

# **EXHIBIT E**

**Submitted to the Transportation, Public Works and  
Independent Authorities Committee  
from  
Cedrick Fulton**

**THE PORT AUTHORITY OF NY & NJ**

December 19, 2013

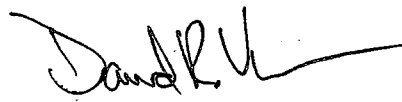
Mr. Charles A. Buono, Jr.  
Office of Legislative Services  
State of New Jersey  
State House Annex  
P.O. Box 068  
Trenton, New Jersey 08625

Dear Mr. Buono:

This letter is in response to the subpoena duces tecum, dated December 12, 2013, issued to Cedric Fulton by the Assembly Transportation, Public Works and Independent Authorities Committee (the "Committee"). The documents, Bates stamped PA - CF - 000001 to PA - CF - 000181, which resulted from a search of Port Authority records, are responsive to the Committee's request for all documents and correspondence, produced between August 1, 2013 and December 12, 2013 between the parties identified in the subpoena and concerning the reduction from three to one of the eastbound Fort Lee, New Jersey access lanes to the George Washington Bridge from September 9, 2013 through September 13, 2013. The documents are also responsive to the oral requests made of Mr. Fulton at the Committee's hearing on December 9, 2013. In addition, the Committee requested Mr. Fulton to identify the transportation professionals that are employed by The Port Authority of New York and New Jersey. These are Mark Muriello and Jose Rivera.

If you have any questions concerning the foregoing, kindly call me.

Very truly yours,

  
David R. Kromm

DRK/pg

George Washington Bridge - PIP  
Typical Weekday Traffic by Vehicle Type  
May 2013

Hour	Autos	Buses	Small Trucks	Large Trucks	Total Vehicles
0000	105	0	1	0	106
0100	47	0	0	0	47
0200	36	0	0	0	36
0300	49	0	0	0	49
0400	154	1	0	0	155
0500	985	2	0	0	987
0600	2,017	3	1	0	2,021
0700	1,736	3	1	0	1,740
0800	1,445	3	0	0	1,448
0900	1,371	4	1	0	1,376
1000	1,216	2	1	0	1,219
1100	1,042	1	0	0	1,043
1200	923	2	0	0	925
1300	877	1	0	0	878
1400	927	9	1	0	937
1500	1,078	9	1	0	1,088
1600	1,179	7	2	0	1,188
1700	1,298	7	1	0	1,306
1800	1,202	10	1	0	1,213
1900	806	4	1	0	811
2000	616	3	0	0	619
2100	497	1	0	0	498
2200	314	0	0	0	314
2300	173	0	0	0	173
24Hrs	20,093	72	12	0	20,177

Share of Total GWB Traffic 14.3%

George Washington Bridge - Lower Level  
Typical Weekday Traffic by Vehicle Type  
May 2013

Hour	Autos	Buses	Small Trucks	Large Trucks	Total Vehicles
0000	349	2	1	0	352
0100	199	1	0	0	200
0200	147	1	1	0	149
0300	191	1	1	0	193
0400	484	3	1	0	488
0500	2,709	10	7	1	2,727
0600	5,175	24	11	1	5,211
0700	4,626	15	10	1	4,652
0800	3,792	13	11	0	3,816
0900	3,779	24	11	1	3,815
1000	3,165	13	6	1	3,207
1100	2,764	12	8	1	2,785
1200	2,601	14	7	1	2,623
1300	2,568	15	9	1	2,593
1400	2,706	20	7	1	2,734
1500	3,037	28	9	1	3,075
1600	3,539	29	9	1	3,578
1700	3,681	34	9	2	3,726
1800	3,522	27	6	2	3,557
1900	2,600	24	5	2	2,631
2000	2,103	17	3	1	2,124
2100	1,694	8	3	1	1,706
2200	1,290	5	2	0	1,297
2300	768	4	2	1	775
24Hrs	57,509	301	141	20	58,011

Share of Total GWB Traffic 41.2%

George Washington Bridge - Upper Level  
Typical Weekday Traffic by Vehicle Type  
May 2013

