962	
Satd. Flow (perm)	534	1722	0	0	1632	1473	0	0	0	0	1724	1473
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)		5				147						
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		180			931			272			664	
Travel Time (s)		4.1			21.2			6.2			15.1	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
Adj. Flow (vph)	550	305	12	34	313	226	0	0	0	160	40	426
Shared Lane Traffic (%)												
Lane Group Flow (vph)	550	317	0	0	347	226	0	0	0	0	200	426
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)		11			8			0			12	
Link Offset(ft)		0			0			30			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.04	1.04	1.00	1.00	1.04	1.04	1.00	1.00	1.00	1.04	1.00	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0		1	1	1				1	1	0
Detector Template				Left								
Leading Detector (ft)	50	0		20	40	40				40	40	0
Trailing Detector (ft)	0	0		0	0	0				0	0	0
Detector 1 Position(ft)	0	19		0	0	0				0	0	0
Detector 1 Size(ft)	50	0		20	40	40				40	40	25
Detector 1 Type	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
Detector 1 Queue (s)	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
Turn Type	custom	NA		Perm	NA	Perm				Split	NA	pt+ov
Protected Phases	4	2 4			6					3	3	3 4
Permitted Phases	2			6		6						
Detector Phase	4	2 4		6	6	6				3	3	3 4
Switch Phase												
Minimum Initial (s)	8.0			12.0	12.0	12.0				8.0	8.0	
Minimum Split (s)	25.0			31.0	31.0	31.0				25.0	25.0	


Lanes, Volumes, Timings
1102: Driving Park & Dewey (North)

7/10/2014

Lane Group	ø2	ø7	ø8
Lane Configurations			
Volume (vph)			
Ideal Flow (vphpl)			
Lane Width (ft)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Heavy Vehicles (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Turn Type			
Protected Phases	2	7	8
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	12.0	8.0	16.0
Minimum Split (s)	31.0	29.0	25.0

Lanes, Volumes, Timings
1102: Driving Park & Dewey (North)

7/10/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	41.0			34.0	34.0	34.0				25.0	25.0	
Total Split (%)	41.0%			34.0%	34.0%	34.0%				25.0%	25.0%	
Maximum Green (s)	35.5			28.0	28.0	28.0				19.5	19.5	
Yellow Time (s)	3.5			4.0	4.0	4.0				3.5	3.5	
All-Red Time (s)	2.0			2.0	2.0	2.0				2.0	2.0	
Lost Time Adjust (s)	-2.5				-3.0	-1.0					0.0	
Total Lost Time (s)	3.0				3.0	5.0					5.5	
Lead/Lag	Lag									Lead	Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0			3.0	3.0	3.0				2.0	2.0	
Recall Mode	None			C-Max	C-Max	C-Max				None	None	
Walk Time (s)	7.0			9.0	9.0	9.0				7.0	7.0	
Flash Dont Walk (s)	12.0			15.0	15.0	15.0				12.0	12.0	
Pedestrian Calls (#/hr)	0			0	0	0				0	0	
Act Effect Green (s)	71.0	74.0			31.0	29.0					17.5	63.0
Actuated g/C Ratio	0.71	0.74			0.31	0.29					0.18	0.63
v/c Ratio	0.67	0.25			0.69	0.43					0.66	0.46
Control Delay	17.9	5.2			38.5	13.3					49.3	11.6
Queue Delay	5.2	1.3			0.0	0.0					0.0	0.0
Total Delay	23.2	6.5			38.5	13.3					49.3	11.6
LOS	C	A			D	B					D	B
Approach Delay		17.0			28.6						23.7	
Approach LOS		B			C						C	

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

Natural Cycle: 85

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.69

Intersection Signal Delay: 22.2

Intersection LOS: C

Intersection Capacity Utilization 67.4%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 1102: Driving Park & Dewey (North)

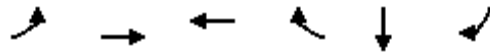


Lane Group	ø2	ø7	ø8
Total Split (s)	34.0	41.0	25.0
Total Split (%)	34%	41%	25%
Maximum Green (s)	28.0	35.5	19.5
Yellow Time (s)	4.0	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lead	Lag
Lead-Lag Optimize?			
Vehicle Extension (s)	3.0	2.0	3.0
Recall Mode	C-Max	None	Max
Walk Time (s)	9.0	8.0	7.0
Flash Dont Walk (s)	15.0	12.0	12.0
Pedestrian Calls (#/hr)	0	0	0
Act Effect Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Intersection Summary			

Queues

1102: Driving Park & Dewey (North)

7/10/2014




Lane Group	EBL	EBT	WBT	WBR	SBT	SBR
Lane Group Flow (vph)	550	317	347	226	200	426
v/c Ratio	0.67	0.25	0.69	0.43	0.66	0.46
Control Delay	17.9	5.2	38.5	13.3	49.3	11.6
Queue Delay	5.2	1.3	0.0	0.0	0.0	0.0
Total Delay	23.2	6.5	38.5	13.3	49.3	11.6
Queue Length 50th (ft)	213	83	193	38	117	129
Queue Length 95th (ft)	331	93	296	103	192	199
Internal Link Dist (ft)		100	851		584	
Turn Bay Length (ft)	75			75		275
Base Capacity (vph)	823	1275	505	531	336	927
Starvation Cap Reductn	208	738	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	13
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.89	0.59	0.69	0.43	0.60	0.47

Intersection Summary

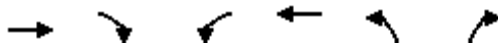
Lanes, Volumes, Timings
1101: Dewey (South) & Driving Park

7/10/2014

							ø3	ø4	ø6
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR			
Lane Configurations	↑	↑	↑	↑	↑	↑			
Volume (vph)	310	66	350	344	63	505			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Lane Width (ft)	11	11	11	11	11	11			
Storage Length (ft)		75	75		200	0			
Storage Lanes		1	1		1	1			
Taper Length (ft)			25		25				
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00			
Frt		0.850				0.850			
Flt Protected			0.950		0.950				
Satd. Flow (prot)	1733	1473	1646	1733	1646	1473			
Flt Permitted			0.332		0.950				
Satd. Flow (perm)	1733	1473	575	1733	1646	1473			
Right Turn on Red		Yes				No			
Satd. Flow (RTOR)		43							
Link Speed (mph)	30			30	30				
Link Distance (ft)	465			180	541				
Travel Time (s)	10.6			4.1	12.3				
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94			
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%			
Adj. Flow (vph)	330	70	372	366	67	537			
Shared Lane Traffic (%)									
Lane Group Flow (vph)	330	70	372	366	67	537			
Enter Blocked Intersection	No	No	No	No	No	No			
Lane Alignment	Left	Right	Left	Left	Left	Right			
Median Width(ft)	11			11	11				
Link Offset(ft)	0			0	0				
Crosswalk Width(ft)	16			16	16				
Two way Left Turn Lane									
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04			
Turning Speed (mph)		9	15		15	9			
Number of Detectors	2	2	1	0	2	2			
Detector Template									
Leading Detector (ft)	26	26	50	0	26	26			
Trailing Detector (ft)	0	0	0	0	0	0			
Detector 1 Position(ft)	20	20	0	19	0	0			
Detector 1 Size(ft)	6	6	50	0	6	6			
Detector 1 Type	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			
Detector 1 Queue (s)	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			
Detector 2 Position(ft)	0	0			20	20			
Detector 2 Size(ft)	6	6			6	6			
Detector 2 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex			
Detector 2 Channel									
Detector 2 Extend (s)	0.0	0.0			0.0	0.0			
Turn Type	NA	Perm	custom	NA	Prot	pt+ov			
Protected Phases	2		7	6 7	8	7 8	3	4	6

Lanes, Volumes, Timings
1101: Dewey (South) & Driving Park

7/10/2014



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	ø3	ø4	ø6
Permitted Phases		2	6						
Detector Phase	2	2	7	6 7	8	7 8			
Switch Phase									
Minimum Initial (s)	12.0	12.0	8.0		16.0		8.0	8.0	12.0
Minimum Split (s)	31.0	31.0	29.0		25.0		25.0	25.0	31.0
Total Split (s)	34.0	34.0	41.0		25.0		25.0	41.0	34.0
Total Split (%)	34.0%	34.0%	41.0%		25.0%		25%	41%	34%
Maximum Green (s)	28.0	28.0	35.5		19.5		19.5	35.5	28.0
Yellow Time (s)	4.0	4.0	3.5		3.5		3.5	3.5	4.0
All-Red Time (s)	2.0	2.0	2.0		2.0		2.0	2.0	2.0
Lost Time Adjust (s)	-3.0	-1.0	-2.5		-2.5				
Total Lost Time (s)	3.0	5.0	3.0		3.0				
Lead/Lag			Lead		Lag		Lead	Lag	
Lead-Lag Optimize?									
Vehicle Extension (s)	3.0	3.0	2.0		3.0		2.0	2.0	3.0
Recall Mode	C-Max	C-Max	None		Max		None	None	C-Max
Walk Time (s)	9.0	9.0	8.0		7.0		7.0	7.0	9.0
Flash Dont Walk (s)	15.0	15.0	12.0		12.0		12.0	12.0	15.0
Pedestrian Calls (#/hr)	0	0	0		0		0	0	0
Act Effect Green (s)	31.0	29.0	60.8	63.8	30.2	63.0			
Actuated g/C Ratio	0.31	0.29	0.61	0.64	0.30	0.63			
v/c Ratio	0.61	0.15	0.56	0.33	0.14	0.58			
Control Delay	35.3	13.7	12.3	4.6	29.9	13.9			
Queue Delay	20.1	0.0	1.2	1.1	0.0	0.2			
Total Delay	55.4	13.7	13.5	5.8	29.9	14.1			
LOS	E	B	B	A	C	B			
Approach Delay	48.1			9.7	15.9				
Approach LOS	D			A	B				

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

Natural Cycle: 95

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.01

Intersection Signal Delay: 20.6

Intersection LOS: C

Intersection Capacity Utilization 59.0%

ICU Level of Service B

Analysis Period (min) 15

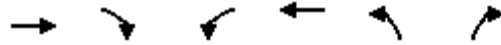
Splits and Phases: 1101: Dewey (South) & Driving Park



Queues

1101: Dewey (South) & Driving Park

7/10/2014




















Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Group Flow (vph)	330	70	372	366	67	537
v/c Ratio	0.61	0.15	0.56	0.33	0.14	0.58
Control Delay	35.3	13.7	12.3	4.6	29.9	13.9
Queue Delay	20.1	0.0	1.2	1.1	0.0	0.2
Total Delay	55.4	13.7	13.5	5.8	29.9	14.1
Queue Length 50th (ft)	178	12	52	50	31	182
Queue Length 95th (ft)	272	46	84	53	72	279
Internal Link Dist (ft)	385			100	461	
Turn Bay Length (ft)		75	75		200	
Base Capacity (vph)	537	457	803	1247	496	924
Starvation Cap Reductn	0	0	231	636	0	0
Spillback Cap Reductn	199	0	0	0	0	55
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.98	0.15	0.65	0.60	0.14	0.62

Intersection Summary

Lanes, Volumes, Timings
1102: Driving Park & Dewey (North)

7/10/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	517	287	11	32	294	212	0	0	0	150	38	400
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	12	12	11	11	12	12	12	11	12	11
Storage Length (ft)	75		0	0		75	0		0	0		275
Storage Lanes	0		0	0		1	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. 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
Frt		0.998				0.850						0.850
Flt Protected		0.969			0.995						0.962	
Satd. Flow (prot)	0	1676	0	0	1724	1473	0	0	0	0	1724	1473
Flt Permitted		0.349			0.885						0.962	
Satd. Flow (perm)	0	604	0	0	1533	1473	0	0	0	0	1724	1473
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)		2				147						
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		180			931			272			664	
Travel Time (s)		4.1			21.2			6.2			15.1	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
Adj. Flow (vph)	550	305	12	34	313	226	0	0	0	160	40	426
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	867	0	0	347	226	0	0	0	0	200	426
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)		11			8			0			12	
Link Offset(ft)		0			0			30			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.04	1.04	1.00	1.00	1.04	1.04	1.00	1.00	1.00	1.04	1.00	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1				1	1	0
Detector Template				Left								
Leading Detector (ft)	50	50		20	40	40				40	40	0
Trailing Detector (ft)	0	0		0	0	0				0	0	0
Detector 1 Position(ft)	0	0		0	0	0				0	0	0
Detector 1 Size(ft)	50	50		20	40	40				40	40	25
Detector 1 Type	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
Detector 1 Queue (s)	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
Turn Type	custom	NA		Perm	NA	Perm				Split	NA	pt+ov
Protected Phases	4	2 4			6					3	3	3 4
Permitted Phases	2			6		6						
Detector Phase	4	2 4		6	6	6				3	3	3 4
Switch Phase												
Minimum Initial (s)	8.0			12.0	12.0	12.0				8.0	8.0	
Minimum Split (s)	25.0			31.0	31.0	31.0				25.0	25.0	













Lanes, Volumes, Timings
1102: Driving Park & Dewey (North)

7/10/2014

Lane Group	ø2	ø7	ø8
Lane Configurations			
Volume (vph)			
Ideal Flow (vphpl)			
Lane Width (ft)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Lane Util. Factor			
Frt			
Flt Protected			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Right Turn on Red			
Satd. Flow (RTOR)			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Heavy Vehicles (%)			
Adj. Flow (vph)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Enter Blocked Intersection			
Lane Alignment			
Median Width(ft)			
Link Offset(ft)			
Crosswalk Width(ft)			
Two way Left Turn Lane			
Headway Factor			
Turning Speed (mph)			
Number of Detectors			
Detector Template			
Leading Detector (ft)			
Trailing Detector (ft)			
Detector 1 Position(ft)			
Detector 1 Size(ft)			
Detector 1 Type			
Detector 1 Channel			
Detector 1 Extend (s)			
Detector 1 Queue (s)			
Detector 1 Delay (s)			
Turn Type			
Protected Phases	2	7	8
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	12.0	8.0	16.0
Minimum Split (s)	31.0	29.0	25.0

Lanes, Volumes, Timings
1102: Driving Park & Dewey (North)

7/10/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	41.0			34.0	34.0	34.0				25.0	25.0	
Total Split (%)	41.0%			34.0%	34.0%	34.0%				25.0%	25.0%	
Maximum Green (s)	35.5			28.0	28.0	28.0				19.5	19.5	
Yellow Time (s)	3.5			4.0	4.0	4.0				3.5	3.5	
All-Red Time (s)	2.0			2.0	2.0	2.0				2.0	2.0	
Lost Time Adjust (s)					-3.0	-1.0					0.0	
Total Lost Time (s)					3.0	5.0					5.5	
Lead/Lag	Lag									Lead	Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0			3.0	3.0	3.0				2.0	2.0	
Recall Mode	None			C-Max	C-Max	C-Max				None	None	
Walk Time (s)	7.0			9.0	9.0	9.0				7.0	7.0	
Flash Dont Walk (s)	12.0			15.0	15.0	15.0				12.0	12.0	
Pedestrian Calls (#/hr)	0			0	0	0				0	0	
Act Effect Green (s)		71.0			31.0	29.0					17.5	63.0
Actuated g/C Ratio		0.71			0.31	0.29					0.18	0.63
v/c Ratio		1.01			0.73	0.43					0.66	0.46
Control Delay		54.4			41.3	13.3					49.3	11.6
Queue Delay		30.2			0.0	0.0					0.0	0.0
Total Delay		84.6			41.3	13.3					49.3	11.6
LOS		F			D	B					D	B
Approach Delay		84.6			30.2						23.7	
Approach LOS		F			C						C	

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Green

Natural Cycle: 95

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.01

Intersection Signal Delay: 51.1









Intersection LOS: D

Intersection Capacity Utilization 83.2%

ICU Level of Service E

Analysis Period (min) 15

Splits and Phases: 1102: Driving Park & Dewey (North)

#110#1102   ø2 (R)	#1102   ø3	#1102   ø4
34 s	25 s	41 s
#110#1102   ø6 (R)	#1101   ø7	#1101   ø8
34 s	41 s	25 s

Lanes, Volumes, Timings
1102: Driving Park & Dewey (North)

7/10/2014

Lane Group	ø2	ø7	ø8
Total Split (s)	34.0	41.0	25.0
Total Split (%)	34%	41%	25%
Maximum Green (s)	28.0	35.5	19.5
Yellow Time (s)	4.0	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lead	Lag
Lead-Lag Optimize?			
Vehicle Extension (s)	3.0	2.0	3.0
Recall Mode	C-Max	None	Max
Walk Time (s)	9.0	8.0	7.0
Flash Dont Walk (s)	15.0	12.0	12.0
Pedestrian Calls (#/hr)	0	0	0
Act Effect Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Intersection Summary			

Queues

1102: Driving Park & Dewey (North)

7/10/2014



Lane Group	EBT	WBT	WBR	SBT	SBR
Lane Group Flow (vph)	867	347	226	200	426
v/c Ratio	1.01	0.73	0.43	0.66	0.46
Control Delay	54.4	41.3	13.3	49.3	11.6
Queue Delay	30.2	0.0	0.0	0.0	0.0
Total Delay	84.6	41.3	13.3	49.3	11.6
Queue Length 50th (ft)	~488	196	38	117	129
Queue Length 95th (ft)	#728	#307	103	192	199
Internal Link Dist (ft)	100	851		584	
Turn Bay Length (ft)			75		275
Base Capacity (vph)	857	475	531	336	927
Starvation Cap Reductn	66	0	0	0	0
Spillback Cap Reductn	0	0	0	0	13
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	1.10	0.73	0.43	0.60	0.47


Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lanes, Volumes, Timings

1101: Dewey (South)/Dewey (North) & Driving Park

7/10/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	45	131	75	27	198	71	21	189	33	237	258	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Storage Length (ft)	125		75	0		0	100		0	150		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	100			25			50			75		
Lane Util. 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
Frt		0.946				0.850		0.978			0.977	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1646	1639	0	1646	1733	1473	1646	1695	0	1646	1693	0
Flt Permitted	0.542			0.529			0.950			0.418		
Satd. Flow (perm)	939	1639	0	917	1733	1473	1646	1695	0	724	1693	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		33				182		10			11	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		465			249			541			329	
Travel Time (s)		10.6			5.7			12.3			7.5	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
Adj. Flow (vph)	54	158	90	33	239	86	25	228	40	286	311	55
Shared Lane Traffic (%)												
Lane Group Flow (vph)	54	248	0	33	239	86	25	268	0	286	366	0
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)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1		1	1	
Detector Template	Left			Left		Right	Left			Left		
Leading Detector (ft)	30	30		30	30	20	30	30		30	30	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	30	30		30	30	20	30	30		30	30	
Detector 1 Type	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	
Detector 1 Queue (s)	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	
Turn Type	Perm	NA		Perm	NA	Perm	Prot	NA		pm+pt	NA	
Protected Phases		2			6		8	3		4	7	
Permitted Phases	2			6		6		3		7	7	
Detector Phase	2	2		6	6	6	8	3		4	7	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	7.0	10.0		7.0	10.0	
Minimum Split (s)	27.0	27.0		32.0	32.0	32.0	13.0	25.0		13.0	27.0	

Lanes, Volumes, Timings

1101: Dewey (South)/Dewey (North) & Driving Park

7/10/2014

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	33.0	33.0		33.0	33.0	33.0	17.0	30.0		27.0	40.0	
Total Split (%)	36.7%	36.7%		36.7%	36.7%	36.7%	18.9%	33.3%		30.0%	44.4%	
Maximum Green (s)	27.0	27.0		27.0	27.0	27.0	11.0	24.0		21.0	34.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Recall Mode	Max	Max		Max	Max	Max	None	Max		None	Max	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0			7.0	
Flash Dont Walk (s)	14.0	14.0		19.0	19.0	19.0		12.0			14.0	
Pedestrian Calls (#/hr)	12	12		12	12	12		12			12	
Act Effect Green (s)	27.0	27.0		27.0	27.0	27.0	7.2	24.5		43.2	38.1	
Actuated g/C Ratio	0.33	0.33		0.33	0.33	0.33	0.09	0.30		0.52	0.46	
v/c Ratio	0.18	0.44		0.11	0.42	0.14	0.17	0.52		0.55	0.46	
Control Delay	23.0	22.5		22.0	25.2	0.5	39.3	28.3		15.4	18.6	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	23.0	22.5		22.0	25.2	0.5	39.3	28.3		15.4	18.6	
LOS	C	C		C	C	A	D	C		B	B	
Approach Delay		22.6			19.0			29.2			17.2	
Approach LOS		C			B			C			B	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 82.3

Natural Cycle: 75

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.55

Intersection Signal Delay: 20.8

Intersection LOS: C

Intersection Capacity Utilization 64.9%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 1101: Dewey (South)/Dewey (North) & Driving Park



Queues

1101: Dewey (South)/Dewey (North) & Driving Park

7/10/2014



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	54	248	33	239	86	25	268	286	366
v/c Ratio	0.18	0.44	0.11	0.42	0.14	0.17	0.52	0.55	0.46
Control Delay	23.0	22.5	22.0	25.2	0.5	39.3	28.3	15.4	18.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.0	22.5	22.0	25.2	0.5	39.3	28.3	15.4	18.6
Queue Length 50th (ft)	19	84	12	94	0	12	110	80	103
Queue Length 95th (ft)	47	146	32	155	0	34	179	116	208
Internal Link Dist (ft)		385		169			461		249
Turn Bay Length (ft)	125					100		150	
Base Capacity (vph)	308	560	301	569	606	220	511	615	790
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.44	0.11	0.42	0.14	0.11	0.52	0.47	0.46
Intersection Summary									

Lanes, Volumes, Timings

1101: Dewey (South)/Dewey (North) & Driving Park

7/10/2014

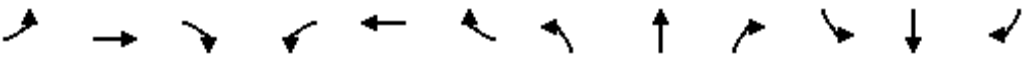


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	72	182	54	8	233	174	52	352	62	154	279	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Storage Length (ft)	125		75	0		0	100		0	150		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	100			25			50			75		
Lane Util. 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
Frt		0.966				0.850		0.977			0.978	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1646	1674	0	1646	1733	1473	1646	1693	0	1646	1695	0
Flt Permitted	0.515			0.511			0.950			0.323		
Satd. Flow (perm)	892	1674	0	885	1733	1473	1646	1693	0	560	1695	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16				185		10			9	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		465			249			541			329	
Travel Time (s)		10.6			5.7			12.3			7.5	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
Adj. Flow (vph)	77	194	57	9	248	185	55	374	66	164	297	52
Shared Lane Traffic (%)												
Lane Group Flow (vph)	77	251	0	9	248	185	55	440	0	164	349	0
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)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1		1	1	
Detector Template	Left			Left		Right	Left			Left		
Leading Detector (ft)	30	30		30	30	20	30	30		30	30	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	30	30		30	30	20	30	30		30	30	
Detector 1 Type	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	
Detector 1 Queue (s)	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	
Turn Type	Perm	NA		Perm	NA	Perm	Prot	NA		pm+pt	NA	
Protected Phases		2			6		8	3		4	7	
Permitted Phases	2			6		6		3		7	7	
Detector Phase	2	2		6	6	6	8	3		4	7	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	7.0	10.0		7.0	10.0	
Minimum Split (s)	27.0	27.0		32.0	32.0	32.0	13.0	25.0		13.0	27.0	

Lanes, Volumes, Timings

1101: Dewey (South)/Dewey (North) & Driving Park

7/10/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	38.0	38.0		38.0	38.0	38.0	26.0	45.0		17.0	36.0	
Total Split (%)	38.0%	38.0%		38.0%	38.0%	38.0%	26.0%	45.0%		17.0%	36.0%	
Maximum Green (s)	32.0	32.0		32.0	32.0	32.0	20.0	39.0		11.0	30.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Recall Mode	Max	Max		Max	Max	Max	None	Max		None	Max	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0			7.0	
Flash Dont Walk (s)	14.0	14.0		19.0	19.0	19.0		12.0			14.0	
Pedestrian Calls (#/hr)	12	12		12	12	12		12			12	
Act Effect Green (s)	32.0	32.0		32.0	32.0	32.0	8.4	39.0		50.2	42.5	
Actuated g/C Ratio	0.33	0.33		0.33	0.33	0.33	0.09	0.40		0.51	0.43	
v/c Ratio	0.27	0.45		0.03	0.44	0.31	0.39	0.65		0.42	0.47	
Control Delay	28.0	27.9		23.8	29.4	5.3	50.8	29.2		14.7	23.4	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	28.0	27.9		23.8	29.4	5.3	50.8	29.2		14.7	23.4	
LOS	C	C		C	C	A	D	C		B	C	
Approach Delay		27.9			19.2			31.6			20.6	
Approach LOS		C			B			C			C	

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 98.2

Natural Cycle: 75

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.65

Intersection Signal Delay: 24.6

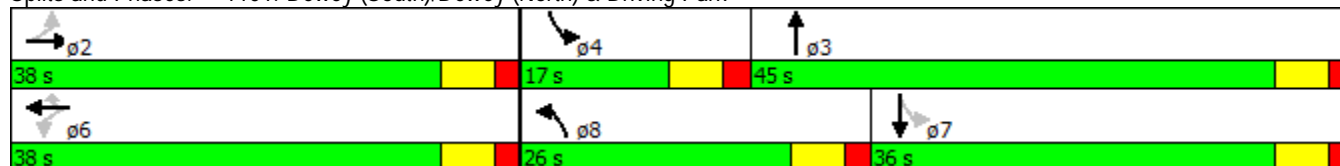
Intersection LOS: C

Intersection Capacity Utilization 72.0%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 1101: Dewey (South)/Dewey (North) & Driving Park



Queues

1101: Dewey (South)/Dewey (North) & Driving Park

7/10/2014




Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	77	251	9	248	185	55	440	164	349
v/c Ratio	0.27	0.45	0.03	0.44	0.31	0.39	0.65	0.42	0.47
Control Delay	28.0	27.9	23.8	29.4	5.3	50.8	29.2	14.7	23.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.0	27.9	23.8	29.4	5.3	50.8	29.2	14.7	23.4
Queue Length 50th (ft)	35	115	4	121	0	33	215	48	153
Queue Length 95th (ft)	76	192	16	198	47	71	333	82	251
Internal Link Dist (ft)		385		169			461		249
Turn Bay Length (ft)	125					100		150	
Base Capacity (vph)	290	556	288	564	604	335	678	413	738
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.45	0.03	0.44	0.31	0.16	0.65	0.40	0.47

Intersection Summary

Lanes, Volumes, Timings

1101: Dewey (South)/Dewey (North) & Driving Park

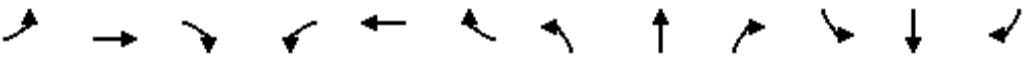
7/10/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	56	159	92	33	242	87	26	230	41	289	315	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Storage Length (ft)	125		75	0		0	100		0	150		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	100			25			50			75		
Lane Util. 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
Frt		0.945				0.850		0.977			0.978	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1646	1637	0	1646	1733	1473	1646	1693	0	1646	1695	0
Flt Permitted	0.457			0.442			0.950			0.342		
Satd. Flow (perm)	792	1637	0	766	1733	1473	1646	1693	0	593	1695	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		33				182		10			11	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		465			249			541			329	
Travel Time (s)		10.6			5.7			12.3			7.5	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
Adj. Flow (vph)	67	192	111	40	292	105	31	277	49	348	380	67
Shared Lane Traffic (%)												
Lane Group Flow (vph)	67	303	0	40	292	105	31	326	0	348	447	0
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)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1		1	1	
Detector Template	Left			Left		Right	Left			Left		
Leading Detector (ft)	30	30		30	30	20	30	30		30	30	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	30	30		30	30	20	30	30		30	30	
Detector 1 Type	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	
Detector 1 Queue (s)	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	
Turn Type	Perm	NA		Perm	NA	Perm	Prot	NA		pm+pt	NA	
Protected Phases		2			6		8	3		4	7	
Permitted Phases	2			6		6		3		7	7	
Detector Phase	2	2		6	6	6	8	3		4	7	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	7.0	10.0		7.0	10.0	
Minimum Split (s)	27.0	27.0		32.0	32.0	32.0	13.0	25.0		13.0	27.0	

Lanes, Volumes, Timings

1101: Dewey (South)/Dewey (North) & Driving Park

7/10/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	33.0	33.0		33.0	33.0	33.0	17.0	30.0		27.0	40.0	
Total Split (%)	36.7%	36.7%		36.7%	36.7%	36.7%	18.9%	33.3%		30.0%	44.4%	
Maximum Green (s)	27.0	27.0		27.0	27.0	27.0	11.0	24.0		21.0	34.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Recall Mode	Max	Max		Max	Max	Max	None	Max		None	Max	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0			7.0	
Flash Dont Walk (s)	14.0	14.0		19.0	19.0	19.0		12.0			14.0	
Pedestrian Calls (#/hr)	12	12		12	12	12		12			12	
Act Effect Green (s)	27.1	27.1		27.1	27.1	27.1	7.3	24.1		45.1	39.9	
Actuated g/C Ratio	0.32	0.32		0.32	0.32	0.32	0.09	0.29		0.54	0.47	
v/c Ratio	0.26	0.55		0.16	0.53	0.18	0.22	0.67		0.69	0.55	
Control Delay	26.1	26.2		24.2	28.3	0.9	41.0	34.3		19.1	20.3	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	26.1	26.2		24.2	28.3	0.9	41.0	34.3		19.1	20.3	
LOS	C	C		C	C	A	D	C		B	C	
Approach Delay		26.2			21.3			34.9			19.8	
Approach LOS		C			C			C			B	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 84.2

Natural Cycle: 75

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.69

Intersection Signal Delay: 24.1

Intersection LOS: C

Intersection Capacity Utilization 72.9%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 1101: Dewey (South)/Dewey (North) & Driving Park



Queues

1101: Dewey (South)/Dewey (North) & Driving Park

7/10/2014



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	67	303	40	292	105	31	326	348	447
v/c Ratio	0.26	0.55	0.16	0.53	0.18	0.22	0.67	0.69	0.55
Control Delay	26.1	26.2	24.2	28.3	0.9	41.0	34.3	19.1	20.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.1	26.2	24.2	28.3	0.9	41.0	34.3	19.1	20.3
Queue Length 50th (ft)	26	116	15	124	0	16	146	101	135
Queue Length 95th (ft)	59	192	39	199	0	41	232	142	265
Internal Link Dist (ft)		385		169			461		249
Turn Bay Length (ft)	125					100		150	
Base Capacity (vph)	254	548	246	556	597	215	490	580	808
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.26	0.55	0.16	0.53	0.18	0.14	0.67	0.60	0.55

Intersection Summary

Lanes, Volumes, Timings

1101: Dewey (South)/Dewey (North) & Driving Park

7/10/2014

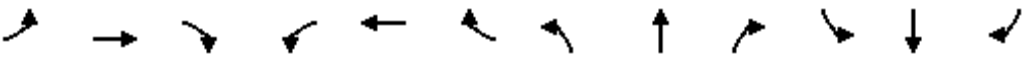


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	88	222	66	10	284	212	63	429	76	188	340	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Storage Length (ft)	125		85	0		0	100		0	150		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	100			25			50			75		
Lane Util. 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
Frt		0.966				0.850		0.977			0.977	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1646	1674	0	1646	1733	1473	1646	1693	0	1646	1693	0
Flt Permitted	0.395			0.388			0.950			0.269		
Satd. Flow (perm)	684	1674	0	672	1733	1473	1646	1693	0	466	1693	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15				226		11			10	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		465			249			541			329	
Travel Time (s)		10.6			5.7			12.3			7.5	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%	6%
Adj. Flow (vph)	94	236	70	11	302	226	67	456	81	200	362	64
Shared Lane Traffic (%)												
Lane Group Flow (vph)	94	306	0	11	302	226	67	537	0	200	426	0
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)		11			11			11			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	1		1	1	
Detector Template	Left			Left		Right	Left			Left		
Leading Detector (ft)	30	30		30	30	20	30	30		30	30	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	30	30		30	30	20	30	30		30	30	
Detector 1 Type	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	
Detector 1 Queue (s)	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	
Turn Type	Perm	NA		Perm	NA	Perm	Prot	NA		pm+pt	NA	
Protected Phases		2			6		8	3		4	7	
Permitted Phases	2			6		6		3		7	7	
Detector Phase	2	2		6	6	6	8	3		4	7	
Switch Phase												
Minimum Initial (s)	10.0	10.0		10.0	10.0	10.0	7.0	10.0		7.0	10.0	
Minimum Split (s)	27.0	27.0		32.0	32.0	32.0	13.0	25.0		13.0	27.0	

Lanes, Volumes, Timings

1101: Dewey (South)/Dewey (North) & Driving Park

7/10/2014

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	33.0	33.0		33.0	33.0	33.0	24.0	49.0		18.0	43.0	
Total Split (%)	33.0%	33.0%		33.0%	33.0%	33.0%	24.0%	49.0%		18.0%	43.0%	
Maximum Green (s)	27.0	27.0		27.0	27.0	27.0	18.0	43.0		12.0	37.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Recall Mode	Max	Max		Max	Max	Max	None	Max		None	Max	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0		7.0			7.0	
Flash Dont Walk (s)	14.0	14.0		19.0	19.0	19.0		12.0			14.0	
Pedestrian Calls (#/hr)	12	12		12	12	12		12			12	
Act Effect Green (s)	27.0	27.0		27.0	27.0	27.0	8.9	43.0		54.7	46.5	
Actuated g/C Ratio	0.28	0.28		0.28	0.28	0.28	0.09	0.44		0.56	0.48	
v/c Ratio	0.50	0.65		0.06	0.63	0.40	0.45	0.72		0.53	0.53	
Control Delay	41.1	37.3		28.1	38.3	6.2	51.7	28.7		14.5	21.8	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	41.1	37.3		28.1	38.3	6.2	51.7	28.7		14.5	21.8	
LOS	D	D		C	D	A	D	C		B	C	
Approach Delay		38.2			24.6			31.3			19.5	
Approach LOS		D			C			C			B	

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 97.7

Natural Cycle: 75

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.72

Intersection Signal Delay: 27.5

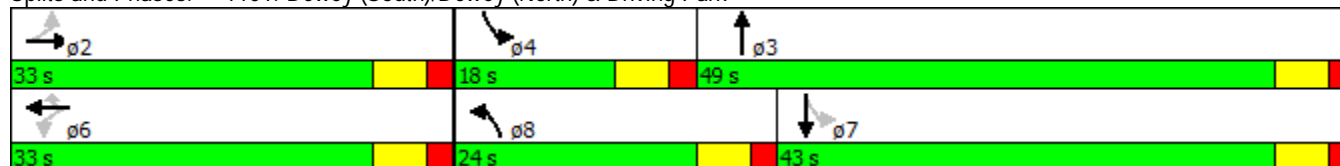
Intersection LOS: C

Intersection Capacity Utilization 81.6%

ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 1101: Dewey (South)/Dewey (North) & Driving Park



Queues

1101: Dewey (South)/Dewey (North) & Driving Park

7/10/2014



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	94	306	11	302	226	67	537	200	426
v/c Ratio	0.50	0.65	0.06	0.63	0.40	0.45	0.72	0.53	0.53
Control Delay	41.1	37.3	28.1	38.3	6.2	51.7	28.7	14.5	21.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.1	37.3	28.1	38.3	6.2	51.7	28.7	14.5	21.8
Queue Length 50th (ft)	49	160	5	165	0	40	261	52	183
Queue Length 95th (ft)	106	260	20	264	56	82	404	86	297
Internal Link Dist (ft)		385		169			461		249
Turn Bay Length (ft)	125					100		150	
Base Capacity (vph)	188	473	185	478	570	303	751	411	810
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.65	0.06	0.63	0.40	0.22	0.72	0.49	0.53

Intersection Summary

Appendix D:

Pavement Information

PAVEMENT EVALUATION & TREATMENT SELECTION REPORT (PETSr)

11/15/2013

FINAL 8/19/2014

General

Region: 4 County: Monroe Route No.: Dewey Ave PIN: 4755.55
Driving Park Ave
Project Description: Dewey Avenue / Driving Park Avenue Intersection
Realignment Project
Begin RM: NA End RM: NA Total Length: Less than 500 ft of each approach to intersection
Latest Pavement Rehabilitation/Treatment Date(s): Driving Park Ave - Surface Repair / True & Leveling (2014)
Dewey Ave - Cold Milling and Single Course Overlay (2012)
Original Contract Date(s): Spring 2016 (earliest)

Related Pavement Data:

Traffic AADT (Range): 5,610 to 10,810 Date: 2014 % Trucks: 6% Average
Sufficiency Rating Surface Score: NA Date: NA

Roadway Features

Roadway: Divided ☐ Non-Divided ☒
Median: Flush ☒ Raised ☐ Concrete Median Barrier ☐
Curbs: Mountable ☐ Non-Mountable ☒ HMA ☐ PCC ☐ Stone ☒
Gutter: None ☒ Present ☐ Location:
MIARDS/CARDS: None ☒ Present ☐ Location:

Travel Lanes:

Number: 1 - 2 Width(s): 10 ft to 12 ft and varies
Type: Reinforced PCC ☐ Non-Reinforced PCC ☐ HMA ☒ HMA over PCC ☐
Thickness (normal): Total: 6.5" - 12" (HMA: 6.5" - 12" PCC: 0")
With one core showing underlying brick layer

Reinforced and Non-Reinforced PCC Pavements only:

Slab Length:

Load Transfer Type: Dowels ☐ 2 Component ☐

Transverse Joints: Contraction ☐ Expansion ☐

Subbase: Type: Crushed Thickness (nominal): 3" - 5"

Shoulders: Stone, Sand,
and/or Gravel

Type: HMA ☒ PCC ☐ Gravel ☐ Thickness: 6.5" - 12"

Surface Treatment/Stabilized Gravel ☐ Thickness:

Width: Left: None Right: 0 ft to 8 ft

Drainage Type: Open System ☐ Closed System ☒

PAVEMENT EVALUATION & TREATMENT SELECTION REPORT (PESR)
11/15/2013 FINAL 8/19/2014

PAVEMENT DISTRESS SEVERITY – Typical for Length of Project COMMENTS

Wheelpath Cracking	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input checked="" type="checkbox"/> Medium	<input type="checkbox"/> High
Transverse Cracking	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input checked="" type="checkbox"/> Medium	<input type="checkbox"/> High
Longitudinal Cracking	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input checked="" type="checkbox"/> Medium	<input type="checkbox"/> High
Edge Cracking	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input checked="" type="checkbox"/> Medium	<input type="checkbox"/> High
Raveling	<input checked="" type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High
Rutting	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input checked="" type="checkbox"/> Medium	<input type="checkbox"/> High
Corrugations	<input checked="" type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High
Settlements/Heaves	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input checked="" type="checkbox"/> Medium	<input type="checkbox"/> High
Other	<input checked="" type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High

SHOULDER DISTRESS SEVERITY – Typical for Length of Project COMMENTS

Cracking	<input type="checkbox"/> None	<input type="checkbox"/> Low	<input checked="" type="checkbox"/> Medium	<input type="checkbox"/> High
Separation	<input checked="" type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High
Drop Off	<input checked="" type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High
Deformation	<input checked="" type="checkbox"/> None	<input type="checkbox"/> Low	<input type="checkbox"/> Medium	<input type="checkbox"/> High

EXISTING PAVEMENT CONDITION REMARKS:

The existing pavement section along Dewey Avenue appears to be in relatively good condition due to the recent resurfacing operation. The existing pavement section along Driving Park Avenue shows moderate distress including cracking, rutting, numerous utility repairs, pot holes, etc.