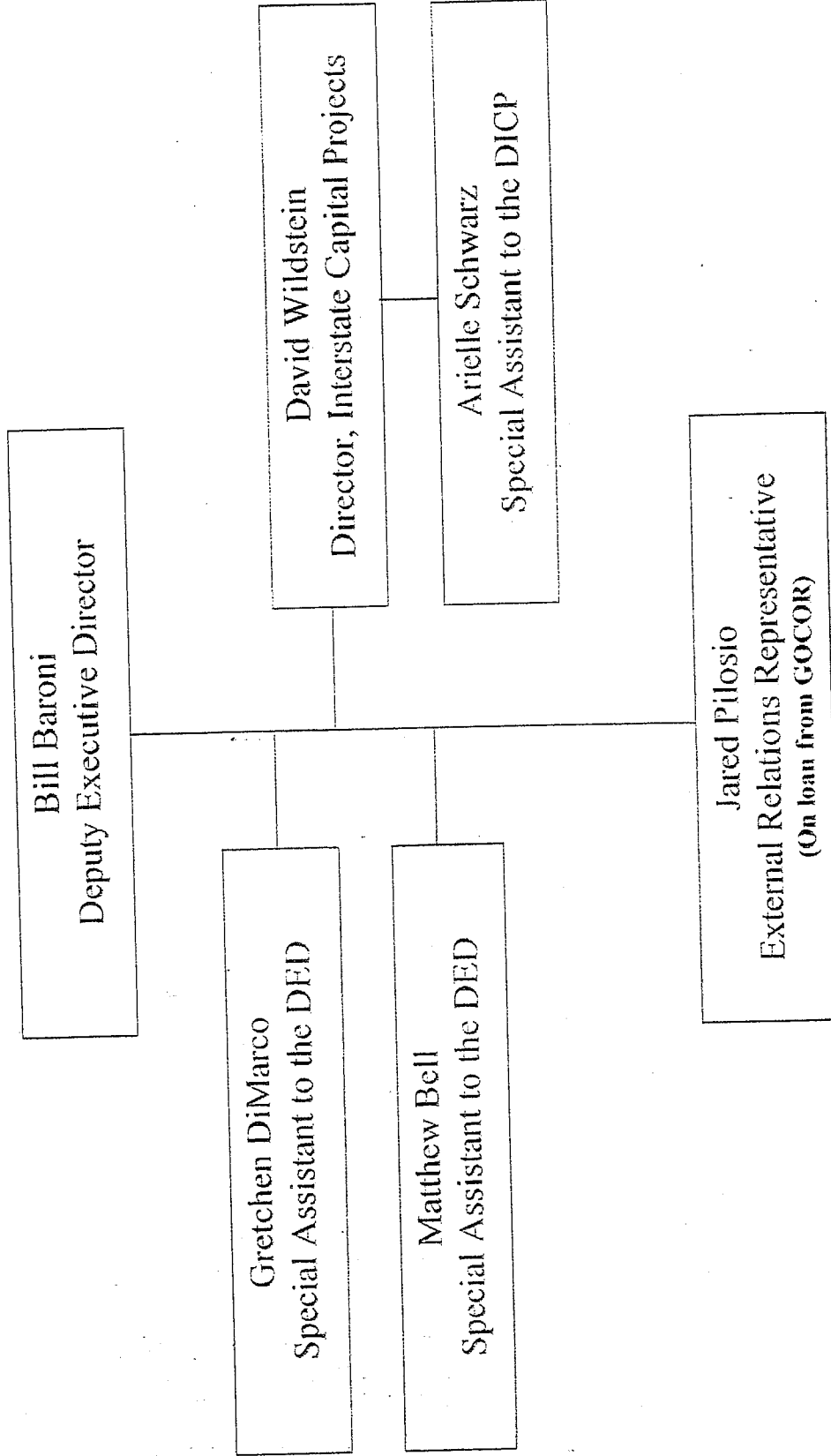
Hour	Autos	Buses	Small Trucks	Large Trucks	Total Vehicles
0000	980	11	50	294	1,345
0100	620	4	63	310	997
0200	469	3	68	347	887
0300	461	4	100	456	1,021
0400	748	9	163	603	1,523
0500	1,376	21	316	773	2,486
0600	2,436	48	456	601	3,541
0700	2,909	70	329	381	3,689
0800	2,393	59	343	373	3,168
0900	2,392	63	351	425	3,231
1000	2,322	46	319	423	3,108
1100	2,369	42	273	396	3,020
1200	2,247	42	254	341	2,908
1300	2,314	49	240	301	2,904
1400	2,603	53	254	291	3,201
1500	2,803	56	279	246	3,384
1600	2,928	62	193	219	3,402
1700	3,207	64	145	199	3,615
1800	3,117	55	116	205	3,493
1900	2,502	44	94	240	2,940
2000	2,078	36	71	232	2,417
2100	1,871	30	65	236	2,202
2200	1,942	21	45	213	2,222
2300	1,597	14	39	223	1,873
24Hrs	48,815	904	4,580	3,308	67,607

Share of Total GWB Traffic 44.5%

George Washington Bridge - All Phases  
Typical Weekday Traffic by Vehicle Type  
May 2013

Hour	Autos	Buses	Small Trucks	Large Trucks	Total Vehicles
0000	1,444	13	52	294	1,803
0100	866	5	63	310	1,244
0200	652	4	69	347	1,072
0300	701	5	101	456	1,263
0400	1,386	13	164	603	2,166
0500	5,070	33	323	774	6,200
0600	9,628	75	468	602	10,773
0700	9,271	88	340	382	10,081
0800	7,630	75	354	373	8,432
0900	7,542	91	363	426	8,422
1000	6,723	59	328	424	7,534
1100	6,115	55	281	397	6,849
1200	5,771	58	261	342	6,432
1300	5,759	65	255	302	6,376
1400	6,236	82	262	292	6,872
1500	6,918	93	239	247	7,497
1600	7,646	95	204	220	8,165
1700	8,186	105	155	201	8,647
1800	7,841	92	123	207	8,263
1900	5,988	72	100	222	6,382
2000	4,797	56	74	233	5,160
2100	4,162	39	68	237	4,506
2200	3,547	26	47	213	3,833
2300	2,538	18	41	224	2,821
24Hrs	126,417	1,317	4,733	3,328	140,795

# Office of the Deputy Executive Director



9/9/2013

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Fulton, Cedrick

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From: Durando, Robert  
Sent: Monday, September 09, 2013 11:33 AM  
To: Fulton, Cedrick  
Cc: Ehler, Diannae

Good Morning,

Upper Level EB has broken

Robert M. Durando  
General Manager  
George Washington Bridge and  
Bus Station

9/9/2013 2:57

Fulton, Cedrick

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**From:** Durando, Robert  
**Sent:** Monday, September 09, 2013 12:09 PM  
**To:** Fulton, Cedrick  
**Cc:** Ehler, Diannae; Muriello, Mark; Ramirez, Enrique; Sagrestano, Kenneth  
**Subject:** Fw: Angry Patron

Fyi, so you get a flavor of the complaints. We've gotten a half dozen calls + or -

**From:** Herrera, Lisa  
**Sent:** Monday, September 09, 2013 12:06 PM  
**To:** Durando, Robert  
**Subject:** Angry Patron

Hi Bob:

I just got another call from a patron... she says that the Port Authority "doesn't care about their customers and they are playing God with people's jobs". Her husband was 40 minutes late to a job that he just got after being out of work for over a year. She said a lot of other things, but I will spare you her rant!

Lisa

Fulton, Cedrick

9/9/2013 3:17

**From:** Durando, Robert  
**Sent:** Monday, September 09, 2013 1:13 PM  
**To:** Fulton, Cedrick  
**Subject:** RE: Angry Patron

DW is supposed to call later today to discuss. Mark and his staff are working on comparative look at traffic numbers. I was advised that by the FLPD Chief would be calling Bill Baroni to discuss today's operation. Specifically, traffic conditions required Ft Lee officers to remain out on corners, managing traffic instead of attending to public safety issues. He also expressed grave concern about the inability of emergency response vehicles, ambulance, FLFD to traverse the borough while responding to emergencies.

**From:** Fulton, Cedrick  
**Sent:** Monday, September 09, 2013 1:08 PM  
**To:** Durando, Robert  
**Subject:** Re: Angry Patron

I am sorry. Is there a plan for tomorrow?

Sent from my BlackBerry 10 smartphone on the Verizon Wireless 4G LTE network.