EXISTING SHOULDER REMARKS:

Existing shoulders are paved and in similar condition to that of the adjacent pavement surface.

REMARKS AND PAVEMENT RECOMMENDATIONS:

Reconstruction of the existing pavement surface is recommended due to existing conditions of the pavement along Driving Park Avenue and the proposed intersection realignment. Changes in horizontal alignment and grade will be necessary to realign the existing intersection.

GEOTECHNICAL REMARKS AND RECOMMENDATIONS:

Existing subgrade soil conditions were characterized as poor after subsurface exploration. It is recommended that subgrade soils be observed as they are exposed during construction and properly rectified. This could involve isolated areas of undercut and replacement with suitable material. Underdrain and geotextile stabilization / separation is recommended at the subgrade / subbase interface. No other special geotechnical techniques or considerations are anticipated that would affect the design or construction within the project limits.

PAVEMENT EVALUATION & TREATMENT SELECTION REPORT (PETSr)

11/15/2013

FINAL 8/19/2014

Treatment Options:

1. Rehabilitation - cold milling with single or multiple course overlay
2. Full Depth Portland Cement Concrete Pavement
3. Full Depth Hot Mix Asphalt (HMA) Pavement

Results of Life Cycle Cost Analysis:

Not required per Table 3-2 of the NYSDOT Comprehensive Pavement Design Manual.

Recommendations:

Within the project limits, fully reconstruct the existing pavement with a full depth HMA pavement section due to the proposed intersection realignment and condition of Driving Park Ave. Proposed hot mix asphalt (HMA) pavement sections would be in accordance with the City of Rochester standard pavement section. These were verified with the Equivalent Single Axle Loading (ESAL) pavement design procedure as outlined in the NYSDOT Comprehensive Pavement Design Manual. The expected pavement surface life would be 20 years with an expected total pavement service life of 50 years. New asphalt shoulders would also be constructed to full depth.

If you have any questions regarding this report, please contact _____ at 585-232-5137 x380
Michael T. Croce, PE

Prepared by: Thomas R Detrie, PE
Date: 8/15/14

Approved by: *Michael T. Croce*
Date: *8-19-14*

Professional Engineering Seal for Recommendations to Use Beyond Preservation Treatments:



8/19/2014

Appendix E:

Geotechnical Information



A SUBSIDIARY OF SJB SERVICES, INC.

☐ **CORPORATE/
BUFFALO OFFICE**
5167 South Park Avenue
Hamburg, NY 14075
Phone: (716) 649-8110
Fax: (716) 649-8051

☐ **ALBANY OFFICE**
PO Box 2199
Ballston Spa, NY 12020

5 Knabner Road
Mechanicville, NY 12118
Phone: (518) 899-7491
Fax: (518) 899-7496

☐ **CORTLAND OFFICE**
60 Miller Street
Cortland, NY 13045
Phone: (607) 758-7182
Fax: (607) 758-7188

☒ **ROCHESTER OFFICE**
535 Summit Point Drive
Henrietta, NY 14467
Phone: (585) 359-2730
Fax: (585) 359-9668

**Final Geotechnical Evaluation Report for
Proposed Realignment Project
Dewey Avenue & Driving Park Avenue Intersection
PIN 4755.55
City of Rochester, Monroe County, New York**

Prepared For:

**Bergmann Associates
28 East Main Street
200 First Federal Plaza
Rochester, New York 14614-1909**

Prepared By:

**Empire Geo-Services, Inc.
535 Summit Point Drive
Henrietta, New York 14467**



**Project No.: RE-14-017
August 2014**

MEMBER

ACEC New York
American Council of Engineering Companies of New York

EMPIRE **GEO** SERVICES, INC.

A SUBSIDIARY OF SJB SERVICES, INC.

☐ **CORPORATE/
BUFFALO OFFICE**
5167 South Park Avenue
Hamburg, NY 14075
Phone: (716) 649-8110
Fax: (716) 649-8051

☐ **ALBANY OFFICE**
PO Box 2199
Ballston Spa, NY 12020

5 Knabner Road
Mechanicville, NY 12118
Phone: (518) 899-7491
Fax: (518) 899-7496

☐ **CORTLAND OFFICE**
60 Miller Street
Cortland, NY 13045
Phone: (607) 758-7182
Fax: (607) 758-7188

☒ **ROCHESTER OFFICE**
535 Summit Point Drive
Henrietta, NY 14467
Phone: (585) 359-2730
Fax: (585) 359-9668

August 19, 2014
Project No. RE-14-017

Bergmann Associates
28 East Main Street
200 First Federal Plaza
Rochester, New York 14614

Attention: Mr. Michael T. Croce, P.E.
Project Manager

Re: Final Geotechnical Evaluation Report for
Proposed Realignment Project
Dewey Avenue & Driving Park Avenue
PIN 4755.55
Rochester, Monroe County, New York

Dear Mr. Croce,

Pursuant to your request and authorization, Empire Geo-Services, Inc. (Empire) completed a subsurface exploration and subgrade evaluation with regard to the proposed Realignment Project (PIN 4755.55) planned at the intersection of Dewey Avenue and Driving Park Avenue in the City of Rochester, Monroe County, New York. The approximate location of the project site is shown on Figure 1.

This work was completed at the request and authorization of Bergmann Associates (Bergmann) in accordance with our May 20, 2014 proposal, which was approved on July 1, 2014. SJB Services, Inc. (SJB), Empire's affiliated subsurface exploration company, completed the subsurface exploration program, which included a total of four (4) pavement cores and three (3) test borings.

The purpose of our work was to investigate the existing pavement and subgrade conditions at the existing intersection and to develop appropriate design parameters and construction recommendations to assist Bergmann in the redesign and construction of the existing pavement areas. In addition, several indigenous soil samples were tested in our laboratory to provide an indication of the corrosion potential with regard to buried metallic conduits. Figure 2 shows the approximate location of this area and the exploration locations.

MEMBER

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SUBSURFACE EXPLORATION

Exploration of the existing asphalt pavement, subbase and subgrade conditions was completed by SJB on July 7, 2014. This work included extracting pavement cores of the existing asphalt concrete, sampling and measuring the underlying subbase layer, as well as sampling the underlying subgrade soils.

The pavement core and test boring locations were designated as B-1 through B-4 on a site plan provided to Empire by Bergmann. The exploration locations were then staked in the field by SJB using tape measurements referenced to existing site features. Due to the existing underground utilities located in the vicinity of test boring B-1, SJB was unable to sample the underlying subgrade soils (advance the test boring), and therefore, SJB just extracted the pavement core and hand sampled the subbase material. The approximate exploration locations are shown on Figure 2.

Portable coring equipment was utilized to obtain a nominal 6-inch diameter core sample of the asphaltic concrete at each location. The underlying subbase was then sampled and its thickness measured at the core locations after the pavement cores were extracted.

Test borings B-2 through B-4 were then advanced in the subbase and subgrade soils using hollow stem auger and split spoon soil sampling methods. Split spoon samples and Standard Penetration Tests (SPTs) were then taken continuously in the underlying subgrade soils to a depth of 10 feet below the existing ground surface. The split spoon sampling and SPTs were completed in general accordance with *ASTM D 1586 - "Standard Test Method for Penetration Test and Split-Barrel Sampling of Soils"*.

A geologist from SJB prepared the test boring logs based on visual observation of the recovered soil samples, and review of the driller's field notes. The soil samples were described based on a visual/manual estimation of the grain size distribution, along with characteristics such as color, relative density, consistency, moisture, etc. The test boring logs are presented in Appendix A, along with general information and a key of terms and symbols used to prepare the logs.

The thickness of the pavement core samples were measured and photographed in our laboratory. The core photographs are presented in Appendix B. The thicknesses of the asphalt concrete and subbase layer encountered at each location, along with a general description of the underlying subgrade soils, are summarized on Table No. 1.

LABORATORY TESTING

The soil samples collected between depths of about 4 feet to 6 feet from test borings B-3 and B-4 and a composite sample of the soil collected from test boring B-2 between depths of 4 feet to 8 feet are currently being tested in SJB's geotechnical testing laboratory for resistivity, redox, pH, moisture, and sulfides according to procedures established by the Ductile Iron Pipe Research Association (DIPRA test). This testing will provide an indication of the corrosion potential of the on-site soils with regard to buried metallic conduits. The laboratory test data has been submitted under a separate cover letter.

SUBSURFACE CONDITIONS

Summary of Pavement, Subbase and Subsurface Conditions Encountered

General

The thicknesses of the asphalt concrete and subbase layer encountered at each exploration location, along with a general description of the underlying subgrade soils, are summarized on Table No. 1 and below. In addition, a thickness breakdown and description of the various components (i.e. top, binder, base) making up the asphalt concrete layer are presented on Table No. 1.

Pavement, Subbase and Subsurface Conditions

Asphalt concrete was encountered at the surface of each pavement core/test boring location. The thickness of the asphaltic concrete core samples obtained varied from 6.5-inches to 12.0-inches. In most cases, the pavement cores obtained appeared to be in a relatively good condition as minimal pitting and/or deterioration between and within the various asphalt concrete courses was apparent.

Beneath the asphalt at test boring location B-3, brick was encountered. The brick was about 4-inches thick and had a vertical crack through the center.

Beneath the asphaltic concrete or brick, a subbase layer was apparent at each location. The subbase consisted of crushed stone, sand and/or gravel or possibly crushed concrete. The thickness of the subbase course encountered was typically 3-inches to 5-inches. A geotextile fabric was not apparent beneath the subbase materials at any location.

We note that the asphalt and subbase measurements are widely spaced. In addition, the subbase material was measured within the test boring hole, and should therefore be considered approximate. It should be expected that the thickness of the asphalt or subbase could vary significantly dependent upon location.

Beneath the crushed stone subbase course at test boring location B-2, sand and gravel fill soils were encountered. The fill soils were found to extend to a depth of about 3 feet at this location. Fill soils were not present at the remaining boring locations (B-3 and B-4). It should be expected, however, that fill soils will vary between and away from the boring locations, will be dependent upon the native site topography and will extend to at least the bottom of any utility lines within the proposed project site area.

Beneath the fill at test boring location B-2 and the subbase material at borings B-3 and B-4, indigenous soils consisting of brown sand intermixed with gravel and/or silt were encountered. The sand soils grade to a brown clayey silt soil below a depth of about 4 feet or 6 feet at the boring locations. The clayey soils extend to boring completion at test borings B-2 and B-4. Silty sand soil deposits were encountered beneath the clay soils at a depth of about 8 feet at test boring B-3. The silty sand soils extend to boring completion at this location. The indigenous soils are classified as SM, SP-SM and ML group soils using the Unified Soil Classification System (USCS).

Standard Penetration Test (SPT) "N" values obtained in the subgrade soils directly beneath the subbase indicate the subgrades are generally of a loose to firm relative density. The deeper subgrade soils generally consist of medium to hard consistency clayey silt soils and firm to very compact sand soils.

Freestanding water was not apparent in any of the test holes immediately following the completion of drilling operations. Accordingly, based on the groundwater measurements within the test borings as well as the "moist" nature of the soil samples recovered, it appears a permanent groundwater condition (i.e. groundwater table) was not encountered within the depths explored at the boring locations. The installation of a groundwater observation well would help to better define the groundwater conditions present on the site.

Although not observed in the test borings, it is possible that some localized perched or trapped groundwater may be present within the looser or more granular zones of fill and indigenous soils, which overlie the less permeable indigenous soils. Perched groundwater conditions can be particularly more prevalent

following heavy or extended periods of precipitation and during seasonally wet periods. Both perched and general groundwater conditions should be expected to vary with location and with changes in soil conditions, precipitation and seasonal conditions.

GEOTECHNICAL CONSIDERATIONS AND RECOMMENDATIONS

The test boring data suggests the upper soils, which make up the pavement structure subgrades, generally vary in composition ranging from loose to firm, gravelly sand, silty sand or silty/gravelly sand. The drainage characteristics of these subgrade soils are variable ranging from “good” to “fair-poor”.

It is our understanding, the proposed realignment project is expected to consist of full depth reconstruction. This will include removal of the existing asphalt concrete pavement, excavation of the underlying subbase, as well as the subgrade soils, as necessary to establish the new pavement profile (grade), preparation of the exposed subgrades for the new pavement structure, and placement of a new pavement subbase course and asphalt concrete pavement surface. In addition, due to the varying drainage characteristics of the subgrade soils, we would recommend installation of pavement structure drainage, as discussed further below.

Based on the site conditions and our analysis of subgrade conditions encountered in the test borings, an effective roadbed Soil Resilient Modulus (Mr) of 3,000 psi can be used in the analyses as being representative of the less favorable subgrade soil conditions encountered. This Mr value correlates to subgrade CBR value of approximately 3.5 to 4. This is contingent upon proper preparation and protection of the existing subgrade soils, as discussed further below.

In addition, the subgrade support characteristics of the upper subgrade soils are expected to vary, therefore, a woven polypropylene stabilization/separation geotextile (i.e., Mirafi 600X or approved suitable equivalent) is recommended prior to placement of the subbase stone.

In all cases we recommend that the existing soil subgrades be proof-rolled and evaluated prior to the placement of any subgrade fill required to raise site grades and/or the placement of the subbase course for the new pavement structure construction. In addition, the surface of the existing soil subgrades should be thoroughly compacted with numerous passes of a vibratory smooth drum roller (i.e. 10 tons or greater) to further compact the soils prior to placement of any additional subgrade fill and/or the new pavement subbase.

Placement and compaction of all subgrade fill to raise site grades, if necessary or the pavement subbase should be observed and tested by a representative of Empire (i.e. by our affiliated materials testing company, SJB Services, Inc.). We recommend the subbase or any site grade fill consist of a crusher run stone, as described below.

Structural Fill Material (Subbase Stone)

Structural Fill, used as subbase stone or as site grade fill, should consist of crusher run stone, which should be free of clay, organics and friable or deleterious particles. As a minimum, the crusher stone should meet the requirements of New York State Department of Transportation, Standard Specifications, Item 304.12 – Type 2 Subbase, with the following gradation requirements.

<u>Sieve Size Distribution</u>	<u>Percent Finer by Weight</u>
2 inch	100
¾ inch	25-60
No. 40	5-40
No. 200	0-10

The crusher run stone Structural Fill should be compacted to a minimum of 95 percent of the maximum dry density as measured by the modified Proctor test (ASTM D1557). Placement of the fill should not exceed a maximum loose lift thickness of 8 to 10 inches. It may be necessary to reduce the loose lift thickness depending on the type of compaction equipment used so that the required density is attained. The crusher run stone should have a moisture content within two percent of the optimum moisture content prior to compaction.

Additional Design Considerations and Recommendations

The installation of underdrains or edge drains are recommended to drain the pavement subbase course and subgrades in order to limit the potential for frost action and improve pavement structure performance and design life.

Underdrains should include a geotextile (i.e. Mirafi 160N or suitable equivalent), selected considering drainage and filtration, installed around drainage stone surrounding a slotted or perforated drain pipe. The drainage stone should be sized in accordance with the pipe slotting or perforations. A crushed aggregate conforming to NYSDOT Standard Specifications Section 703-02, Size Designation No. 1 (½-inch washed gravel or stone) is generally acceptable for

slotted underdrain pipe. The underdrain pipes should be set in the bottom of the subbase layer, or preferably below the top of the soil subgrade elevation. The drainage stone and surrounding geotextile should extend above the underdrain pipe and into the subbase layer. Underdrain pipes should be connected to the storm water drainage system.

Alternatively, the pavement subbase course should be allowed, as a minimum, to daylight/drain to an adjacent perimeter drainage swale or other drainage relief point. Accumulation of water on pavement subgrades should be avoided by grading the subgrade to a slope of at least 2 percent to allow drainage to the edge drains or drainage swale.

Pavement Construction Considerations

Existing asphalt pavement, as well as any surface slabs, vegetation, topsoil, soils containing organics, demolition rubble, or otherwise wet, soft, or unsuitable material should be removed in the areas to be fully reconstructed or within new pavement areas. Following removal of the surface materials and excavation to the proposed subgrades, the exposed subgrades should be thoroughly compacted and proof-rolled. The subgrade compaction and proof-rolling should be performed, prior to any required fill placement and ground improvement, using a vibratory smooth drum roller weighing at least 10 tons. The roller should be operated in the vibratory mode for compacting the subgrades and in the static mode for proof rolling. The roller should complete at least four (4) passes over the exposed subgrades for the compaction/densification operation and at least two (2) passes for the proof rolling evaluation.

The subgrade proof-rolling and compaction should be done under the guidance of, and observed by, a representative of Empire. It may be necessary to waive the compaction and/or proof-rolling requirement which will be dependent on the type of subgrade conditions exposed (i.e. cohesive vs. granular) and/or if wet subgrades are present. This should be determined by Empire. Any areas, which appear wet, loose, soft, unstable or otherwise contain unsuitable materials, should be undercut. Over excavation, which may be required as the result of the subgrade inspection and/or proof-rolling, should be performed based on evaluation of the conditions and guidance provided by Empire. Resulting over-excavations should be backfilled with additional subbase stone.

The pavement construction can proceed on suitable subgrade soils following the proof-rolling and compaction evaluation. Installation of adjacent geotextile panels should have minimum overlap of 12 to 18 inches. Construction of the asphaltic

concrete courses (i.e., binder and top) should be performed in accordance with NYSDOT Standard Specification Section 400. In addition, placement of asphalt concrete courses should not be permitted on wet or snow covered surfaces or when the subgrade surface is less than 40° F.

CONCLUDING REMARKS

This report was prepared to assist with design and construction of the proposed Realignment Project (PIN 4755.55) planned at the intersection of Dewey Avenue and Driving Park Avenue in the City of Rochester, Monroe County, New York. The report has been prepared for the exclusive use of Bergmann Associates and other members of the design team, for specific application to this site and this project only.


The recommendations were prepared based on Empire Geo-Services, Inc.'s understanding of the proposed project, as described herein, and through the application of generally accepted soils and foundation engineering practices. No warranties, expressed or inferred, are made by the conclusions, opinions, recommendations or services provided.

Empire Geo-Services, Inc. should be retained to review specifications and monitor the site work / pavement construction to verify that the recommendations were properly interpreted and implemented.

Important information regarding the use and interpretation of this report is presented in Appendix C.

Respectfully Submitted:

EMPIRE GEO-SERVICES, INC.



Wanda M. Allen, P.E.
Geotechnical Engineer



John J. Danzer, P.E.
Senior Geotechnical Engineer
and Project Reviewer

TABLE

TABLE 1

SUMMARY OF EXISTING PAVEMENT STRUCTURE AND SUBGRADE CONDITIONS

PROPOSED REALIGNMENT PROJECT
DEWEY AVENUE & DRIVING PARK AVENUE INTERSECTION
PIN 4755.55
CITY OF ROCHESTER, MONROE COUNTY, NEW YORK

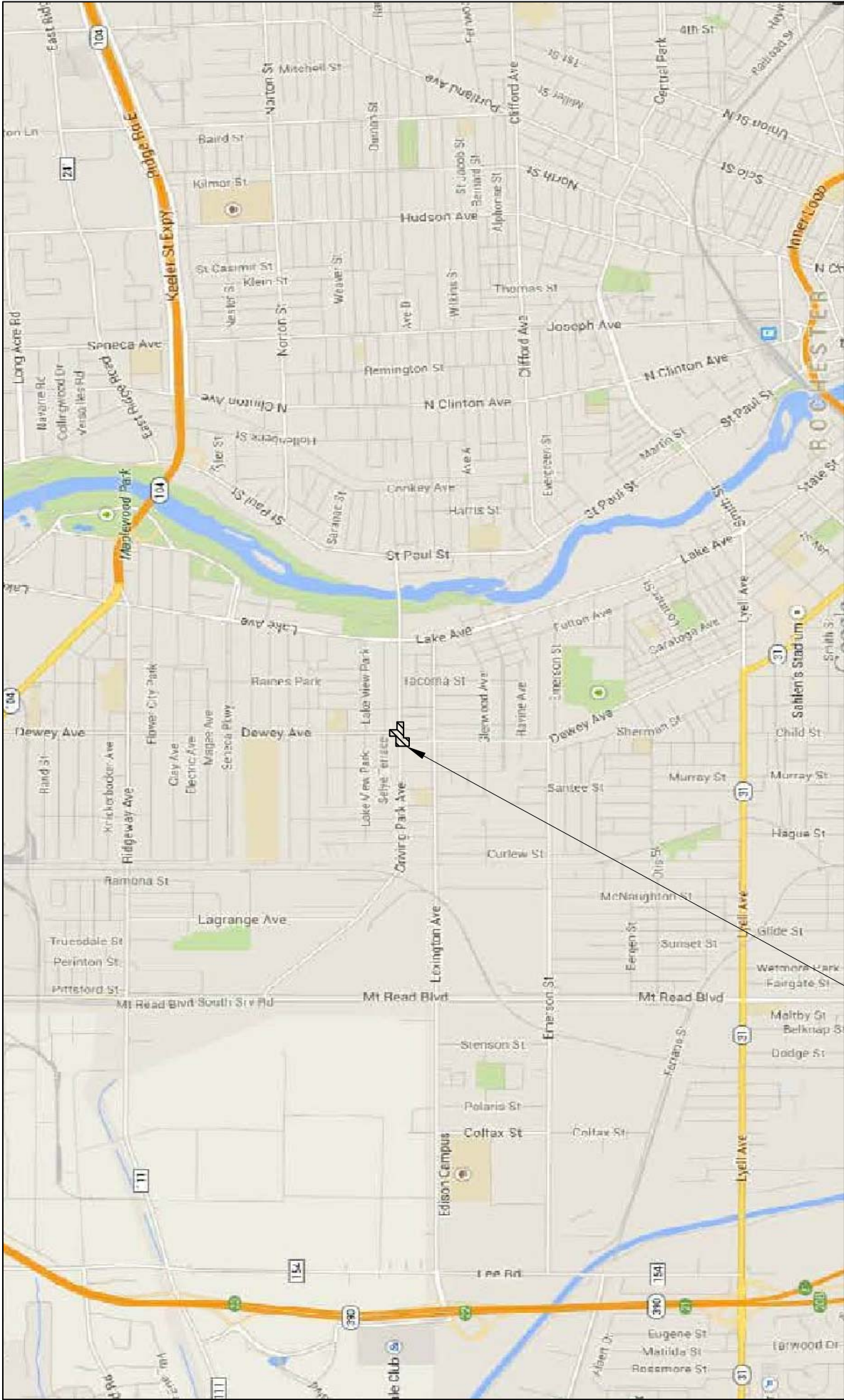
Core Number	Pavement Surface Material	Existing Asphalt Concrete (AC) Pavement					Subbase Material	Subbase Thickness (inches)	Subgrade Soil Conditions		
		Top Course Thickness (inches)	Binder Course (BI) Thickness (inches)	Base Course (BA) or Underlying Binder Course (BI) or Brick (BR) Thickness (inches)		Total AC Pavement Thickness (inches)			Subgrade Material Type	Relative Density or Consistency of Subgrade	Subgrade Drainage Characteristics
B-1	Asphalt Concrete	2.50	2.50	7.00	BA	12.0	Crushed Stone	5	NA	NA	NA
B-2	Asphalt Concrete	2.00	2.25	5.75	BA	10.0	Crushed Stone	3	SAND and Gravel (FILL)	Loose to Firm	Good
B-3	Asphalt Concrete	1.75	4.75	4.00	BR	6.5	Sand	3	Silty SAND (SM)	Loose to Firm	Fair to Poor
B-4	Asphalt Concrete	4.25	1.75	3.00	BI	9.0	Gravel & Sand or Crushed Concrete	5	Gravelly/Silty fine SAND (SP-SM)	Loose to Firm	Fair

Notes

1.) NA - Not Applicable

2.) Underlying subgrade soils at boring location B-1 was not sampled due to underground utilities in the vicinity of the test boring.

FIGURES



PROPOSED REALIGNMENT PROJECT
DEWEY AVENUE & DRIVING PARK AVENUE INTERSECTION
PIN 4755.55
CITY OF ROCHESTER, MONROE COUNTY, NEW YORK



APPROXIMATE PROJECT SITE LOCATION

NOTE:

SITE LOCATION PLAN DEVELOPED
FROM GOOGLE MAP DATA © 2014 GOOGLE

SITE LOCATION PLAN

DR BY: WMA

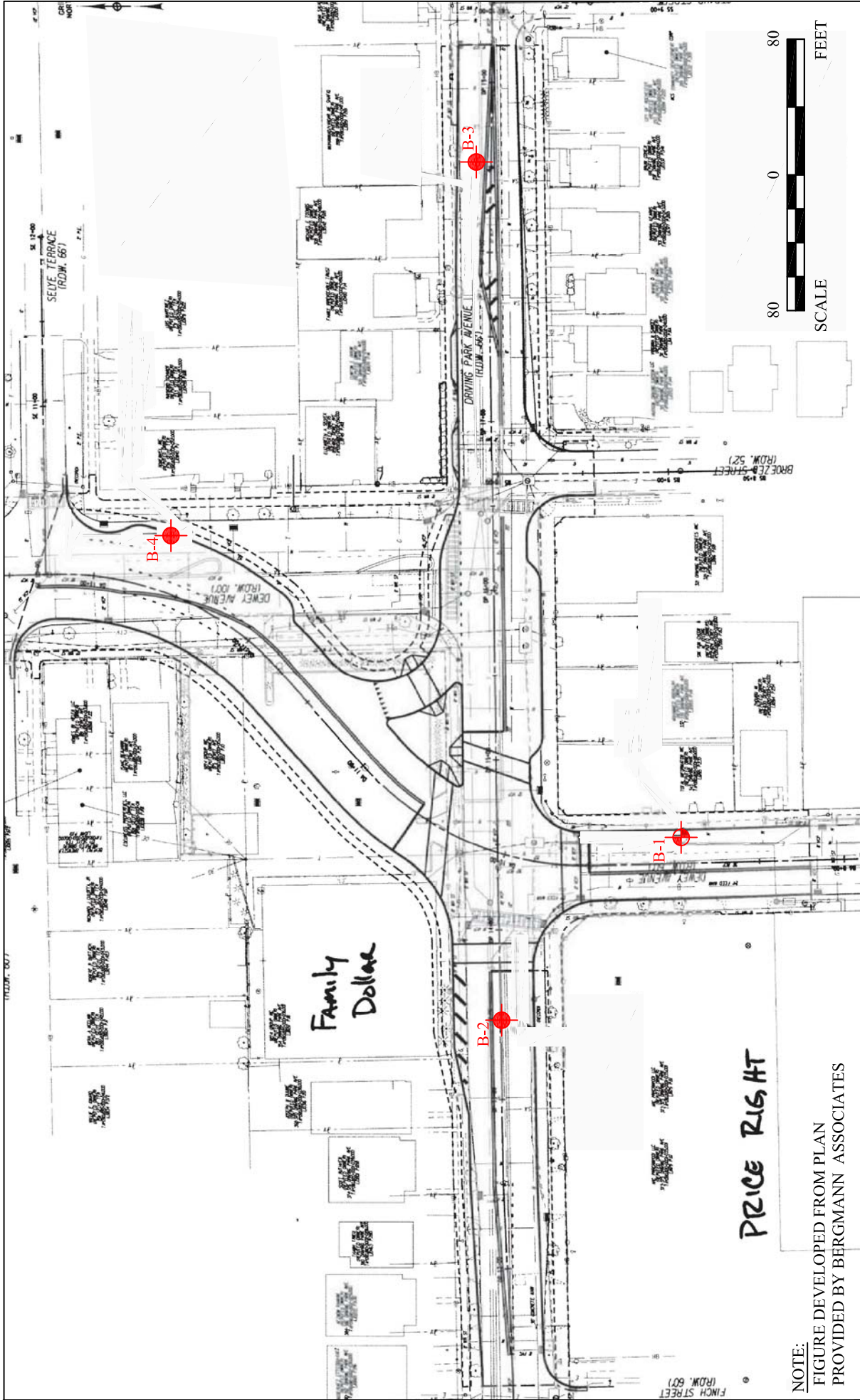
PROJ NO.: RE-14-017

CHKD BY: JJD

SCALE: NTS



DATE: 08/04/14

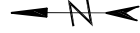
FIGURE NO: 1



NOTE:
FIGURE DEVELOPED FROM PLAN
PROVIDED BY BERGMANN ASSOCIATES

LEGEND:

-  B-1 INDICATES APPROXIMATE LOCATION AND DESIGNATION OF PAVEMENT CORE ONLY
-  B-2 INDICATES APPROXIMATE LOCATION AND DESIGNATION OF PAVEMENT CORE AND TEST BORING



EMPIRE GEO
SERVICES INC
a subsidiary of SJB Services, Inc.

SUBSURFACE EXPLORATION PLAN

PROPOSED REALIGNMENT PROJECT
DEWEY AVENUE & DRIVING PARK AVENUE
CITY OF ROCHESTER, MONROE COUNTY, NEW YORK
PIN 4755.55

DR BY: WMA	SCALE: 1" ~ 80'	PROJ NO.: RE-14-017
CHKD BY: JJD	DATE: 08/04/14	FIGURE NO: 2

APPENDIX A
SUBSURFACE EXPLORATION LOGS

N = NO. BLOWS TO DRIVE 2-INCH SPOON 12-INCHES WITH A 140 LB. PIN WT. FALLING 30-INCHES PER BLOW CLASSIFIED BY: Geologist
 DRILLER: M. BILLY DRILL RIG TYPE : HAND EXCAVATED
 METHOD OF INVESTIGATION --

N = NO. BLOWS TO DRIVE 2-INCH SPOON 12-INCHES WITH A 140 LB. PIN WT. FALLING 30-INCHES PER BLOW CLASSIFIED BY: Geologist
 DRILLER: B. DELUDE DRILL RIG TYPE : CME 45
 METHOD OF INVESTIGATION ASTM D-1586 USING HOLLOW STEM AUGERS

N = NO. BLOWS TO DRIVE 2-INCH SPOON 12-INCHES WITH A 140 LB. PIN WT. FALLING 30-INCHES PER BLOW CLASSIFIED BY: Geologist
 DRILLER: B. DELUDE DRILL RIG TYPE : CME 45
 METHOD OF INVESTIGATION ASTM D-1586 USING HOLLOW STEM AUGERS

APPENDIX B

ASPHALT PAVEMENT CORE PHOTOGRAPHS

**DRIVING PARK AVE AND DEWEY AVE RECONSTRUCTION
ROCHESTER, NEW YORK
CORE SUMMARY**



CORE NUMBER	DESCRIPTION
B-1	<p>TOTAL CORE LENGTH = 12" CORE DIAMETER = 5-3/4"</p> <p>Asphalt Top Course = 2-1/2" Asphalt Binder Course = 2-1/2" Asphalt Base Course = 7"</p>

**DRIVING PARK AVE AND DEWEY AVE RECONSTRUCTION
ROCHESTER, NEW YORK
CORE SUMMARY**



CORE NUMBER	DESCRIPTION
B-2	<p>TOTAL CORE LENGTH = 10" CORE DIAMETER = 5-3/4"</p> <p>Asphalt Top Course = 2" Asphalt Binder Course = 2-1/4" Asphalt Base Course = 5-3/4"</p>

**DRIVING PARK AVE AND DEWEY AVE RECONSTRUCTION
ROCHESTER, NEW YORK
CORE SUMMARY**



CORE NUMBER	DESCRIPTION
B-3	<p style="text-align: center;">TOTAL CORE LENGTH = 10-1/2" CORE DIAMETER = 5-3/4"</p> <p>Asphalt Top Course = 1-3/4" Asphalt Binder Course = 4-3/4" Brick = 4"</p>

**DRIVING PARK AVE AND DEWEY AVE RECONSTRUCTION
ROCHESTER, NEW YORK
CORE SUMMARY**



CORE NUMBER	DESCRIPTION
B-4	<p style="text-align: center;">TOTAL CORE LENGTH = 9" CORE DIAMETER = 5-3/4"</p> <p>Asphalt Top Course = 4-1/4" Asphalt Binder Course = 1-3/4" Asphalt Binder Course = 3"</p>

APPENDIX C
REPORT LIMITATIONS

GEOTECHNICAL REPORT LIMITATIONS

Empire Geo-Services, Inc. (Empire) has endeavored to meet the generally accepted standard of care for the services completed, and in doing so is obliged to advise the geotechnical report user of our report limitations. Empire believes that providing information about the report preparation and limitations is essential to help the user reduce geotechnical-related delays, cost over-runs, and other problems that can develop during the design and construction process. Empire would be pleased to answer any questions regarding the following limitations and use of our report to assist the user in assessing risks and planning for site development and construction.

PROJECT SPECIFIC FACTORS: The conclusions and recommendations provided in our geotechnical report were prepared based on project specific factors described in the report, such as size, loading, and intended use of structures; general configuration of structures, roadways, and parking lots; existing and proposed site grading; and any other pertinent project information. Changes to the project details may alter the factors considered in development of the report conclusions and recommendations. *Accordingly, Empire cannot accept responsibility for problems which may develop if we are not consulted regarding any changes to the project specific factors that were assumed during the report preparation.*

SUBSURFACE CONDITIONS: The site exploration investigated subsurface conditions only at discrete test locations. Empire has used judgement to infer subsurface conditions between the discrete test locations, and on this basis the conclusions and recommendations in our geotechnical report were developed. It should be understood that the overall subsurface conditions inferred by Empire may vary from those revealed during construction, and these variations may impact on the assumptions made in developing the report conclusions and recommendations. *For this reason, Empire should be retained during construction to confirm that conditions are as expected, and to refine our conclusions and recommendations in the event that conditions are encountered that were not disclosed during the site exploration program.*

USE OF GEOTECHNICAL REPORT: Unless indicated otherwise, our geotechnical report has been prepared for the use of our client for specific application to the site and project conditions described in the report. *Without consulting with Empire, our geotechnical report should not be applied by any party to other sites or for any uses other than those originally intended.*

CHANGES IN SITE CONDITIONS: Surface and subsurface conditions are subject to change at a project site subsequent to preparation of the geotechnical report. Changes may include, but are not limited to, floods, earthquakes, groundwater fluctuations, and construction activities at the site and/or adjoining properties. *Empire should be informed of any such changes to determine if additional investigative and/or evaluation work is warranted.*

MISINTERPRETATION OF REPORT: The conclusions and recommendations contained in our geotechnical report are subject to misinterpretation. *To limit this possibility, Empire should review project plans and specifications relative to geotechnical issues to confirm that the recommendations contained in our report have been properly interpreted and applied.*

Subsurface exploration logs and other report data are also subject to misinterpretation by others if they are separated from the geotechnical report. This often occurs when copies of logs are given to contractors during the bid preparation process. *To minimize the potential for misinterpretation, the subsurface logs should not be separated from our geotechnical report and the use of excerpted or incomplete portions of the report should be avoided.*

OTHER LIMITATIONS: Geotechnical engineering is less exact than other design disciplines, as it is based partly on judgement and opinion. For this reason, our geotechnical report may include clauses that identify the limits of Empire's responsibility, or that may describe other limitations specific to a project. These clauses are intended to help all parties recognize their responsibilities and to assist them in assessing risks and decision making. Empire would be pleased to discuss these clauses and to answer any questions that may arise.

Appendix F:

Non-Standard Feature Justifications

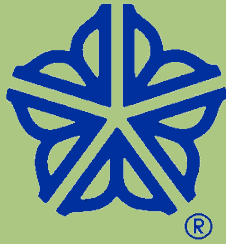
NON-STANDARD FEATURE JUSTIFICATION (in accordance with HDM §2.8)			
PIN:	4755.55	NHS (Y/N):	No
Route No. & Name:	Dewey Avenue	Functional Class:	Urban Minor Arterial
Project Type:	Major Intersection Reconstruction	Design Class:	Urban Arterial
% Trucks:	6%	Terrain:	Rolling
ADT (2038):	13,730	Truck Access/Qualifying Hwy.	Yes / No
a. - Description of Non-Standard Feature			
Type of Feature (e.g., horizontal curve radius):	Horizontal Curve Radius		
Location:	Dewey Avenue, Sta. DA 9+49.58 to Sta. DA 10+98.00, Sta. DA 11+74.05 to Sta. DA 13+21.66		
Standard Value:	371 ft (@ e = 4.0%)	Design Speed:	35 mph
Existing Value:	None	Advisory Speed:	None
Proposed Value:	171 ft (@ e = NC ¹)	Advisory Speed:	25 mph
b. - Accident Analysis			
Current Accident Rate:	6.15 Acc/mvm		
Statewide Rate:	2.48 Acc/mvm		
Is the non-standard feature a contributing factor?	No. The horizontal curve does not currently exist.		
Anticipated Accident Rates, Severity, and Costs:	The overall accident rate is expected to remain the same or decrease given the proposed improvements and the low speed urban environment.		
c. - Cost Estimates			
Cost to Fully Meet Standards:	\$300,000 - \$750,000 (Estimated, pending the number of right-of-way acquisitions)		
Cost(s) For Incremental Improvements:	Not applicable. Increasing the radius results in impacts to the adjacent properties.		
d. - Mitigation (e.g., increased superelevation and speed change lane length for a non-standard ramp radius):			
	Consideration to install appropriate curve warning signs and advisory speed plaques, compliant with the current MUTCD standards, for both northbound and southbound drivers. Operating speeds along these curves should be lower than the design speed due to the location of the signalized intersection and adjacent intersections with Lexington Avenue and Selye Terrace, and general tight urban nature of the corridor.		
e. - Compatibility with Adjacent Segments & Future Plans:			
	There are similar curves on adjacent roadway segments within the City of Rochester. There are no plans to widen or reconstruct the adjacent segments. There is an angled intersection ½ mile to the south at Emerson Street.		
f. - Other Factors (e.g., Social, Economic & Environmental):			
	Significant right-of-way acquisitions would be required in order to fully meet standards. These would impact include four (4) residential properties and one (1) historic property.		
g. - Proposed Treatment (i.e., Recommendation):			
	Construct the proposed curve (radius = 171 ft) and roadway cross slope (2% normal crown) on Dewey Avenue. Curve warning and advisory speed signs would be reviewed in detailed design to mitigate this feature.		