**From:** Durando, Robert  
**Sent:** Monday, September 9, 2013 12:08 PM  
**To:** Fulton, Cedrick  
**Cc:** Ehler, Diannae; Muriello, Mark; Ramirez, Enrique; Sagrestano, Kenneth  
**Subject:** Fw: Angry Patron

Fyi, so you get a flavor of the complaints. We've gotten a half dozen calls + or -

**From:** Herrera, Lisa  
**Sent:** Monday, September 09, 2013 12:06 PM  
**To:** Durando, Robert  
**Subject:** Angry Patron

Hi Bob:

I just got another call from a patron... she says that the Port Authority "doesn't care about their customers and they are playing God with people's jobs". Her husband was 40 minutes late to a job that he just got after being out of work for over a year. She said a lot of other things, but I will spare you her rant!

Lisa

Fulton, Cedrick

9/9/2013 4:7

**From:** Durando, Robert  
**Sent:** Monday, September 09, 2013 2:05 PM  
**To:** Fulton, Cedrick  
**Cc:** Ehler, Diannae; Muriello, Mark  
**Subject:** FW: Raging Mad

Good Afternoon,  
I've been advised by DW that Mayor Sokolich called Baroni. BB will get back to the Mayor "at some point".  
I've been directed by DW to continue the operation so that we can make a business decision with regard to how to proceed. Mark's folks are looking at numbers.

**From:** Herrera, Lisa  
**Sent:** Monday, September 09, 2013 1:56 PM  
**To:** Durando, Robert  
**Subject:** Raging Mad

Hi Bob:

Dr. Fried called asking to speak to you regarding the change in traffic pattern this morning. He spoke to Fort Lee Police and will call the governor's office as well. He demands that public information be disseminated and an explanation given. Please call him back at 201-390-4832.

Don't kill the messenger...

Lisa



9/9/2013 5:27

Fulton, Cedrick

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From:  
Sent:  
To:

Durando, Robert  
Monday, September 09, 2013 5:24 PM  
Fulton, Cedrick

Not to be a pest but were you able to talk to DW about advising the borough that we'll be continuing the TL 24 operation tomorrow?

**Fulton, Cedrick**

9/9/2013 6 37

**m:** Durando, Robert  
**Sent:** Monday, September 09, 2013 6:09 PM  
**To:** Fulton, Cedrick  
**Subject:** Re:

Yes. All my staff are aware.

**From:** Fulton, Cedrick  
**Sent:** Monday, September 09, 2013 06:07 PM  
**To:** Durando, Robert  
**Subject:** Re:

Just to your staff - right?

On Sep 9, 2013, at 6:04 PM, "Durando, Robert" <[rdurando@panynj.gov](mailto:rdurando@panynj.gov)> wrote:

Ok. I'll make the necessary notifications.

**From:** Fulton, Cedrick  
**Sent:** Monday, September 09, 2013 06:03 PM  
**To:** Durando, Robert  
**Subject:** Re:

We spoke. The test will continue. Good luck.

Sent from my BlackBerry 10 smartphone on the Verizon Wireless 4G LTE network.

**From:** Durando, Robert  
**Sent:** Monday, September 9, 2013 5:24 PM  
**To:** Fulton, Cedrick  
**Subject:**

Not to be a pest but were you able to talk to DW about advising the borough that we'll be continuing the TL 24 operation tomorrow?

Fulton, Cedrick

9/9/2013

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**From:** Durando, Robert  
**Sent:** Monday, September 09, 2013 6:05 PM  
**To:** Fulton, Cedrick  
**Subject:** Re:

Ok. I'll make the necessary notifications.

**From:** Fulton, Cedrick  
**Sent:** Monday, September 09, 2013 06:03 PM  
**To:** Durando, Robert  
**Subject:** Re:

We spoke. The test will continue. Good luck.

Sent from my BlackBerry 10 smartphone on the Verizon Wireless 4G LTE network.

**From:** Durando, Robert  
**Sent:** Monday, September 9, 2013 5:24 PM  
**To:** Fulton, Cedrick  
**Subject:**

Not to be a pest but were you able to talk to DW about advising the borough that we'll be continuing the TL 24 operation tomorrow?

Fulton, Cedrick

9/11/2013 — 143

From: Durando, Robert  
Sent: Wednesday, September 11, 2013 9:26 AM  
To: Lado, Tina; Fulton, Cedrick  
Subject: RE:

Good morning Tina,

There was a minor fender bender involving a school bus and a car at the NY Tower, Upper Level eastbound. Sounds like a merging issue, but it took place on the span, by the 178th Street exit. Police responded and moved the vehicles off the span to a safety area, took a report, there were no injuries.

Bob

-----Original Message-----

From: Lado, Tina  
Sent: Wednesday, September 11, 2013 9:14 AM  
To: Fulton, Cedrick; Durando, Robert  
Subject:

I just spoke with Chris Valens, he's had one call from Bergen Record re a school bus accident this morning. Bob, is there anyway to get info ? PAPD?

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Please excuse any typos; sent using BlackBerry handheld device.  
[lado@panynj.gov](mailto:lado@panynj.gov)

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Fulton, Cedrick

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From: Durando, Robert  
Sent: Tuesday, September 10, 2013 11:25 AM  
To: Fulton, Cedrick  
Cc: Ehler, Diannae; Muriello, Mark; Licorish, Darcy; Ramirez, Enrique

Good Morning,

Just got off the phone with DW. He'd like to continue the test of tl 24 through tomorrow

Robert M. Durando  
General Manager  
George Washington Bridge and  
Bus Station

Fulton, Cedrick

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303

From: Durando, Robert  
Sent: Wednesday, September 11, 2013 12:13 PM  
To: Fulton, Cedrick  
Cc: Ehler, Diannae; Muriello, Mark; Licorish, Darcy; Ramirez, Enrique; Sagrestano, Kenneth; Noa, Anthony

Good Afternoon,

Just spoke with DW and we will be continuing the test tomorrow.