1. Normal crown (NC) retained to facilitate tie-to to Selye Terrace. Allowable in a low-speed urban environment per AASHTO / NYSDOT.

NON-STANDARD FEATURE JUSTIFICATION (in accordance with HDM §2.8)			
PIN:	4755.55	NHS (Y/N):	No
Route No. & Name:	Dewey Avenue	Functional Class:	Urban Minor Arterial
Project Type:	Major Intersection Reconstruction	Design Class:	Urban Arterial
% Trucks:	6%	Terrain:	Rolling
ADT (2038):	13,730	Truck Access/Qualifying Hwy.	Yes / No
h. - Description of Non-Standard Feature			
Type of Feature (e.g., horizontal curve radius):	Turn Lane Width		
Location:	Northbound Dewey Avenue Left Turn Lane at Driving Park Avenue		
Standard Value:	11 ft min.	Design Speed:	NA
Existing Value:	10 ft min.	Advisory Speed:	NA
Proposed Value:	10 ft min.	Advisory Speed:	NA
i. - Accident Analysis			
Current Accident Rate:	1.79 Acc/mvm		
Statewide Rate:	0.27 Acc/mvm		
Is the non-standard feature a contributing factor?	No. There are no distinct patterns of sideswipe accidents related to the 10 ft left turn lane.		
Anticipated Accident Rates, Severity, and Costs:	The overall accident rate is expected to remain the same or decrease with the proposed improvements.		
j. - Cost Estimates			
Cost to Fully Meet Standards:	~\$40,000		
Cost(s) For Incremental Improvements:	Not applicable.		
k. - Mitigation (e.g., increased superelevation and speed change lane length for a non-standard ramp radius):			
	None.		
l. - Compatibility with Adjacent Segments & Future Plans:			
	The existing and proposed turn lane width is consistent with other urban roadways within the City of Rochester. There are no plans to widen or reconstruct the adjacent segments.		
m. - Other Factors (e.g., Social, Economic & Environmental):			
	Providing a standard left turn lane width would result in a larger pavement surface that is inconsistent with the adjacent pavement width, additional impacts to an adjacent commercial off-street parking lot, a steeper than desirable driveway entrance, and provide no substantive safety benefit. The roadway would also end up closer to building faces.		
n. - Proposed Treatment (i.e., Recommendation):			
	Retain existing turn lane width.		

NON-STANDARD FEATURE JUSTIFICATION (in accordance with HDM §2.8)			
PIN:	4755.55	NHS (Y/N):	No
Route No. & Name:	Dewey Avenue	Functional Class:	Urban Minor Arterial
Project Type:	Major Intersection Reconstruction	Design Class:	Urban Arterial
% Trucks:	6%	Terrain:	Rolling
ADT (2038):	13,730	Truck Access/Qualifying Hwy.	Yes / No
o. - Description of Non-Standard Feature			
Type of Feature (e.g., horizontal curve radius):	Stopping Sight Distance		
Location:	Northbound Dewey Avenue at intersection with Driving Park Avenue		
Standard Value:	250 feet	Design Speed:	35 mph
Existing Value:	> 250 feet	Advisory Speed:	35 mph
Proposed Value:	172 feet	Advisory Speed:	25 mph
p. - Accident Analysis			
Current Accident Rate:	6.15 Acc/mvm		
Statewide Rate:	2.48 Acc/mvm		
Is the non-standard feature a contributing factor?	No. The horizontal curve does not currently exist.		
Anticipated Accident Rates, Severity, and Costs:	The overall accident rate is expected to remain the same or decrease given the proposed improvements and the low speed urban environment.		
q. - Cost Estimates			
Cost to Fully Meet Standards:	\$300,000 - \$750,000 (Estimated, pending the number of right-of-way acquisitions)		
Cost(s) For Incremental Improvements:	Not applicable. Increasing the radius would result in impacts to the adjacent properties.		
r. - Mitigation (e.g., increased superelevation and speed change lane length for a non-standard ramp radius):			
	Consideration to install appropriate curve warning signs and advisory speed plaques, compliant with the current MUTCD standards, for both northbound and southbound drivers. Operating speeds along these curves should be lower than the design speed due to the location of the signalized intersection and adjacent intersections with Lexington Avenue and Selye Terrace, and general tight urban nature of the corridor.		
s. - Compatibility with Adjacent Segments & Future Plans:			
	There are no plans to widen or reconstruct the adjacent segments.		
t. - Other Factors (e.g., Social, Economic & Environmental):			
	Significant right-of-way acquisitions would be required in order to fully meet standards. These would impact include four (4) residential properties and one (1) historic property.		
u. - Proposed Treatment (i.e., Recommendation):			
	Construct the proposed curve (radius = 171 ft) and roadway cross slope (2% normal crown) on Dewey Avenue. Curve warning and advisory speed signs would be reviewed in detailed design to mitigate this feature.		

Appendix G:
Public Involvement Plan and
Meeting Summaries



City of Rochester Dewey/Driving Park Intersection Realignment Draft Public Participation Plan NYSDOT PIN 4755.55 City of Rochester Project ID 12105

March 15, 2014

The City of Rochester is advancing an intersection realignment project to eliminate the offset intersections of Dewey Avenue and Driving Park Avenue. The Public Participation Plan for the Dewey Avenue/Driving Park Avenue Intersection Realignment Project identifies the number and type of meetings that will be conducted to solicit input on the design process. It also identifies key stakeholders for the project. The plan provides municipal staff, the consultant, and stakeholders with guidelines to ensure that the community is involved in the project development and that the process is transparent.

Introduction

The City of Rochester is advancing an intersection realignment project to eliminate the offset intersections of Dewey Avenue and Driving Park Avenue. The realignment project will occur 550 feet north and south of Dewey Avenue and 550 feet east and west of Driving Park Avenue. This Public Participation Plan for the Dewey Avenue/Driving Park Avenue Intersection Realignment Project identifies the number and type of meetings that will be conducted to solicit input on the design process. It also identifies key stakeholders for the project. The plan provides municipal staff, the consultant, and stakeholders with guidelines to ensure that the community is involved in the project development and that the process is transparent.

This document is a starting point, developed in March 2014, at the beginning of the project. Other opportunities for public engagement, not identified

in this plan, may be identified and implemented at later stages of the project.

Project Partners

This section of the Plan describes specific different roles and responsibilities of each partner, and describes how each group will be involved.





The **City of Rochester** is the project administrator. The City will manage the project and have a contractual relationship with the design consultant. City staff will be involved in the design development. Public meetings will be advertised through the City's media contacts and on the City website.

Key stakeholders will provide input too the overall vision of the project. Key stakeholders will include the Dewey/Driving Park FIS Neighborhood Group, Dewey/Driving Park business owners, Rochester Walks, RGRTA, RRCDC, RDP, Rochester Cycling Alliance, Maplewood Neighborhood Association,

The Holy Rosary Apartments, Mary's Place,
RGRTA, and Edgerton Neighborhood.

The **public** will have an opportunity to provide valuable input into the intersection realignment project at the public information meeting.

Participation Methods for Stakeholders

The methods used in the project will be aimed at developing and maintaining project communication, identifying participants, maximizing participant exchange and providing an accurate and timely record and reports.

The project will include one **public information meeting/public hearing** with advisory agencies, local officials, and citizens. The purpose of the meeting will be to present the proposed design. The meeting will be in an open house format. The consultant will organize, facilitate and develop meeting summaries for this meeting. Public meeting advertisements will be in compliance with the New York State Open Meetings Law. The public hearing will comply with New York State eminent domain procedures law.

Up to **seven working group meetings with stakeholders** will be scheduled during project. Three of these meetings will take place during the preliminary design phase. Participants will include neighborhood and business stakeholder groups. The purpose of the preliminary design phase meeting will be to present the proposed alternatives and obtain feedback on the proposed project. Four stakeholder meetings will be held during the detailed design with neighborhood and business stakeholder groups. The purpose of these four meetings will be to present the proposed design and streetscape features and to obtain feedback.

Public Engagement Tools

Several different tools will be employed to organize information, document input and evaluate the stakeholder participation process.

The consultant will develop a **stakeholder database** with the name, address, and email address of each person involved in the project. City staff will provide initial information to populate the database, and additional information will be gathered through the outreach process. The database will be used to communicate with stakeholders throughout the project.



Meeting notices will provide the date, time, location, and purpose of each meeting. Public meeting advertisements will be in compliance with the New York State Open Meetings Law.

Stakeholder meeting materials will consist of meeting invitations, meetings agenda, renderings, graphics, and meeting summaries.

Public meeting materials will consist of a media release, a meeting agenda, renderings, graphics, a PowerPoint presentation, and meeting summaries. The consultant will provide all of these materials to the City of Rochester in a timely manner for posting on the project web page.

The consultant will collect **verbal public comments** at the public meeting. **Written public comments** may also be submitted up to two weeks after the last public meeting through the City of Rochester website. Emails will be directed to Paul Way at the City of Rochester.

Project Schedule

Task	Date
Neighborhood Steering Committee	2005 through 2008
First meeting during preliminary design to present and obtain feedback with FIS Neighborhood Group DC	3/19/14
Second meeting during preliminary design to present and obtain feedback with merchants	4/10/14
Outreach with Maplewood Neighborhood Association	4/24/14
Utility and Agency Coordination Meeting	4/28/14
Public Outreach to Merchants	5/7/14
Third meeting during preliminary design to present and obtain feedback with Maplewood Neighborhood Association	5/19/14
Fourth meeting during preliminary design to present and obtain feedback with the Edgerton Neighborhood	6/23/14
Public Comment Period Ends	6/30/14
Public Comments Addressed/Pre-Final Design Report Submission	7/11/14



City of Rochester
Dewey Avenue/Driving Park Avenue Intersection Realignment Project
City Project ID# 12105
NYSDOT PIN: 4755.55
Meeting Summary

LOCATION: NCS Community Development Corporation
275 Driving Park Avenue
DATE: Wednesday, March 19, 2014
TIME: 5:45 PM to 7:00 PM

PRESENT:

Paul Way, City of Rochester
Theodora Finn, City of Rochester
Thad Schofield, City of Rochester
Ron Penders, NCS
Pete Saks, NCS
Mike Croce, Bergmann Associates
Tom Detrie, Bergmann Associates
Tanya Zwahlen, Highland Planning
Anna Liisa Keller, Highland Planning
Diane Argauer
Bill Collins
Jon Greenbaum, ABC / Rochester Walks
Chuck Heehua
Charlie Heinst
Chris Koehler

Dalton LaBarge, NCS
Eli Mizrahi, Owner of Dewey's Subs
Melissa Molongo, ABC / Rochester Walks
Nelson Motzer
Andreas Rau
Lynnette Robertson, NeighborWorks
Trin Ruc
Maggie Spaulding
Barbara Steffer
Sam Taylor
Verna Taylor
Michael Toombs

I. Welcome & Introductions

Theodora Finn, City of Rochester, welcomed meeting participants and thanked them for coming. Meeting attendees introduced themselves.

II. Overview

Paul Way, City of Rochester, provided a brief overview. Mr. Way explained that the project is state and federally funded. There is funding for the design and Right of Way (ROW) Acquisition but construction for the project is not yet funded. A decision was made to commit and move ahead without a construction funding source and to take advantage of the ROW funding, which is set in the federal fiscal year 2014, ending September 30, 2014. The project needs to have formal design approval by this date. Hence the fast pace of this project.

III. Background

A copy of the meeting presentation is included as Appendix A. Mike Croce, Bergmann Associates, reviewed the agencies and organizations involved in the project, including NYSDOT, Monroe County DOT, Bergmann Associates, Highland Planning, and neighborhood groups and associations. Mr. Croce reviewed the limits of the project area: Dewey Avenue, 550 ft. north and south of the offset intersection; and Driving Park Avenue 550 ft. east and west of the offset intersection. Historically the intersection has been hard for vehicles to navigate. The project will

also make the project area more pedestrian and bicycle friendly. The concepts included in the Community Based Vision plan developed by the Rochester Regional Community Design Center five years ago will be used as a starting point for this project.

Past Design Charette Goals:

- Eliminate jog and replace with a traffic circle or direct connection
- Community Investment – Façade improvements, etc.
- Improve Bicycle Environment
- Improve Pedestrian Environment
- Improve Bus Stops
- Improve / increase on-street parking
- Gateway Treatment / Streetscape

IV. Goals, Objectives, and Outcomes

Mr. Croce provided information about the preliminary project goals, objectives, and outcomes:

- Reduce vehicular congestion and improve highway safety by eliminating offset intersection
- Improve multimodal facilities (bicycle / pedestrian / transit)
- Improve community aesthetics with streetscape and landscape features
- Enhance the viability of this intersection as a neighborhood node

V. Refined Concept Plan

Mr. Croce explained that data collection has just begun. There have been 130 collisions documented over a three-year period. He noted that 3% of traffic is from trucks making deliveries so there is a need to accommodate their movements. The aim is to improve pedestrian accommodation and safety. The project would also reduce vehicular congestion especially during peak hours. Other environmental and/or aesthetic improvements would help this project to spark future community investment.

Key Design Challenges:

- Consensus on Design
- On-street vs. Off-street Parking
- Adaptive re-use of open space
- Community features / needs including landscape elements.

VI. Schedule

Data collection is underway. This will intensify quickly as consensus on design details must be reached before this summer.

- Existing condition studies, public outreach, and conceptual development (Spring 2014)
- Develop consensus on proposed design, project goals and objectives (Spring-Summer 2014)
- Design Documentation Complete (August 2014)
- Design Approval (September 2014)

VII. Purpose of Public Outreach / Ways to Get Involved

Tanya Zwahlen described the elements of the Public Participation Plan (PPP) for the Dewey Avenue/Driving Park Avenue Intersection Realignment Project. The PPP is intended to provide City staff, partner agencies, the consultant team, and project stakeholders with readily accessible and easily understandable guidelines for ensuring that the public has meaningful opportunities to participate in the development of the project. The PPP describes the methods used throughout the study development and the purpose of the Dewey/Driving Park Intersection Realignment Project. There will be seven meetings with neighborhood and business stakeholder groups during the preliminary and detailed design stages, and a public meeting/hearing. The PPP also describes several different tools that will be employed to organize information, document input, and evaluate the stakeholder participation process, such as a stakeholder database, media releases, the City's website, and evaluation methods. Ms. Zwahlen explained that the document is a starting point developed at the beginning of the project and that feedback is welcomed.

VIII. Open Comment Discussion

Mike Croce and Tanya Zwahlen facilitated the public comment/discussion on design elements. A compilation of comments is included below:

One-Way Segment

- The group discussed the one-way segment headed northbound for westbound right turning traffic from Driving Park Avenue. Elimination of the one-way street should be considered in order to expand the pocket park. The one-way street would isolate the park. Driveway access and truck turn accommodations must be considered as the design continues to evolve.
- This area will be challenging for pedestrians. Consider raising it to make it safer if not removed.
- Monroe County DOT may not approve of the "Z" shaped crosswalks, so the design team will consider removing the marked crossing of Driving Park Avenue at Broezel Street.

Access

- New signage is needed to prevent side streets from getting blocked, i.e. Selye Terrace.

Streetscape

- Extend the streetscape enhancements further north and south if possible.
- Think about interesting crosswalk treatments; they must be durable.

Crosswalk

- The crosswalk at Broezel Street will be problematic. If you want people to walk, design it for pedestrians.
- The traffic signal could potentially incorporate leading pedestrian intervals and other enhancements improving the pedestrian crossing experience at the main intersection.

Family Dollar

- What is the impact on Family Dollar? Where would they relocate? To be determined.
- What will this space be used for? Need to discuss.
- Family Dollar site is not well maintained with trash overflowing the dumpster.

Parking

- Maplewood Books needs parking which has been a potential cause for a lack of redevelopment at this site.
- Can more parking be provided?

Project Schedule

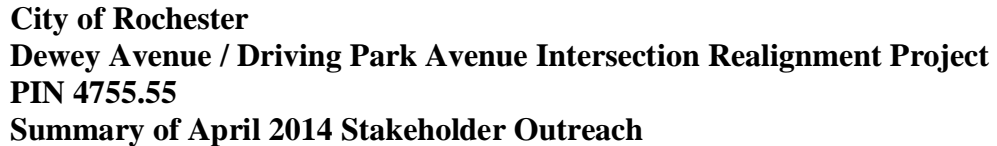
- Detailed design would take up to a year subsequent to design approval.
- The City is committed to build the project within 10 years, hopefully sooner.
- Need to be conscious of other projects happening so construction doesn't overlap (e.g. Ridgeway in 2015 and the Driving Park Bridge).

Other

- Will this design speed traffic up? An advantage to the confusing intersection is that it makes vehicles drive slower.
- Accident patterns need to be understood before the design is started so the solution is created around that. Accident studies are underway.
- School buses need to be accommodated from westbound Driving Park Avenue moving northbound on Dewey Avenue.
- Rochester Walks has pedestrian counts they will share with the City of Rochester.

IX. Closing

Ms. Finn thanked participants for their attendance and participation. Next steps will be additional community outreach, design development, utility coordination, and the public meeting / hearing scheduled for later this summer.



Door-to-door Outreach

April 2, 2014

Stakeholder Engagement Meeting April 10, 2014

highlandplanning

 **Bergmann**
associates
architects // engineers // planners

Comments made by businesses owners during the 4/2/14 outreach:

- The project will be good for the commercial district. Thank you for sharing these plans.
- Realigning the intersection won't be great for my business. Currently vehicles stopped at the traffic signal heading southbound on Dewey Avenue face my storefront. I get a lot of customers from being in this high visibility location.
- Family Dollar is an asset to the commercial district. It generates pedestrian and vehicular traffic that helps the surrounding small businesses.
- Businesses will be negatively impacts by the project. And then we will be asked to pay for the maintenance of the lot that we weren't in favor of creating. This does not make sense.
- This project will create a parking issue for my customers and my business will become less visible to vehicles traveling southbound on Dewey Avenue.

Comments submitted by phone:

- I like the idea. Keep us informed.

Comments made at the 4/10/14 public meeting:

- Will properties that have their own parking lot also have to pay for the new lot?
 - Neighborhood and Business Development will conduct an analysis to determine how many parking spaces each property requires based on its square footage and use. If the current number of off-street parking spaces is more than the calculation, the property will not be included in the special tax assessment district. If the property has a parking deficit, they will be included in the special tax assessment district and their fee will be based on the number of parking spots they need.
- Will there be parking regulations for the proposed lot?
 - There can be. If there are, the City's Parking Bureau would enforce the parking regulations.
- Can we meter the lot so the city assumes financial responsibility?
 - The lot likely will not be metered, because we would not want to discourage people from visiting the commercial district and using the parking lot.
- For twenty years, there was a municipality owned metered lot on Dewey Ave. No one ever used it.
- Who benefits from this lot? The Price Rite parking lot is open and is empty at night. Local businesses often park in the Price Rite lot. It seems as though only the main commercial section will benefit from the proposed lot.
- Is Family Dollar the only building that's being removed?
 - Yes
- What is the time frame for this project?
 - Currently, the project is in the planning stage. The design and right-of-way phase is funded. Construction funding is not secured, but the City is committed to the project and is actively seeking funding.
- Is the purpose of this project to address traffic flow concerns?
 - The main objective of this project is to improve safety for pedestrians.

- The Price Rite loading area on Dewey Avenue creates a traffic flow issue. Traffic comes to a complete stop when trucks are unloading.
 - The Bergmann team is aware of this and will keep this in mind during the design process. However, this project will not resolve this issue nor further impact their operations.
- If the municipal parking lot is not advanced, what are the other options for the use of the Family Dollar space?
 - The building could be redeveloped.
- Family Dollar is a big asset to the community. A lot of the smaller businesses depend off of it. It is a mistake to remove it.
- What's the point of creating a new lot? The Family Dollar's parking lot gets used for the businesses that the new lot would serve, and property and businesses owners don't have to pay for its upkeep.
- Don't see parking being a problem. There isn't a need to create a new lot.
- Will the new lot be lighted?
 - Yes.
- How much will it cost?
 - That is unknown. The City has not yet conducted the analysis to quantify the cost of the lot and the cost to each property owner.
- Will there be time regulations for the spaces in front of the businesses?
 - Yes, most likely it will be a two hour maximum
- The green space north of Driving Park Avenue should include a playground or a park with grills and picnic tables.
- The Family Dollar building could be redeveloped as a recreation center.
- Have you considered a roundabout?
 - Yes, that was one consideration. However, it will impact more private property than the current design.

Appendix A: April 10th Meeting Attendees

Paul Way, City DES

Theo Finn, City of Rochester

Thad Schofield, City of Rochester

Tom Detrie, Bergmann Associates

Tanya Zwahlen, Highland Planning

Anna Liisa Keller, Highland Planning

Linda Gonzalez, NCS

Dale Anderson, 818-820 Dewey Avenue

Clinton Dixon, Clinton & Ralston Auto Repair

Joseph Garofanello, 795 Dewey Avenue

Tykim Whisonart, Sharp Edgez

Tom, Rochester Seafood Plus



Bob Richmond
Facilities Manager, Price Rite

John Smith
Total Information
Maplewood Books

- The current proposed design would impact the existing Family Dollar parking lot.
- The layout of the roadway, sidewalks, curb lawn, etc. would not require full removal of the Family Dollar building. The property would remain in the property owner's hands with the potential for future redevelopment.
- The proposed design would eliminate 18-20 existing on-street parking spaces. The remainder of the Family Dollar parking lot could provide space for the construction of an off-street parking lot to replace these spaces. The City of Rochester is willing to construct this lot as part of the proposed project, but desires the creation of a Municipal Parking Lot Assessment District to fund future maintenance activities.
- Comments received at a April 10th public meeting, from business owners located immediately adjacent to the intersection, were not in overwhelming support of the construction of a lot or the creation of the parking assessment district. Some believe that the Family Dollar actually brings "pass-by" business to their establishments.
- A public meeting will be held at 6PM on Monday, May 19th at the Aquinas Institute regarding this project.

- Price Rite does not need a municipal parking lot since they have on-site parking. They would like to review the current concept and will provide comments.
- Northwest Neighborhood Outreach Center may have a future need for a municipal lot to support their education center programming.
- John Smith (Total Information/Maplewood Books) is not interested in contributing to a special tax assessment district to maintain a municipal lot. His business does not require
- Each of these stakeholders will attend or send a representative to the 5/19 public meeting.
- Tanya Zwahlen will follow up with an email to each of these stakeholders with the 5/19 meeting agenda, the 3/19 FIS meeting summary, the schematic of on-street parking that will be impacted, the concept showing the municipal parking lot, and the current project concept.



MEETING MINUTES

Dewey Avenue / Driving Park Avenue Intersection Realignment Project

PIN 4755.55

City ID# 12105

Public Meeting #1

Monday, May 19, 2014 6:00 PM to 8:00 PM

The Aquinas Institute of Rochester, Cafeteria 1127 Dewey Avenue

I. Welcome and Introductions

Jeron Rogers (Assistant City Engineer: City of Rochester and Project Manager) welcomed participants to the meeting. Mike Croce provided an overview of the study goals and objectives. The purpose of this meeting was to reach consensus on design elements and solicit input from the Maplewood Neighborhood Association as well as the general public.

II. Project Overview

Goals, Objectives and Outcomes

The purpose of the project is to realign Dewey Avenue at Driving Park. The agencies and organizations involved in the project include the City of Rochester, NYSDOT, Monroe County DOT, Bergmann Associates, Highland Planning, merchants, and neighborhood associations. The project area is Dewey Avenue, 550 ft. north and south of the offset intersection; and Driving Park Avenue 550 ft. east and west of the offset intersection.

The goal of the study is to develop a vision for the Dewey Avenue / Driving Park Avenue Corridor that will improve conditions, operations, safety, and pedestrian/bicyclist accommodation.

Project objectives:

- Reduce vehicular congestion and improve safety by eliminating the offset intersection
- Improve bicycle, pedestrians and transit accommodations
- Improve community aesthetics with streetscape and landscape features
- Enhance viability of this neighborhood node

Schedule

The consultant team is advancing a study of existing conditions, conducting public outreach and developing the conceptual design. Consensus on proposed project goals and objectives will take place in May and June 2014. Design documentation will be completed and presented at the final public meeting in June 2014. Design approval will occur before September 2014. Design, bidding, and construction will take place after design approval.

III. Preliminary Findings

Traffic and Safety Studies

Findings based on turning movement counts and traffic observations (pedestrian, bus and truck movements) in March 2013 reveal there is a large volume of north-south traffic. This traffic includes RTS buses, school buses, and trucks making local deliveries. Traffic flows well except in peak periods. Parked cars also interrupt traffic flow.

Sixty-five (65) accidents were reported between 2010-2013. Fifty-two percent (52%) were intersection related, 28% resulted in injury, 74% occurred during daylight hours and 5% involved pedestrians. The predominant collision types were rear end (25 or 38%), right angle (19 or 29%) and overtaking (7 or 11%).

Concept Plan

The current concept plan is included as Appendix A. This concept includes a turn lane from Driving Park to Dewey. The plan includes pedestrian crossings, bike lanes, parking and streetscape improvements. The current design allows easier traffic movements for buses and trucks. The new curvature on Dewey Avenue would result in speeds in the 25-30 mph range. The pedestrian crossing and pocket parking would be raised (curbed).

Public Outreach

The City held a meeting with the FIS Stakeholders Group on March 19, 2014. Outreach was conducted to property owners and merchants in April to gather input regarding the proposed parking plan. A meeting with merchants and property owners was held on April 10, 2014 to discuss parking. At that time, based on feedback from all major stakeholders, the City has directed the design team to exclude a municipal parking lot from the project.

IV. Facilitated Group Discussion

Concept Plan / Parking

- If the curb cut is removed at 858-862 Dewey Avenue, outreach to Mr. Fidele is needed
- Not in favor of municipal parking lot; it would create issues, trash, nuisance
- Crosswalk needed at Broezeel Street
- Broezeel Street can be used for parking by seafood customers and LA Nails customers
- Broezeel Street residents expressed some concern about increased parking on their street. They stated that on street parking on Broezeel is tight already.
- Decorative crosswalks are desired. Would that be captured in this phase or the detailed design phase?
- They prefer the version of the pocket park with more green than concrete.
- Parking impacts for the nail salon and Ronnie's barber shop would be a concern
- Fear that property owner of Family Dollar store will not maintain property if the building is demolished
- Are we keeping Family Dollar store or not?
 - Future redevelopment is not in the City's control
 - Redevelopment of Family Dollar is possible; City is committed to working on this
- A large transit stop area is needed north of Driving Park Avenue. This stop is heavily used.
- Actuated buses stick out in travel lane.
- Right of Way Acquisition is funded?
 - Yes
- At the westbound turn lane to northbound Dewey, add special signs or markings alerting bicyclists to the presence of motorists.
- Is there storage for vehicles northbound on Dewey?
 - Yes, there is storage for up to two vehicles in the lane
- Curb cuts at Clinton and Ralston Auto will impact their new planters
- Good job; This is a difficult intersection to redesign
- We want this project!
- How long will construction take?
 - One full season from Fall to Summer plus minor finish activities the following year
- Will traffic be diverted?
 - This is a detail to be studied during detailed design and MCDOT will review
- What will the year of completion be?

- Not currently known as construction is not currently funded. However, by spending the federal dollars associated with preliminary design, the City is essentially committing to completing the project within 10 years of design approval.

Parking & Street Amenities

- The Maplewood Neighborhood Association Garden Committee would like its Maplewood Gateway garden at Dewey / Driving Park moved to the new public space / pocket park
- Permeable substances are a good idea, i.e. rain garden
- Features that ease maintenance would be good to include in the design; especially access to water. Self irrigating beds?
- RG&E is planning to relocate utilities including the vault at the southeast corner of Family Dollar.
- Eliminate walls/hardscape to reduce costs. Keep green space.
- Maplewood Neighborhood Association cannot maintain the entire park.
- Keep to the aesthetic of Olmsted Parkways. Do they have a special tax assessment district?
- Concrete will have maintenance costs too; there would be weeds and it would be ugly as it ages
- It can be green without grass, i.e. ferns
- Prospective uses of the pocket park: Chess boards and sets, large rocks, park benches (must have rails to deter sleeping people), pop-up concerts at performance space, no benches! Chairs that you can move; wall/seat. Stools made of stones, no grills, discourage skateboards.
- Design a flat area in center of park for performance; not a fountain/planter.
- Design for activity; kids to play and the Burmese population to congregate
- Street trees versus boulders / bollards
 - Good signal to drivers
 - Boulders / bollards along the roadside can be dangerous
- Park should be lit, but don't impact residential units
- Pedestrian scale lighting is desired
- Pedestrian actuated signals with countdown timers and lead pedestrians signals are desired
- Put back bicycle racks
- Can we make the triangle pedestrian island more safe and attractive?
 - Low level planting is possible
 - Pedestrian signals
 - Lake Ave. islands have reflector signs/ poles that are unattractive. Design these in now.
 - Make this space feel safe for pedestrians
 - 45-60 feet / 6 feet is size where pedestrians feel safe.
 - It will be curbed and raised
 - Will there be lighting?
- Do you anticipate change in pedestrian counts due to island? There is a great amount of jaywalking
- No signal possible at Broezel. Without a signal the City prefers there be no crosswalk
- West of Broezel crosswalk needed without signal
- Would red light camera deter drivers at this spot for pedestrians? Is one proposed?
 - None proposed.
- Park will have loitering unless there is an active purpose
 - We want a wide variety of people congregating, including kids, elderly, handicapped.
 - Should be inclusive.
 - Programming such as performances, chess gardens will be important and a clothesline arts display lights on wires.
- Community members should be a part of the project steering task force committee in further design phases.

IV. Next Steps

Tanya Zwahlen encouraged meeting participants to submit comment sheets and email them to jrogers@cityofrochester.gov. The next public meeting will be in June 2014.

The above constitutes our understanding of issues discussed and decisions reached during the meeting. Please notify the undersigned, in writing, with any errors or omissions within five business days.

Best regards,

Highland Planning LLC

A handwritten signature in black ink that reads "Anna Liisa Keller". The signature is written in a cursive style with a large initial 'A'.

Anna Liisa Keller

cc: All in Attendance, BA Project file



MEETING MINUTES

Dewey Avenue / Driving Park Avenue Intersection Realignment Project
PIN 4755.55
City ID# 12105

Public Meeting #2
Monday, June 23, 2014 6:00 PM to 8:00 PM
The Aquinas Institute of Rochester, Cafeteria 1127 Dewey Avenue

In Attendance:

Diane Argauer
John Bretz
Bill Collins
Karen Cox
Michael Croce, Bergmann Associates
Frank DiCostanzo
Debbie DiFrancesco
Gary DiFrancesco
Theo Finn, City of Rochester
Sean Finucque
Ed Gralord
James Hartman

Anna Liisa Keller, Highland Planning
Barb Ann Kudiec
John McMahon
Melissa Molongo
Elizabeth Murphy
Jeron Rogers, City of Rochester
Thad Schofield, City of Rochester
Sara Scott
Bob Stevenson
Peter Wlodarczyk, Bergmann Associates
Tanya Zwahlen, Highland Planning

I. Welcome and Introductions

Jeron Rogers (Manager of Special Projects and Project Manager, City of Rochester) welcomed participants to the meeting. Mike Croce (Project Manager, Bergmann Associates) provided an overview of the study goals and objectives. A copy of the presentation is included as Appendix A.

II. Project Purpose and Need

Goals and Objectives

The purpose of the project is to realign Dewey Avenue at Driving Park. The agencies and organizations involved in the project include the City of Rochester, NYSDOT, Monroe County DOT, Bergmann Associates, Highland Planning, merchants, and neighborhood associations. The project area is Dewey Avenue, 550 ft. north and south of the offset intersection; and Driving Park Avenue 550 ft. east and west of the offset intersection.

The goal of the study is to develop a vision for the Dewey Avenue / Driving Park Avenue Corridor that will improve conditions, operations, safety, and pedestrian/bicyclist accommodation.

Project objectives:

- Reduce vehicular congestion and improve safety by eliminating the offset intersection
- Improve bicycle, pedestrians and transit accommodations
- Improve community aesthetics with streetscape and landscape features
- Enhance viability of this neighborhood node

Existing Conditions

Findings based on turning movement counts and traffic observations (pedestrian, bus and truck movements) in March 2013 reveal there is a large volume of north-south traffic. This traffic includes RTS buses, school buses, and trucks making local deliveries. Traffic flows well except in peak periods. Parked cars also interrupt traffic flow.

Sixty-five (65) accidents were reported between 2010-2013. Fifty-two percent (52%) were intersection related, 28% resulted in injury, 74% occurred during daylight hours and 5% involved pedestrians. The predominant collision types were rear end (25 or 38%), right angle (19 or 29%) and overtaking (7 or 11%).

III. Public Outreach Process

The City held a meeting with the FIS Stakeholders Group on March 19, 2014. Outreach was conducted to property owners and merchants in April to gather input regarding the proposed parking plan. A meeting with merchants and property owners was held on April 10, 2014 to discuss parking. At that time, based on feedback from all major stakeholders, the City directed the design team to exclude a municipal parking lot from the project. The first public meeting in collaboration with the Maplewood Neighborhood Association was held May 19, 2014.

Input has received from public outreach efforts has influenced changes to the project design. This included ideas on the shape of the intersection, pedestrian crossing locations, aesthetics and layout of the pocket park, and relocation of the community garden.

IV. Proposed Design Summary

After the second public meeting but prior to a review of the proposed concept plan with the Monroe County DOT, it was determined that stopping sight distance approaching the intersection from the south would not be adequate to ensure safety for all traffic (motorists, pedestrians, and bicyclists) given the most recent iteration of the project design. Therefore, the design team explored multiple options for increasing the sight distance. After consideration of several options the City and MCDOT developed consensus that the best option to pursue would involve a new turning roadway from Driving Park Avenue to Dewey Avenue. This turning roadway would pass through an area previously reserved for the pocket park. The revised plan would continue to include pedestrian crossings, bike lanes, parking and streetscape improvements. It would also preserve the opportunity to establish a pocket park.

V. Costs and Schedule

Design approval must occur before September 2014. Design, bidding, and construction will take place after design approval. The Construction phase is not currently funded nor programmed. It could happen as soon as within in two (2) years of the completion of design or within ten (10) years.

Programmed right of way funds = \$1.1 million

Anticipated construction cost = \$2.1 million

Construction funding is being actively pursued by the City of Rochester.

VI. Questions & Discussion

- The proposed design impacts Rochester Walks Route. The project should replace stencils/signs.
 - Rochester Walks will be coordinated with during construction. It is the intent of the project to continue to support the existing route.
- What materials will be used in the triangular island?
 - Grass, plantings, sidewalks, other pervious treatments, community garden – to be determined during detailed design.
- Who will maintain the island?

- The City of Rochester continues to explore options and possibilities for maintenance of the island and proposed pocket park.
- Barb Ann from MNA would like to be included in the landscape design for the new public neighborhood garden. She would like water access to be incorporated into this design.
- Will streetscape/park features be in the island?
 - Potentially.
- What speeds are the roads designed for?
 - Curves north of Dewey Avenue and Driving Park Avenue intersection would be designed for 25MPH. The speed limit for all roadways in the project area is 30MPH.
- The design will move traffic faster. Why are we doing this project?
 - The current configuration creates congestion and delay. This concept design is in response to the community's vision plan. Safety enhancements for all users is also a key focus.
- Where will snow storage be?
 - In the curb lawn area next to the sidewalk
- Can this design be posted to the City website?
 - Yes.
- Where will park users park their vehicles?
 - They would use adjacent on-street spaces. The community did not support the creation of an off street lot.
- How far north will street amenities like lights extend?
 - Street amenities will be designed to cover the area shown on the plans; however, the City is looking for additional funding to extend enhancements farther up Dewey Avenue. The desire is to eventually cover the entire FIS area. That work is likely to be done as part of a separate project.
- Will there be lighting in the park or triangle?
 - Yes, pedestrian-scaled lighting is anticipated.
- What are Family Dollar intentions? Will this be vacant?
 - We don't know yet. The City would work with the property owner to reposition the property for a new tenant.
- Will the Family Dollar building have to come down?
 - The entire building does not have to be demolished. A portion must be demolished but a new facade could be built if the owners choose to retain the remaining portion.
- How is Clinton Ralston Auto repair impacted?
 - One access point will be removed, but a second access point to Driving Park would be re-established. The owner of that property has been engaged in the project planning.
- What will the construction schedule look like?
 - Construction would probably take place from spring to winter (approximately one construction season) with some finish activities taking place in the spring of the following year.
- Please ask MCDOT if a raised crosswalk at Broezel Street to slow westbound traffic on Driving Park is feasible. A crosswalk is needed because there is a heavy amount of neighborhood foot traffic here. The park will create a cut through.
- The angle of the revised turning roadway at Driving Park Avenue should be increased from 45 degrees to 85 degrees to slow traffic.
 - The design must balance traffic calming, pedestrian accommodation, and truck accommodation.

Tanya Zwahlen encouraged meeting participants to submit comment sheets and email them to jrogers@cityofrochester.gov. A copy of a comment sheet submitted by a meeting participant is included as Appendix B.