Robert M. Durando  
General Manager  
George Washington Bridge and  
Bus Station

Fulton, Cedrick

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9/12/2013 12:22  
12

**From:** Durando, Robert  
**Sent:** Thursday, September 12, 2013 8:28 AM  
**To:** Crist, Paul; Fulton, Cedrick  
**Cc:** Ehler, Diannae  
**Subject:** RE: Center & Lemoine Traffic Data- request to release traffic video files to Fort Lee police

I hope

**From:** Crist, Paul  
**Sent:** Thursday, September 12, 2013 8:22 AM  
**To:** Fulton, Cedrick; Durando, Robert  
**Cc:** Ehler, Diannae  
**Subject:** FW: Center & Lemoine Traffic Data- request to release traffic video files to Fort Lee police

Sounds like we could stretch a decision on this out until well into November, after we get a final product.

Paul

**From:** Harriott, Thomas  
**Sent:** Wednesday, September 11, 2013 4:09 PM  
**To:** Crist, Paul; Antes, Vincent; Mehta, Dipak  
**Cc:** Carleton, Robert  
**Subject:** FW: Center & Lemoine Traffic Data- request to release traffic video files to Fort Lee police

Paul, Vinnie and Dipak –

Rob and I spoke to Jose about his responses. The reason the data collection will need to be retaken after the "TL24 Test" is complete is that after the test, the toll lanes will be reopened and normal traffic patterns will return to Center and Lemoine Avenues. Now, with the test in progress, traffic is queuing at the toll plaza and onto Center and Lemoine Avenues, which is not representative of regular operations, and we are getting skewed traffic data in this area. We need the traffic data to be collected under regular toll plaza operations to develop construction staging plans and maintenance of traffic plans during the Center and Lemoine Avenue Bridge Deck Replacement project. We could instruct the consultant to pick up the cameras now, but with the end of the counting program in a few days, it may be safer to just let the counting program continue.

The consultant has two activities to complete after 9/27/13, namely to develop detour volumes and conduct capacity analysis (by 10/25/13) and to submit the Draft Tech Memo (by 11/01/13). These dates will be pushed out, pending the completion of "TL24 Test."

Tom Harriott

**From:** Rivera, Jose  
**Sent:** Wednesday, September 11, 2013 3:23 PM  
**To:** Crist, Paul; Antes, Vincent  
**Cc:** Mehta, Dipak; Carleton, Robert; Durando, Robert; Fulton, Cedrick; Ehler, Diannae; Stickelman, Timothy; Harriott, Thomas; Muriello, Mark; Baig, Rizwan (Mirza); Lepore, Armando  
**Subject:** RE: Center & Lemoine Traffic Data- request to release traffic video files to Fort Lee police

All,

- anything been said to Ft Lee police yet? - No.

When did Ft Lee make the request? - Fort Lee Police made the request for the video on September 3rd  
Are the cameras operating yet? If yes, when did they start and when do they finish? If no, when do we plan on starting and finishing? - Yes; data collection is ongoing - 09/09/13 to 09/16/13. HOWEVER, due to the "TL24 Test", all data collection will have to be retaken when the "test" is complete.

- once they complete the video, how long will it take before they send us an analysis? - Data processing and develop base Synchro network - complete by 09/27/13; however will be delayed to ongoing "TL24 Test".

Jose

**From:** Crist, Paul

**Sent:** Wednesday, September 11, 2013 1:53 PM

**To:** Antes, Vincent

**Cc:** Rivera, Jose; Mehta, Dipak; Carleton, Robert; Durando, Robert; Fulton, Cedrick; Ehler, Diannae; Stickelman, Timothy; Harriott, Thomas; Muriello, Mark

**Subject:** Re: Center & Lemoine Traffic Data- request to release traffic video files to Fort Lee police

Thanks, a few questions:

- anything been said to Ft Lee police yet?

- when did Ft Lee make the request?

- are the cameras operating yet? If yes, when did they start and when do they finish? If no, when do we plan on starting and finishing?

- once they complete the video, how long will it take before they send us an analysis?

Thanks

Paul

Paul V. Crist

Port Authority of NY and NJ -----

Sent from my BlackBerry Wireless Handheld

**From:** Antes, Vincent

**Sent:** Wednesday, September 11, 2013 01:46 PM

**To:** Crist, Paul

**Cc:** Rivera, Jose; Mehta, Dipak; Carleton, Robert; Durando, Robert; Fulton, Cedrick; Ehler, Diannae; Stickelman, Timothy; Harriott, Thomas

**Subject:** RE: Center & Lemoine Traffic Data- request to release traffic video files to Fort Lee police

The request for copies of the video traffic count info was made by Ft Lee police to the consultant installing the video equipment. The consultant passed off the request to us.

The reason video traffic counts are being made is a result of repeated vandalism to the traffic count tubes first employed. The tubes were being cut by someone on the street.

Bob D also asked a question regarding traffic videos being discoverable as a result of FOI's. After discussing with Tim Stickelman, the answer is yes. The PA may deem such requested information of a sensitive nature and elect to not send.

nnny



**From:** Crist, Paul

**Sent:** Tuesday, September 10, 2013 6:35 PM

**To:** Antes, Vincent

**Cc:** Rivera, Jose; Mehta, Dipak; Carleton, Robert; Durando, Robert; Fulton, Cedrick; Ehler, Diannae

**Subject:** Re: Center & Lemoine Traffic Data- request to release traffic video files to Fort Lee police

Vinny

Why are we taking the traffic counts?

Bob - why does Ft Lee want them?

Paul

Paul V. Crist

Port Authority of NY and NJ -----

Sent from my BlackBerry Wireless Handheld

**From:** Antes, Vincent

**Sent:** Tuesday, September 10, 2013 04:15 PM

**To:** Crist, Paul

**Cc:** Rivera, Jose; Mehta, Dipak; Carleton, Robert

**Subject:** FW: Center & Lemoine Traffic Data- request to release traffic video files to Fort Lee police

Traffic counting data will be collected in the form of video, which Ft Lee Police have asked for a copy. Jose will obtain the traffic video data but it will not leave the PA until clearance is received from the department as well as the media types.

You may want to advise Cedrick the Ft Lee police had made a inquiry for the collect traffic count data. Concerned about invasion of privacy and potentially using traffic data for other purposes, I have already been assured that the video camera placement precludes reading license plate numbers.