The above constitutes our understanding of issues discussed and decisions reached during the meeting. Please notify the undersigned, in writing, with any errors or omissions within five business days.

Best regards,

Highland Planning LLC

A handwritten signature in cursive script that reads "Anna Liisa Keller".

Anna Liisa Keller

cc: All in Attendance, BA Project file

Public Comment Summary

Two (2) public meetings were held in May and June 2014. Project representatives specifically reached out to local business owners and affected property owners. The public meetings consisted of a formal presentation followed by a comment period to record additional input. The public comment period, during which individuals could provide additional comments to the City of Rochester in writing, ended on June 30, 2014. Summaries of the public meetings including verbal comments received are provided in the meeting minutes in Appendix G.

Subsequent to the May 2014 public meeting, content from the meeting was relayed to the Focus Investment Strategies Group by the City of Rochester. The group had several comments which are summarized below.

- Broezeel Street residents expressed some concern about increased parking on their street. They stated that on-street parking on Broezeel Street is tight already.

No additional parking will be added to Broezeel Street. The intersection realignment project would eliminate a total of sixteen (16) on-street parking spaces, therefore, the neighborhood is likely to see a greater demand for on-street parking in the surrounding area during certain times of the day.

- Decorative crosswalks are desired.

The installation of decorative crosswalks will be considered in detailed design. The community will be solicited for input on the general streetscape and pocket park design.

- A pocket park with more green space is preferred over concrete.

The current concept plan includes a balance of "green" verses concrete treatments, with the exact nature of the "green" treatment to be determined in detailed design. The community will be solicited for input on the general streetscape and pocket park design.

Only one (1) written comment was received during the public comment period. A summary of the comment is provided below.

- Where would the Maplewood SIGN be relocated?

The exact location of the "Welcome to Maplewood" sign would be determined during detailed design. Coordination with the Maplewood Neighborhood Association will occur.

- For the final design of the triangle, I want to be part of the group picking design to relocate the garden. The garden can be distributed in 3 or 4 sections. Why plant grass that has to be mowed when you can have a garden?

The current concept plan includes a balance of "green" verses concrete treatments, with the exact nature of the "green" treatment to be determined in detailed design. The community will be solicited for input on the general streetscape and pocket park design. Specific outreach to the Maplewood Neighborhood Association would occur during detailed design. The names and contact information of specific individuals interested in participating in further design activities have been noted.

- Please post the design on the City web page and let me know where it is.

The City of Rochester will make project documents available on its website.

Appendix H:

Right-of-Way Information

CONCEPTUAL STAGE RELOCATION PLAN

Dewey Avenue and Driving Park Avenue Intersection Realignment
PIN 4755.55

Projected Letting Date – January, 2016



CITY OF ROCHESTER, COUNTY OF MONROE, STATE OF NEW YORK

Reviewed and Approved By: J. R. McIntosh Date: 6/5/14
Name: JAMES R. MCINTOSH Title: CITY ENGINEER

INTRODUCTION

The purpose of this Conceptual Stage Relocation Plan is to analyze the relocation needs associated with the proposed displacement of one commercial tenant to accommodate the realignment of the intersection of Dewey Avenue and Driving Park Avenue in the City of Rochester. This analysis is based on a study of the general characteristics of the area, a determination of the general nature of the business displacement, and a survey of available facilities in the area.

ALTERNATIVES CONSIDERED

The four alternatives considered for the project are described below. Graphic representations of the alternatives are contained in Exhibit B.

Alternative 1: Null

This alternative would involve no action. The intersection would remain in its current configuration. No impacts to private property would occur. The project objectives or programming goals would not be satisfied by this alternative and will not be considered further.

Alternative 2: Dewey Avenue Re-Alignment, North and South Approach

This alternative would shift the northern Dewey Avenue approach west and the southern approach east creating one intersection between Dewey Avenue and Driving Park Avenue, eliminating the offset intersection. This alternative would impact two commercial lots located at the southwest and northwest corners of the intersection. However, due to increased acquisitions and impacts to historical properties this alternative will not satisfy the project objective or programming goal and therefore will not be considered further.

Alternative 3: Modern Roundabout

This alternative would create a modern roundabout intersection replacing the current offset intersection for Dewey Park and Driving Park Avenue. However, due to increased acquisitions that would include two commercial properties on the northwest and southeast corners and impacts to historical properties this alternative will not satisfy the project objective or the programming goal and therefore will not be considered further.

Alternative 4: Dewey Avenue Re-Alignment

This alternative considers aligning the northern approach of the intersection with the southern approach, eliminating the offset intersection. This realignment would impact an existing commercial property at the northwest corner of the intersection. This alternative would be enhanced by the consolidation of pedestrian street crossings to one location, provide dedicated bicycle lanes and eliminate multiple turns for traveling vehicles. This alternative is the preferred alternative.

DESCRIPTION OF THE AREA

Dewey Avenue and Driving Park Avenue intersect at a commercial node in the heart of a Focused Investment Strategy Area (FIS). The FIS area bridges two distinct neighborhoods. The Maplewood Neighborhood is located to the north and the Edgerton Neighborhood is located to the south. Driving Park Avenue is the dividing line between the two neighborhoods.

The area is located approximately three miles northwest of downtown Rochester, and about one-half mile west of the Genesee River, in the Northwest Quadrant in the City of Rochester's Sector 2. Dewey Avenue has been described as Maplewood's Main Street, with a variety of commercial properties interspersed among the residential properties. The majority of the properties are residential. Occupancy rates are slightly less than fifty percent.

Dewey Avenue is one of the major north-south arterials in the Northwest Quadrant and carries a large volume of automobile and truck traffic to commercial, industrial and residential sites. Driving Park Avenue is an east-west arterial which also has a high traffic count. The Driving Park Bridge is one of four major bridges spanning the Genesee River within the Northwest Quadrant.

RELOCATION ANALYSIS

The preferred alternative would result in the partial acquisition of a commercial property located at the northwest corner of Dewey Avenue and Driving Park Avenue. The subject property is comprised of $0.67\pm$ acre of land, and is improved with a $10,540\pm$ square foot building and an asphalt parking lot with amenities. The proposed impact is sufficient to necessitate the removal of the existing structure. The property is currently occupied by a commercial tenant. The tenant operates a retail store at the location.



Tax Map 090.82-1-36.001 - 354 Driving Park Avenue

The market search focused on improved commercial retail properties for rent. Currently available offerings in the market are outlined in Exhibit C.

RELOCATION ASSISTANCE AND SERVICES

In effecting the relocation activities on this project, the following assurances are made:

1. As part of the preparation procedure for the acquisition stage relocation plan, each site occupant will be personally interviewed to determine specific relocation needs.
2. The acquisition and relocation assistance programs will be conducted in accordance with the requirements and standards of the Uniform Relocation Assistance and Real Property Acquisition Act of 1970, as amended (the "Uniform Act").
3. All site occupants will be furnished a copy of the Federal informational booklet and will be informed of all benefits to which they may be entitled.
4. No site occupant will be required to move from his or her property without at least 90 days written notice.
5. Comparable replacement housing will be available and offered to all residential occupants.
6. The relocation program will be carried out in an orderly, humane and timely fashion.
7. Relocation assistance will be offered to all Displacees without discrimination
8. An onsite relocation office will not be established on the project site. Staff from R.K. Hite & Co., Inc, PO Box 130, 87 Genesee Street, Avon, New York 14414, phone number 585-226-6702, will be able to provide relocation assistance at hours convenient to the Displacees.

CONCLUSION

There are a sufficient number of available commercial properties on the market in the area to accomplish the successful relocation of the displacee affected by this project. There are no highway construction or other projects by any public or private agency scheduled which would affect the availability of replacement property. It is estimated that the relocation on this project can be accomplished within six months from the date of the notice of eligibility.

PREPARED By: Nancy A. Mullin

DATE: May 29, 2014

Nancy A. Mullin, Property Rights Specialist

EXHIBIT A – LOCATION MAP

City of Rochester Quadrants

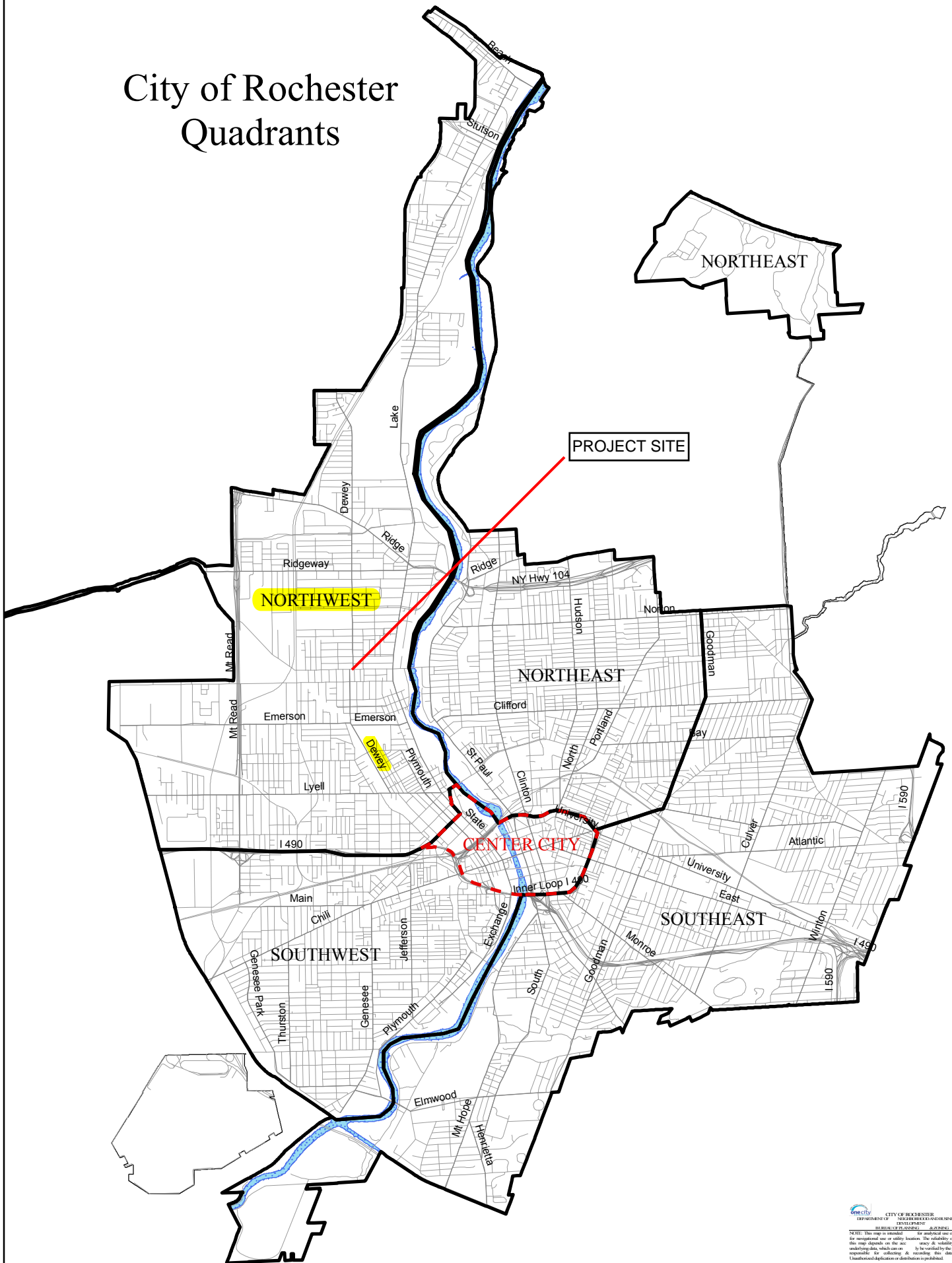


EXHIBIT B – ALTERNATIVES

- Alternative 2 - Dewey Avenue Re-Alignment, North and South Approach
- Alternative 3 – Modern Roundabout
- Alternative 4 – Dewey Avenue Re-Alignment,

Alternative 2 - Dewey Avenue
Realignment, North and South
Approach



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(R.O.W. 60')

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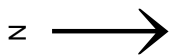
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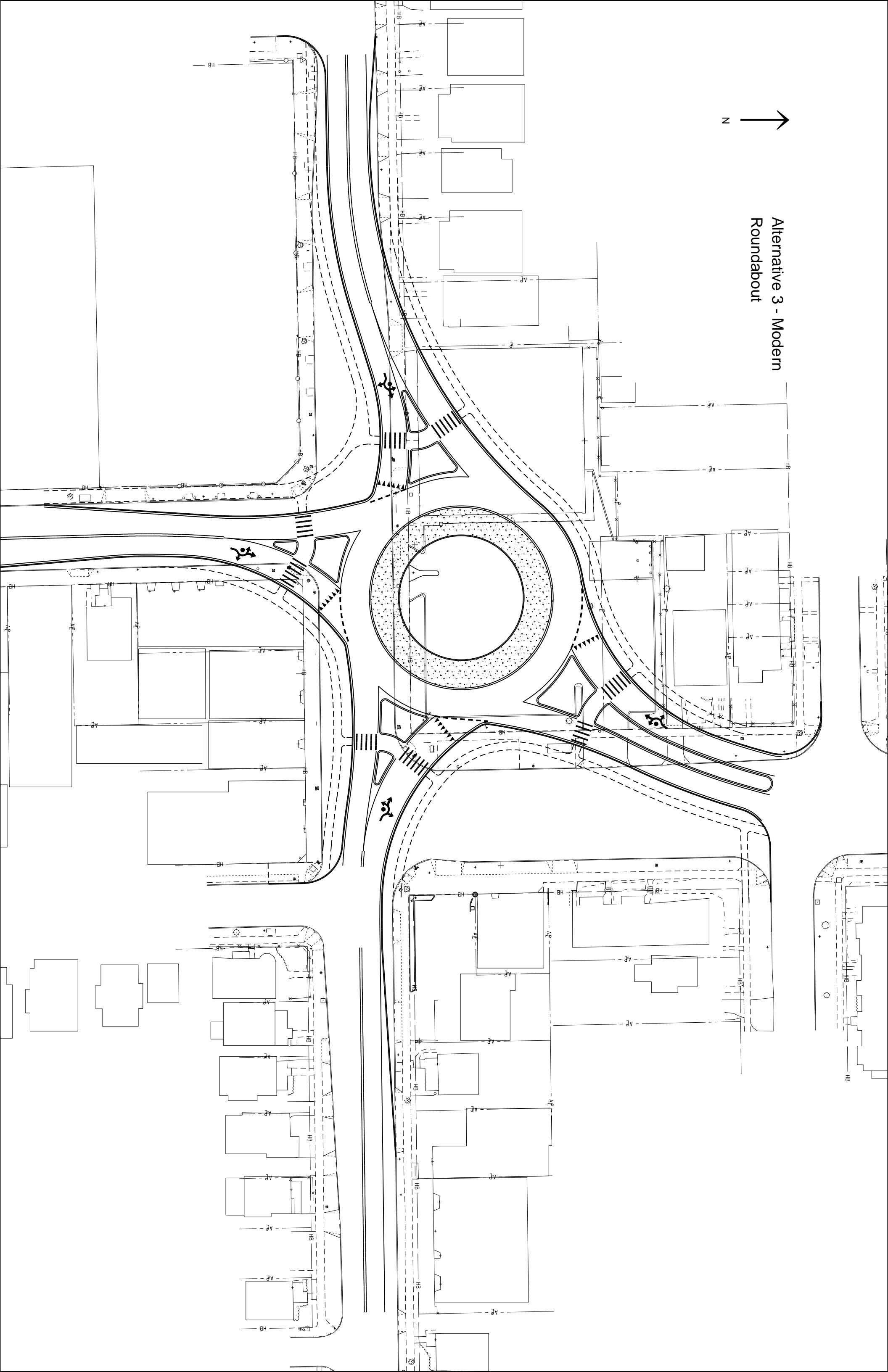
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Alternative 3 - Modern
Roundabout



Dewey Ave / Driving
Park Ave Intersection
Realignment Project
PC #12105

City of Rochester



Department of
Environmental Services

Bergmann
associates
architects // engineers // planners

28 East Main Street
200 First Federal Plaza
Rochester, New York 14614-1909
office: 585.232.5135
fax: 585.232.4652
www.bergmannpc.com

REVISIONS		
NO.	DATE	DESCRIPTION

The underground structures and utilities shown on this drawing have been located from available surveys or utility record maps. They are not certified to the accuracy of their location or their completeness. It is the Contractor's responsibility to verify the location and extent of all underground structures and utilities.

DESIGN REPORT

GENERAL PLAN

Unauthorized alteration or addition to this drawing is a violation of the New York State Education Law Article 145, Section 7209.