Vinny

**From:** Rivera, Jose

**Sent:** Tuesday, September 10, 2013 12:44 PM

**To:** Harriott, Thomas

**Cc:** Carleton, Robert; Mehta, Dipak; Durando, Robert; Antes, Vincent; Buchsbaum, Jack; Baig, Rizwan (Mirza); Lepore, Armando; Fraser, Craig

**Subject:** RE: Center & Lemoine Traffic Data- request to release traffic video files to Fort Lee police

Tom,

The consult must NOT release videos from the traffic study directly to the Fort Lee Police Department. Any video from the data collection will be sent to TB&T when they are available. HOWEVER, before any videos are sent to Fort Lee Police I strongly suggest that TB&T advise Cedrick and also get clearance from GOCOR, Media Relations, PA Police, and possibly Law.

Jose

**From:** Harriott, Thomas  
**Sent:** Tuesday, September 10, 2013 11:23 AM  
**To:** Rivera, Jose  
Carleton, Robert; Mehta, Dipak  
**Subject:** RE: Center & Lemoine Traffic Data- request to release traffic video files to Fort Lee police

Jose -

In your discussions within Engineering, has there been a decision to share these traffic videos? Please let me know. Thank you.

Tom Harriott

**From:** Rivera, Jose  
**Sent:** Thursday, September 05, 2013 10:53 AM  
**To:** Harriott, Thomas  
**Cc:** Baig, Rizwan (Mirza); Lepore, Armando; Fraser, Craig; Caruth, David; Durando, Robert; Buchsbaum, Jack  
**Subject:** RE: Center & Lemoine Traffic Data- request to release traffic video files to FortLee police

Tom,

Let me discuss this within Engineering.

Would we need clearance from, or at a minimum advise, PA Police, GOCOR, Media Relations, etc.?

Jose

**From:** Harriott, Thomas  
**Sent:** Thursday, September 05, 2013 10:21 AM  
**To:** Rivera, Jose; Baig, Rizwan (Mirza)  
**Subject:** FW: Center & Lemoine Traffic Data- request to release traffic video files to FortLee police

Jose and Rizwan -

Would it be acceptable to you to share the traffic videos from the Center and Lemoine traffic counting program with the Fort Lee police department? Please see below emails. Bob Durando is ok with sharing. Please let me know. Thank you.

Tom Harriott

**From:** Jen, Ching  
**Sent:** Wednesday, September 04, 2013 4:10 PM  
**To:** Harriott, Thomas  
**Cc:** Sloan, Stewart  
**Subject:** FW: Center & Lemoine Traffic Data- request to release traffic video files to FortLee police

Tom:

I don't know you read this email or not,  
could you response his request to get permission from PA  
in order to release video files to Fort Lee Police?

Thank you

Ching jen

**From:** beslinger@hardesty-hanover.com [mailto:beslinger@hardesty-hanover.com]  
**Date:** Wednesday, September 04, 2013 9:07 AM  
**To:** Jen, Ching  
**Cc:** mmohrmann@hardesty-hanover.com; Sloan, Stewart; Job\_2781%Hardesty\_\_Hanover@hardesty-hanover.com; Harriott, Thomas; charlie@hardesty-hanover.com  
**Subject:** Fw: Center & Lemoine Traffic Data

Ching - please see below regarding the start of the traffic counts with cameras on September 9. The Fort Lee Police Department has requested copies of the traffic video files after the counts are complete and we would like to get formal approval from PA before we release these files.

Thanks,  
Bob

Robert F. Eslinger, Jr, PE, Principal Associate

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email: [beslinger@hardesty-hanover.com](mailto:beslinger@hardesty-hanover.com)  
address: 1501 Broadway, Suite 310, New York, NY 10036  
office: 212.944.1150  
direct: 646.428.8471  
cell: 917.860.4047  
fax: 212.391.0297



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----- Forwarded by Bob Eslinger/Hardesty\_Hanover on 09/04/2013 09:01 AM -----

**From:** "Westrick, Lisa" <LWestrick@chacompanies.com>  
**To:** "mmohrmann@hardesty-hanover.com" <mmohrmann@hardesty-hanover.com>, "beslinger@hardesty-hanover.com" <beslinger@hardesty-hanover.com>, "Kahlbaugh, Dave" <DKahlbaugh@chacompanies.com>  
**Date:** 09/04/2013 08:48 AM  
**Subject:** RE: Center & Lemoine Traffic Data

Hi Mark,

We are all set and have been cleared by the Fort Lee Police to install the cameras on September 9<sup>th</sup>. However, the police department has requested copies of the video files after the counts are completed. Can you discuss with the PA to get their authorization to release the video files to the Fort Lee Police?

Thanks, Lisa

Lisa M. Westrick, P.E., Associate  
CHA - design/construction solutions

**From:** Westrick, Lisa  
**Sent:** Wednesday, August 28, 2013 9:20 AM  
**To:** 'mmohrmann@hardesty-hanover.com'  
**Cc:** beslinger@hardesty-hanover.com; Rashford, Jim  
**Subject:** RE: Center & Lemoine Traffic Data

Hi Mark,

We have discussed the schedule for data collection with Craig Fraser of the Port Authority. Because of the upcoming Labor Day holiday and consideration of back-to-school conditions, we have agreed to schedule the counts to begin during the week of September 9<sup>th</sup>. Below is our updated schedule for the follow-up work products for the traffic analysis.

- Traffic Data Collection - 09/09/13 to 09/16/13
- Data Processing and develop base Synchro network - complete by 09/27/13
- Develop detour volumes and conduct capacity analysis - complete by 10/25/13

• Submit Draft Tech Memo - 11/01/13

This schedule supposes that we will progress our work without PA review of interim submissions. If the PA would prefer to review interim stages (such as to review the volumes before we do the analysis, or to review the model of existing before we proceed with detour analysis), then the schedule will be drawn out by the number of review milestones and the PA's turnaround time for review. However, unless I hear from you otherwise, I will assume that interim submissions/reviews will not be necessary.

Thank you, Lisa

Lisa M. Westrick, P.E., Associate  
**CHA** - design/construction solutions

Fulton, Cedrick

(2)

9/12/2013 2:12

**From:** Durando, Robert  
**Sent:** Thursday, September 12, 2013 2:11 PM  
**To:** Fulton, Cedrick  
**Subject:** RE: GWB toll booths from Bruce Reynolds Blvd

I have a call into him. I've been speaking with Tina; I haven't talked with Chris

**From:** Fulton, Cedrick  
**Sent:** Thursday, September 12, 2013 1:57 PM  
**To:** Durando, Robert  
**Subject:** Fw: GWB toll booths from Bruce Reynolds Blvd

You Talk to Chris prior to this?  
Sent from my BlackBerry 10 smartphone on the Verizon Wireless 4G LTE network.

**From:** Valens, Chris  
**Sent:** Thursday, September 12, 2013 1:40 PM  
**To:** Durando, Robert; Ramirez, Enrique  
**Cc:** Fulton, Cedrick; Lado, Tina  
**Subject:** Fw: GWB toll booths from Bruce Reynolds Blvd

Bob,

Do you have details on the inquiry from our good buddy below?

Chris

**From:** Cichowski, John [mailto:Cichowski@northjersey.com]  
**Sent:** Thursday, September 12, 2013 01:17 PM  
**To:** Valens, Chris  
**Subject:** GWB toll booths from Bruce Reynolds Blvd

Hi, Chris: I've been getting several calls and emails like the one below about fewer toll booths being open to the GWB from Bruce Reynolds Blvd. Can you respond to these complaints, especially the 5 questions posed by the reader below? I'm at 973-586-8153. My cell is: 973-476-6333. Much appreciated.  
-john

John Cichowski  
The Road Warrior  
The Record, Herald News & northjersey.com  
100 Commons Way  
Rockaway, NJ 07866

On Monday Sept 9, the local Ft Lee approach to the GWB via Bruce Reynolds Blvd and Martha Washington Way changed dramatically. What used to be 3 toll booths from the local approach has turned into one toll booth, creating a large traffic backup that stretches back onto Hudson Terrace all the way to Englewood Cliffs. Our commute to midtown Manhattan from Tenafly used to take 30 - 35 minutes. On Monday, it took 2 hours and 15 minutes and on Tuesday it took 90 minutes. At the advice of the Ft Lee Police Dept, we got onto Rt 4 in Englewood and merged onto 95 and the last two mornings the commute took over an hour.

The Fort Lee Police do not have any answers, they claim it's the Port Authority's decision to close the local toll booths and that I should complain to them. I tried to call the PA but I can't get a live person on the phone. My questions to you are why didn't the Port Authority warn commuters about this change? Why did they do this? How long will it last? What is the goal of these local tollbooth closures?

Fulton, Cedrick

①

9/13/2013  
[Handwritten signature]

**From:** Durando, Robert  
**Sent:** Friday, September 13, 2013 6:03 AM  
**To:** Fulton, Cedrick  
**Cc:** Ehler, Diannae; Ramirez, Enrique  
**Subject:** Fw: Please call me after 6am

Fyi

----- Original Message -----  
**From:** Foye, Patrick  
**Sent:** Friday, September 13, 2013 06:01 AM  
**To:** Durando, Robert  
**Subject:** Please call me after 6am

[Redacted]

**Fulton, Cedrick**

②

9/13/2013

242

**From:** Durando, Robert  
**Sent:** Friday, September 13, 2013 8:04 AM  
**To:** Foye, Patrick; Fulton, Cedrick  
**Cc:** Baroni, Bill; Dunne, Joseph P.; Koumoutsos, Louis; Zipf, Peter; Samson, David; 'SRechler@RXRRealty.com'; Buchbinder, Darrell  
**Subject:** Re: Fort Lee eastbound access to GWB

We have restored the 3 toll lanes to Ft Lee.

**From:** Foye, Patrick  
**Sent:** Friday, September 13, 2013 07:44 AM  
**To:** Fulton, Cedrick; Durando, Robert  
**Cc:** Baroni, Bill; Dunne, Joseph P.; Koumoutsos, Louis; Zipf, Peter; Samson, David; 'Rechler, Scott' <SRechler@RXRRealty.com>; Buchbinder, Darrell  
**Subject:** Fort Lee eastbound access to GWB

After reading last night's media pendings, I made inquiries and received calls on this matter which is very troubling. Here is what I learned: reversing over 25 years of PA GWB operations, the three lanes in Fort Lee eastbound to the GWB were reduced to one lane on Monday of this week without notifying Fort Lee, the commuting public we serve, the ED or Media. A decision of this magnitude should be made only after careful deliberation and upon sign off by the ED. Reports are that Fort Lee has experienced severe traffic delays engulfing the entire Fort Lee area since Monday. I am appalled by the lack of process, failure to inform our customers and Fort Lee and most of all by the dangers created to the public interest, so I am reversing this decision now effective as soon as TBT and PAPD tell me it is safe to do so today.

I am making this decision for the following reasons:

1. This hasty and ill-advised decision has resulted in delays to emergency vehicles. I pray that no life has been lost or trip of a hospital- or hospice-bound patient delayed.
2. This hasty and ill-advised decision has undoubtedly had an adverse effect on economic activity in both states. That is contrary to the directive we have from our Governors to do everything possible to create jobs in both States.
3. I will not allow this hasty and ill-advised decision to delay the travels of those observing Yom Kippur tonight or the holidays to follow.
4. I believe this hasty and ill-advised decision violates Federal Law and the laws of both States.

To be clear, I will get to the bottom of this abusive decision which violates everything this agency stands for; I intend to learn how PA process was wrongfully subverted and the public interest damaged to say nothing of the credibility of this agency.

Finally, I am open to considering changes to each of our facilities if there is a case to be made that change will benefit the public interest. In the case of the Fort Lee eastbound access lanes, approval of this action will require:

1. Written sign off by TBT, Traffic Engineering and PAPD. That sign off was not sought or obtained here.
2. Prior discussion with the local government and a communication plan and plenty of advance notice to the commuting public. That did not occur here.
3. Consideration of the effects on emergency vehicles and sign off by PAPD. That did not occur here.
4. Consideration of the financial impact on the PA in terms of O/T. That too did not occur here.

Cedric and Bob—please let this group know when access to three lanes in Fort Lee can be restored as soon as possible day. This is a matter of public safety and time is of the essence.





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**From:** Durando, Robert  
**Sent:** Monday, September 09, 2013 8:14 AM  
**To:** Fulton, Cedrick  
**Cc:** Ehler, Diannae; Muriello, Mark

Good Morning,

Traffic remains heavy on all approaches. We've taken two calls from irate customers regarding 3 toll lanes being reduced to one. They were advised that we're testing a new traffic pattern and referred to the General PA as per DW. FLPD has reached out to our Tour Commander to discuss the new alignment. I'll let you know how that goes once it happens.