Project Manager:
Designed By:
Drawn By:
D.W.T.
Checked By:
T.R.D.
Drawing Number:

Project Number:
9937.00
Date Issued:
JULY 2014
Scale:
1" = 40'

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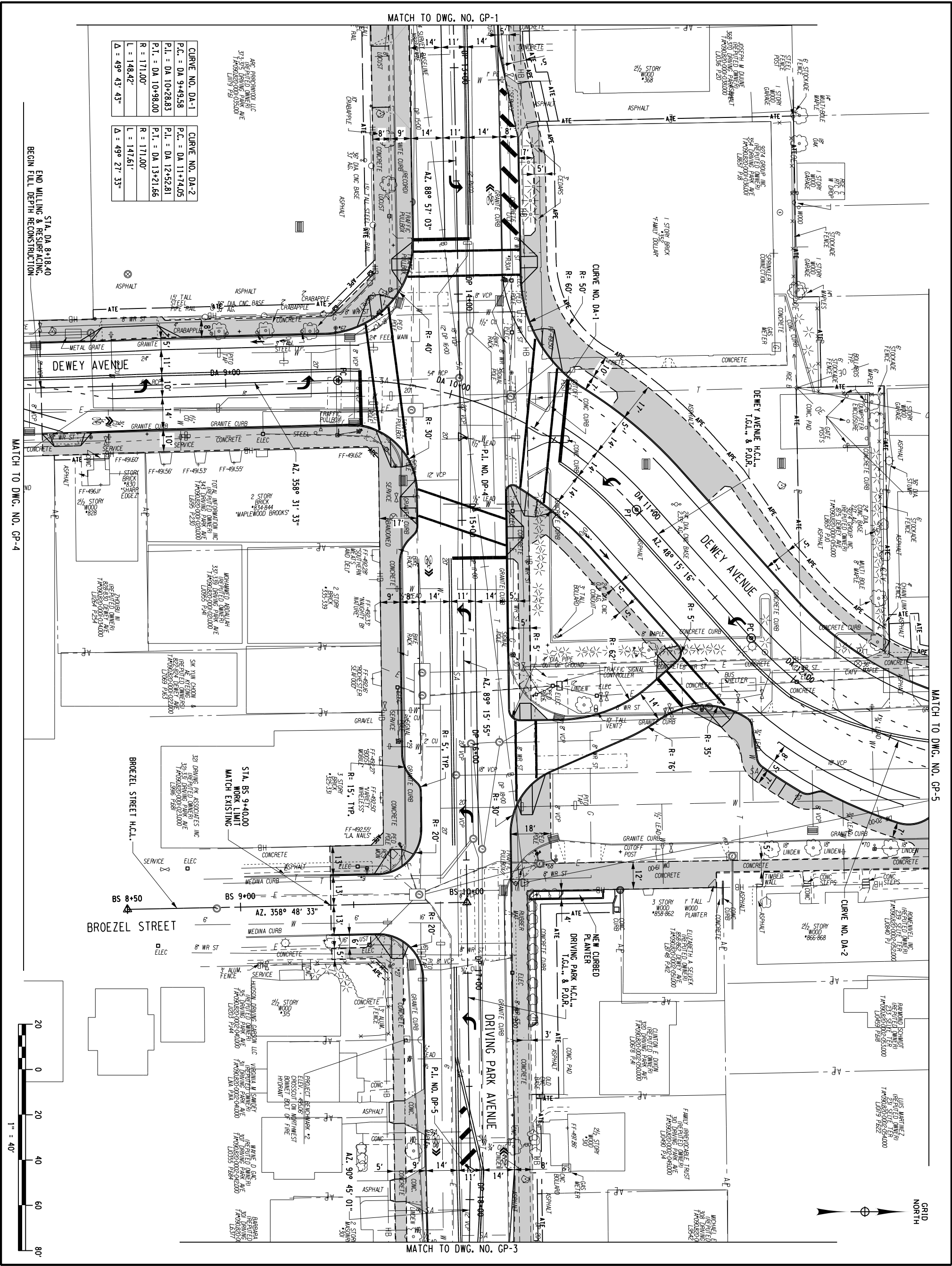


EXHIBIT C – NON-RESIDENTIAL MARKET OFFERINGS

PROPERTY TYPE	ADDRESS	BUILDING (SQ. FT.)	MONTHLY RENT Per Sq. Ft.
Retail Strip Center	406 Hamlin Clarkson TL Road, Hamlin, NY 14464	10,000	\$ 8.00
Retail Strip Center	2599 Henrietta Road, Rochester, NY 14623	Min. - 9,000 Max. - 18,000	\$ 9.00
Retail Strip Center	6600 Fourth Section Rd. Brockport, NY 14420	Min. - 9,000 Max. - 18,000	Negotiable
Community Shopping Center	1600 W. Ridge Rd., Rochester, NY 14615	9,000	\$ 18.00
Retail Strip Center	3450 Winton Place, Rochester, NY 14623	14,586	\$ 8.00
Strip Center	1106 Ridge Road, Rochester, NY 14621	11,000	\$ 7.00
Shopping Center	2345 Buffalo Road, Rochester, NY 14624	11,000	\$8.00
Retail Strip Center	2833 W Ridge Road Rochester, NY 14626	11,322	Negotiable
Free Standing	1851 Empire Blvd. Webster, NY 14580	11,348	\$ 16.00
Retail Strip Center	5247 Ridge Road West Spencerport, NY 14559	Min. – 10,000 Max. – 20,000	\$ 4.50 - \$5.00
Power Center	3600 Dewey Ave. Rochester, NY 14616	Min. - 10,000 Max. - 42,000	\$ 12.00
Neighborhood Center	2199 Henrietta Rd., Rochester, NY 14623	15,000	\$ 14.00
Retail Strip Center	376 Jefferson Rd., Rochester, NY 14623	20,000	\$ 12.00

EXHIBIT D - SOURCES

Scott Burdett - Flaum Management Company - 5/26/14 & 5/27/2014

Theodora Finn - Sr. Community Housing Planner, Northwest Quadrant, City of Rochester 5/28/14

Ryan Gage, Real Estate Broker, Caliber Brokerage - 585-454-4500 Ext. 120 - 5/26/2014

www.Showcase.com - Commercial Listings - 5/23/14 & 5/26/2014

www.loopnet.com - Commercial Listings - 5/23/2014

www.cityofrochester.gov. - Neighborhood Area and Project Description - 5/26/14 & 27/2014

Appendix I:

Miscellaneous

Smart Growth Screening Tool

PIN 4755.55

Prepared By: Michael T. Croce, PE

Smart Growth Screening Tool (STEP 1)

NYS DOT & Local Sponsors – Fill out the Smart Growth Screening Tool until the directions indicate to **STOP** for the project type under consideration. For all other projects, complete answering the questions. For any questions, refer to [Smart Growth Guidance](#) document.

Title of Proposed Project: Dewey Avenue / Driving Park Avenue Intersection Realignment

Location of Project: City of Rochester, NY

Brief Description: This project would realign the intersection of Dewey Avenue and Driving Park Avenue, eliminating the offset intersections.

A. Infrastructure:

Addresses SG Law criterion a. –

(To advance projects for the use, maintenance or improvement of existing infrastructure)

1. Does this project use, maintain, or improve existing infrastructure?

Yes ☒

No ☐

N/A ☐

Explain: (use this space to expand on your answers above – the form has no limitations on the length of your narrative)

This alternative would consolidate the offset intersections. The northern approach would be shifted west along Driving Park Avenue to align with the southbound approach of Dewey Avenue. There would be one travel lane and a left turn lane in each direction. There would also be a right turn roadway connecting Driving Park Avenue westbound with Dewey Avenue northbound. The intersection would simplify navigation along Dewey Avenue and eliminate one of two signals.

Overall mobility for all users of the intersection would be enhanced. The southbound bicycle lane would extend along Dewey Avenue through the intersection. Northbound travel on Dewey Avenue would be facilitated by a bicycle lane and shared lane use markings. Shared lane use markings would be added eastbound and westbound along Driving Park Avenue extending the existing markings through the project limits. Pedestrian accommodations and safety would be improved by eliminating one traffic signal and consolidating road crossings to a single location. Pedestrian crossings would be enhanced with high visibility markings. Transit mobility would improve through the intersection associated with a reduction in vehicle hours of delay. All sidewalks within project limits would be replaced. The area vacated by

Smart Growth Screening Tool

shifting Dewey Avenue west would provide an opportunity to develop a pocket park. Community aesthetics would be enhanced with streetscape and landscape features.

Maintenance Projects Only

- a. Continue with screening tool for the four (4) types of maintenance projects listed below, as defined in NYSDOT PDM Exhibit 7-1 and described in 7-4:

<https://www.dot.ny.gov/divisions/engineering/design/dqab/pdm>

- ➔ Shoulder rehabilitation and/or repair;
- ➔ Upgrade sign(s) and/or traffic signals;
- ➔ Park & ride lot rehabilitation;
- ➔ 1R projects that include single course surfacing (inlay or overlay), per Chapter 7 of the NYSDOT Highway Design Manual.

- b. For all other maintenance projects, **STOP here**. Attach this document to the programmatic [Smart Growth Impact Statement and signed Attestation](#) for Maintenance projects.

For all other projects (**other than maintenance**), continue with screening tool.

B. Sustainability:

NYSDOT defines Sustainability as follows: A sustainable society manages resources in a way that fulfills the community/social, economic and environmental needs of the present without compromising the needs and opportunities of future generations. A transportation system that supports a sustainable society is one that:

- ➔ Allows individual and societal transportation needs to be met in a manner consistent with human and ecosystem health and with equity within and between generations.
- ➔ Is safe, affordable, and accessible, operates efficiently, offers choice of transport mode, and supports a vibrant economy.
- ➔ Protects and preserves the environment by limiting transportation emissions and wastes, minimizes the consumption of resources and enhances the existing environment as practicable.

For more information on the Department's Sustainability strategy, refer to Appendix 1 of the Smart Growth Guidance and the NYSDOT web site, www.dot.ny.gov/programs/greenlites/sustainability

(Addresses SG Law criterion j : to promote sustainability by strengthening existing and creating new communities which reduce greenhouse gas emissions and do not compromise the needs of future

Smart Growth Screening Tool

generations, by among other means encouraging broad based public involvement in developing and implementing a community plan and ensuring the governance structure is adequate to sustain and implement.)

1. Will this project promote sustainability by strengthening existing communities?

Yes ☒ No ☐ N/A ☐

2. Will the project reduce greenhouse gas emissions?

Yes ☒ No ☐ N/A ☐

Explain: (use this space to expand on your answers above)

This project would replace the offset signalized intersections with a single signalized intersection at Dewey Avenue and Driving Park Avenue. Overall, vehicular congestion would be reduced given the elimination of one signalized intersection. Additionally, it would improve traffic flow along Dewey Avenue and Driving Park Avenue. New pedestrian and bicyclist facilities are being installed along with signalized pedestrian crossings. This is in order to improve facilities and safety for all users.

C. Smart Growth Location:

Plans and investments should preserve our communities by promoting its distinct identity through a local vision created by its citizens.

(Addresses SG Law criteria b and c: to advance projects located in municipal centers; to advance projects in developed areas or areas designated for concentrated infill development in a municipally approved comprehensive land use plan, local waterfront revitalization plan and/or brownfield opportunity area plan.)

1. Is this project located in a developed area?

Yes ☒ No ☐ N/A ☐

2. Is the project located in a municipal center?

Yes ☐ No ☒ N/A ☐

3. Will this project foster downtown revitalization?

Yes ☐ No ☒ N/A ☐

4. Is this project located in an area designated for concentrated infill development in a municipally approved comprehensive land use plan, waterfront revitalization plan, or Brownfield Opportunity Area plan?

Yes ☒ No ☐ N/A ☐

Smart Growth Screening Tool

Explain: (use this space to expand on your answers above)

The project area is already "built out" with various land uses including both residential and commercial. Immediately adjacent to the the intersections are various commerical businesses including Price Rite and a block of small store fronts. The project is located within the Dewey Driving Park Focused Investment Strategy Area and an Urban Renewal District. The goals of this revitalization effort include improving curb appeal to enhance neighborhoods, investing in commercial development to create a healthy neighborhood shopping center, and creating an attractive neighborhood to live in.

D. Mixed Use Compact Development:

Future planning and development should assure the availability of a range of choices in housing and affordability, employment, education transportation and other essential services to encourage a jobs/housing balance and vibrant community-based workforce.

(Addresses SG Law criteria e and i: to foster mixed land uses and compact development, downtown revitalization, brownfield redevelopment, the enhancement of beauty in public spaces, the diversity and affordability of housing in proximity to places of employment, recreation and commercial development and the integration of all income groups; to ensure predictability in building and land use codes.)

1. Will this project foster mixed land uses?

Yes ☐ No ☐ N/A ☒

2. Will the project foster brownfield redevelopment?

Yes ☐ No ☐ N/A ☒

3. Will this project foster enhancement of beauty in public spaces?

Yes ☒ No ☐ N/A ☐

4. Will the project foster a diversity of housing in proximity to places of employment and/or recreation?

Yes ☐ No ☐ N/A ☒

5. Will the project foster a diversity of housing in proximity to places of commercial development and/or compact development?

Yes ☐ No ☐ N/A ☒

6. Will this project foster integration of all income groups and/or age groups?

Yes ☐ No ☐ N/A ☒

7. Will the project ensure predictability in land use codes?

Yes ☐ No ☐ N/A ☒

Smart Growth Screening Tool

8. Will the project ensure predictability in building codes?

Yes ☐ No ☐ N/A ☒

Explain: (use this space to expand on your answers above)

This project proposes to improve the streetscape and landscape adjacent to the intersection of Dewey Avenue and Driving Park Avenue. This includes a pocket park, decorative light fixtures, and other surface treatments. These enhancements would improve the aesthetics of the area and help reinforce this area as a neighborhood node. The proposed realignment would facilitate adjacent redevelopment given reduced vehicular delays and improved mobility.

E. Transportation and Access:

NYS DOT recognizes that Smart Growth encourages communities to offer a wide range of transportation options, from walking and biking to transit and automobiles, which increase people's access to jobs, goods, services, and recreation.

(Addresses SG Law criterion f: to provide mobility through transportation choices including improved public transportation and reduced automobile dependency.)

1. Will this project provide public transit?

Yes ☒ No ☐ N/A ☐

2. Will this project enable reduced automobile dependency?

Yes ☒ No ☐ N/A ☐

3. Will this project improve bicycle and pedestrian facilities (such as shoulder widening to provide for on-road bike lanes, lane striping, crosswalks, new or expanded sidewalks or new/improved pedestrian signals)?

Yes ☒ No ☐ N/A ☐

(Note: Question 3 is an expansion on question 2. The recently passed Complete Streets legislation requires that consideration be given to complete street design features in the planning, design, construction, reconstruction and rehabilitation, but not including resurfacing, maintenance, or pavement recycling of such projects.)

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Explain: (use this space to expand on your answers above)

The project would include the reconstruction of pedestrian facilities, relocation and improvement of bus stops, and close a gap in existing bicycle facilities on either side of the intersection. Pedestrian facilities would be ADAAG / PROWAG compliant with signalized pedestrian crossings at the intersections, marked crosswalks, and curb ramps with detectable warning units. Bicycle lanes along Dewey Avenue would be connected as part of this project. Existing shared lane use markings along Driving Park Avenue would be extended through the intersection.

F. Coordinated, Community-Based Planning:

Past experience has shown that early and continuing input in the transportation planning process leads to better decisions and more effective use of limited resources. For information on community based planning efforts, the MPO may be a good resource if the project is located within the MPO planning area.

(Addresses SG Law criteria g and h: to coordinate between state and local government and inter-municipal and regional planning; to participate in community based planning and collaboration.)

1. Has there been participation in community-based planning and collaboration on the project?

Yes ☒ No ☐ N/A ☐

2. Is the project consistent with local plans?

Yes ☒ No ☐ N/A ☐

3. Is the project consistent with county, regional, and state plans?

Yes ☒ No ☐ N/A ☐

4. Has there been coordination between inter-municipal/regional planning and state planning on the project?

Yes ☒ No ☐ N/A ☐

Explain: (use this space to expand on your answers above)

Public meetings regarding the intersection realignment have been held to provide the public opportunities to make formal statements of position before any final decisions are made. Meetings have been held to discuss the project with residents, commuters, and various neighborhood groups. The project has been discussed with various local officials. It is consistent with a concept developed during a community charrette held by the Rochester Regional Community Design Center.

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G. Stewardship of Natural and Cultural Resources:

Clean water, clean air and natural open land are essential elements of public health and quality of life for New York State residents, visitors, and future generations. Restoring and protecting natural assets, and open space, promoting energy efficiency, and green building, should be incorporated into all land use and infrastructure planning decisions.

(Addresses SG Law criterion d :To protect, preserve and enhance the State's resources, including agricultural land, forests surface and ground water, air quality, recreation and open space, scenic areas and significant historic and archeological resources.)

1. Will the project protect, preserve, and/or enhance agricultural land and/or forests?

Yes ☐ No ☐ N/A ☒

2. Will the project protect, preserve, and/or enhance surface water and/or groundwater?

Yes ☒ No ☐ N/A ☐

3. Will the project protect, preserve, and/or enhance air quality?

Yes ☒ No ☐ N/A ☐

4. Will the project protect, preserve, and/or enhance recreation and/or open space?

Yes ☐ No ☐ N/A ☒

5. Will the project protect, preserve, and/or enhance scenic areas?

Yes ☐ No ☐ N/A ☒

6. Will the project protect, preserve, and/or enhance historic and/or archeological resources?

Yes ☒ No ☐ N/A ☐

Explain: (use this space to expand on your answers above)

All surface water within the project area would be collected and sent for treatment prior to being released. Enhancements to air quality would be realized due to reduced vehicle delay. The project would incorporate appropriate landscaping to enhance aesthetics and complement the surrounding area. The project would thoughtfully consider potential impacts to adjacent historic and archeological resources.

Smart Growth Screening Tool

Smart Growth Impact Statement (STEP 2)

NYSDOT: Complete a Smart Growth Impact Statement (SGIS) below using the information from the Screening Tool.

Local Sponsors: The local sponsors are not responsible for completing a Smart Growth Impact Statement. Proceed to **Step 3**.

Smart Growth Impact Statement

PIN: 4755.55

Project Name: Dewey Avenue / Driving Park Avenue Intersection Realignment

Pursuant to ECL Article 6, this project is compliant with the New York State Smart Growth Public Infrastructure Policy Act. This project has been determined to meet the relevant criteria, to the extent practicable, described in ECL Sec. 6-0107. Specifically, the project:

- Proposes to realign the intersection of Dewey Avenue and Driving Park Avenue by eliminating the offset intersections and install a single signalized intersection.
- Addresses geometric deficiencies at the offset intersection to improve traffic flow, reduce vehicular congestion, and improve highway safety.
- Improves multimodal accommodation for pedestrians, bicyclists, and transit users.
- Improves the visual quality of the built environment and adjoining streetscape.
- Enhance the stature of this intersection as a neighborhood node for commercial and recreational activity.
- Has received concurrence from the community through various forms of public outreach and public meetings held by the City of Rochester.
- Is consistent with the local Focused Investment Strategy Area goals.
-

This publically supported infrastructure project complies with the state policy of maximizing the social, economic and environmental benefits from public infrastructure development. The project will not contribute to the unnecessary costs of sprawl development, including environmental degradation, disinvestment in urban and suburban communities, or loss of open space induced by sprawl.

Smart Growth Screening Tool

Review & Attestation Instructions (STEP 3)

Local Sponsors: Once the Smart Growth Screening Tool is completed, the next step is to submit the project certification statement (**Section A**) to Responsible Local Official for signature. After signing the document, the completed Screening Tool and Certification statement should be sent to NYSDOT for review as noted below.

NYSDOT: For state-let projects, the Screening Tool and SGIS is forwarded to Regional Director/ RPPM/Main Office Program Director or designee for review, and upon approval, the attestation is signed (**Section B.2**). For locally administered projects, the sponsor's submission and certification statement is reviewed by NYSDOT staff, the appropriate box (**Section B.1**) is checked, and the attestation is signed (**Section B.2**).

A. CERTIFICATION (LOCAL PROJECT)

I HEREBY CERTIFY, to the best of my knowledge, all of the above to be true and correct.

Preparer of this document:

Thomas R. Detrie
Signature

6/6/2014
Date

Project Engineer
Title

Thomas R. Detrie, P.E.
Printed Name

Responsible Local Official (for local projects):

James R. McIntosh
Signature
CITY ENGINEER
Title

6/16/14
Date
JAMES R. MCINTOSH
Printed Name

Smart Growth Screening Tool

B. ATTESTATION (NYSDOT)

1. I HEREBY:

☒ Concur with the above certification, thereby attesting that this project is in compliance with the State Smart Growth Public Infrastructure Policy Act

☐ Concur with the above certification, with the following conditions (information requests, confirming studies, project modifications, etc.):

(Attach additional sheets as needed)

☐ do not concur with the above certification, thereby deeming this project ineligible to be a recipient of State funding or a subrecipient of Federal funding in accordance with the State Smart Growth Public Infrastructure Policy Act.

2. **NOW THEREFORE**, pursuant to ECL Article 6, this project is compliant with the New York State Smart Growth Public Infrastructure Policy Act, to the extent practicable, as described in the attached Smart Growth Impact Statement.

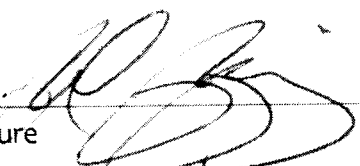
NYSDOT Commissioner, Regional Director, MO Program Director,
Regional Planning & Programming Manager (or official designee):

Signature

Date

Title

Printed Name

 7/3/14
PROJECT MANAGEMENT SUPERVISOR - RICK PAPAN