Robert M. Durando  
General Manager  
George Washington Bridge and  
Bus Station

**From:** Durando, Robert  
**Sent:** Monday, September 09, 2013 8:31 AM  
**To:** Fulton, Cedrick  
**Cc:** Ehler, Diannae; Muriello, Mark

DW has left the building. He'll be "checking back" with me later to discuss how this morning went.

Robert M. Durando  
General Manager  
George Washington Bridge and  
Bus Station

**From:** Durando, Robert  
**Sent:** Tuesday, September 10, 2013 11:25 AM  
**To:** Fulton, Cedrick  
**Cc:** Ehler, Diannae; Muriello, Mark; Licorish, Darcy; Ramirez, Enrique

Good Morning.

Just got off the phone with DW. He'd like to continue the test of tl 24 through tomorrow

Robert M. Durando  
General Manager  
George Washington Bridge and  
Bus Station

**From:** Durando, Robert  
**Sent:** Wednesday, September 11, 2013 12:13 PM  
**To:** Fulton, Cedrick  
**Cc:** Ehler, Diannae; Muriello, Mark; Licorish, Darcy; Ramirez, Enrique; Sagrestano, Kenneth; Noa, Anthony

Good Afternoon,

Just spoke with DW and we will be continuing the test tomorrow.

Robert M. Durando  
General Manager  
George Washington Bridge and  
Bus Station

**From:** Durando, Robert  
**Sent:** Wednesday, September 11, 2013 9:20 AM  
**To:** Muriello, Mark  
Fulton, Cedrick; Ehler, Diannae; Ramirez, Enrique

Good Morning Mark,

Following up on our discussion yesterday, as part of our Toll Lane 24 test, we have one additional toll collector each tour to cover any "personal" breaks needed by the collector assigned to TL 24. The annualized cost of that coverage, using 2014 factored toll collector overtime rates is as follow:

3 TC's/day (1 each tour) x 7 days/week=21 additional toll collector tours/week  
21 tours x 52 weeks=1092 tours/year x 8 hours/tour=8736 hours of unbudgeted overtime  
8736 hours x \$68.63/hour (TC factored OT rate)= \$600k of currently unbudgeted annualized expense

I will attempt to get a sense from PAPD the cost of additional police coverage and the impact on their administrative function being performed, now that the officers who would normally perform those Admin functions are out in the field covering critical Fort Lee intersections for the extended morning rush period. If you have any questions please call. thanks

Robert M. Durando  
General Manager  
George Washington Bridge and  
Bus Station

**From:** Durando, Robert  
**Sent:** Thursday, September 12, 2013 11:22 AM  
**To:** Lado, Tina  
Fulton, Cedrick

Good Morning Tina,  
Just an fyi- staff here have rec'd two calls from very upset customers regarding the tl 24 test

Robert M. Durando  
General Manager  
George Washington Bridge and  
Bus Station

**From:** Durando, Robert  
**Sent:** Monday, September 09, 2013 12:09 PM  
**To:** Fulton, Cedrick  
**Cc:** Ehler, Diannae; Muriello, Mark; Ramirez, Enrique; Sagrestano, Kenneth  
**Subject:** Fw: Angry Patron

Fyi, so you get a flavor of the complaints. We've gotten a half dozen calls + or -

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**From:** Herrera, Lisa  
**Sent:** Monday, September 09, 2013 12:06 PM  
**To:** Durando, Robert  
**Subject:** Angry Patron

Hi Bob:

I just got another call from a patron... she says that the Port Authority "doesn't care about their customers and they are playing God with people's jobs". Her husband was 40 minutes late to a job that he just got after being out of work for over a year. She said a lot of other things, but I will spare you her rant!

Lisa



**From:** Durando, Robert  
**Sent:** Thursday, September 12, 2013 11:47 AM  
**To:** Lado, Tina  
**Cc:** Fulton, Cedrick; Ehler, Diannae  
**Subject:** FW: Complaints on Ft. Lee Traffic

fyi

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**From:** Trzaska, Rosa  
**Sent:** Thursday, September 12, 2013 11:45 AM  
**To:** Durando, Robert; Ramirez, Enrique  
**Subject:** Complaints on Ft. Lee Traffic

Hi Bob/Ricky,

There have been several complaint calls coming to Bob's line. They were told from 212.435.7000 to call 201.346.4005.

I personally tried to call 212.435.7000 and everything was automated and didn't get a live person.

Anyway, Hicham Alnach (617.699.2025) called on Bob's # complaining about the traffic change and saying he has a \$1M home in Fort Lee and bought this home to be close to the bridge/work and pays a lot of taxes why this change?

He mentioned to me that if he doesn't speak to anyone about this, he will go to the White House and Media.

Please let me know if there is anything I can do to help.

Thanks so much!


**Rosa Trzaska**  
The Port Authority of NY & NJ  
George Washington Bridge  
220 Bruce Reynolds Blvd.  
Fort Lee, NJ 07024  
(201) 346-4011  
[rtrzaska@panynj.gov](mailto:rtrzaska@panynj.gov)

From: Durando, Robert  
Sent: Friday, September 13, 2013 6:03 AM  
To: Fulton, Cedrick  
Cc: Ehler, Diannae; Ramirez, Enrique  
Subject: Fw: Please call me after 6am

Fyi

----- Original Message -----

From: Foye, Patrick  
Sent: Friday, September 13, 2013 06:01 AM  
To: Durando, Robert  
Subject: Please call me after 6am



**From:** Durando, Robert  
**Sent:** Monday, September 09, 2013 2:05 PM  
**To:** Fulton, Cedrick  
Ehler, Diannae; Muriello, Mark  
**Subject:** FW: Raging Mad

Good Afternoon,  
I've been advised by DW that Mayor Sokolich called Baroni. BB will get back to the Mayor "at some point".  
I've been directed by DW to continue the operation so that we can make a business decision with regard to how to proceed. Mark's folks are looking at numbers.

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**From:** Herrera, Lisa  
**Sent:** Monday, September 09, 2013 1:56 PM  
**To:** Durando, Robert  
**Subject:** Raging Mad

Hi Bob:

Dr. Fried called asking to speak to you regarding the change in traffic pattern this morning. He spoke to Fort Lee Police and will call the governor's office as well. He demands that public information be disseminated and an explanation given. Please call him back at 201-390-4832.

Don't kill the messenger...

Lisa

**From:** Durando, Robert  
**Sent:** Sunday, September 08, 2013 10:53 AM  
**To:** Fulton, Cedrick  
**Subject:** Fw:

Took a shot. He didn't bite.

----- Original Message -----

**From:** Durando, Robert  
**Sent:** Sunday, September 08, 2013 10:21 AM  
**To:** Wildstein, David  
**Subject:** Re:

So will I. Ops is on board, Mtce is covering signs tonight, and Police are aware that they will be controlling traffic in the intersections for the extended rush. We've also brought a toll collector in on overtime to keep toll lane 24 (the extreme right hand toll lane Upper level) in the event the collector assigned to TL 24 needs a personal. See you in the morning.

----- Original Message -----

**From:** Wildstein, David  
**Sent:** Sunday, September 08, 2013 10:09 AM  
**To:** Durando, Robert  
**Subject:**

Will be at bridge early Monday am to view new lane test.

**From:** Durando, Robert  
**Sent:** Tuesday, September 24, 2013 8:00 AM  
**To:** Archie, Gwendolyn; Crist, Paul; Ehler, Diannae  
**Cc:** Fulton, Cedrick  
**Subject:** RE: Action Required: FOI 14294 - Ted Mann (The Wall Street Journal)  
**Attachments:** Re Please call me after 6am.txt; 15-min trf GWB 9-10-13 vs 9-11-12.xlsx; 15-min trf GWB 9-11-13 vs 9-12-12.xlsx; Complaints on Ft. Lee Traffic .htm; FW Center Lemoine Traffic Data- request to release traffic video files to Fort Lee police.htm; Fw GWB toll booths from Bruce Reynolds Blvd.htm; Fw GWB toll booths from Bruce Reynolds Blvd.htmvalens.htm; FW GWB Traffic by Toll Lane 91113 vs 91212.rtf; FW GWB Upper Level Toll Plaza Modified.rtf; GWB\_UL - Toll lanes Reconfig.pdf; GWB UL Tolls 6.pdf; I forgot to ask you . . . .htm; Please call me after 6am.txtfoye.txt; Re Fort Lee eastbound access to GWB.htm; Re Fort Lee eastbound access to GWB.htmfoye.htm

Good Morning-

Attached are all relevant materials pertaining to the FOI request for your review. I would suggest that you speak with Mark Muriello and Jose Rivera regarding any data collection and conclusions made based on that data. There was no communication between myself and the Borough of Ft Lee regarding the matter indicated in the FOI request. Thanks Gwen.

Bob

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**From:** Archie, Gwendolyn  
**Sent:** Monday, September 23, 2013 5:06 PM  
**To:** Durando, Robert; Crist, Paul; Ehler, Diannae  
**Cc:** Fulton, Cedrick  
**Subject:** Action Required: FOI 14294 - Ted Mann (The Wall Street Journal)

Good Afternoon,

See the below email and attached FOI request for information on traffic patterns at the GWB during the week of September 9, 2013. Reply indicating whether or not TB&T has the requested information. If so, have staff provide one copy of the material that addresses the request and advise if TB&T has any financial, policy or public relation concerns associated with the release of this material.

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Sent using BlackBerry

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**From:** Torres Rojas, Genara  
**Sent:** Monday, September 23, 2013 03:05 PM  
**To:** Fulton, Cedrick; Simon, Brian; Starace, Jim  
**Cc:** Abelians, Ana; Archie, Gwendolyn; Berger, Denise (Engineering); Buchbinder, Darrell; Coleman, Steve; DiMarco, Gretchen; Duffy, Daniel; Eastman, Karen; Handel, Linda; Lado, Tina; Ma, John; Marsico, Ron; MacSpadden, Lisa; McDonough, John; Qureshi, Ann; Rojas, Arlett; Stickelman, Timothy; Van Duyne, Sheree; Velasco-Lopez, Mariana; Wildstein, David  
**Subject:** FOI REQUEST REFERENCE NO. 14294 - TED MANN (THE WALL STREET JOURNAL)

**TOPIC:** Request for copies of any records regarding changes in traffic patterns on the George Washington Bridge that occurred the week of Sept. 9, 2013, including: any documents reflecting the purpose, methods or conclusion of the traffic study undertaken by the Port Authority any notification or correspondence to any officials of Fort Lee, N.J. reflecting the traffic pattern changes any scheduled meetings with officials from outside the Port Authority concerning traffic changes and any internal correspondence among Port Authority staff, leadership, board members or other personnel concerning traffic conditions on or management of the bridge between Sept. 1, 2013 and the present date

Attached is a Freedom of Information request for your handling. Your response is due within three (3) business days.

**YOUR RESPONSE SHOULD INCLUDE RECOMMENDATIONS AS TO ANY SUGGESTED REDACTIONS. PLEASE ENSURE THAT YOU CITE THE SPECIFIC EXEMPTION.**

Your written response should include any financial, policy or public relation concerns associated with the release of this material. Any staff representing you on this review should be thoroughly familiar with current departmental policy and business matters to represent your direct views in this matter.

- If no records are found, please confirm that fact in writing. Please ensure that your search for records covers any copies at the facilities or off-site storage facilities.
- Please note that new documents should not be created in response to this request.
- Whenever possible, your response should be sent in electronic format, since it will be posted to the Port Authority's website

Please keep track of time spent searching for records. This does not include time spent retrieving or copying the responsive records. Your response should note the amount of time, if greater than an hour, and the pay level of the person performing the search.

If you have any questions pertaining to the attached request, please call Dan Duffy at (212) 435-2542 or Ann Qureshi at 212-435-6657.

Att.

Re Please call me after 6am.txt

From: Wildstein, David  
Sent: Friday, September 13, 2013 7:01 AM  
To: Durando, Robert  
Subject: Re: Please call me after 6am

His staff knows, but bb will to him

----- Original Message -----

From: Durando, Robert  
Sent: Friday, September 13, 2013 06:46 AM  
To: Wildstein, David  
Subject: Re: Please call me after 6am

He asked about the test. He asked why he wasn't told.

----- Original Message -----

From: Wildstein, David  
Sent: Friday, September 13, 2013 06:13 AM  
To: Durando, Robert  
Subject: Re: Please call me after 6am

Let's me know what he says, thanks

On Sep 13, 2013, at 6:04 AM, "Durando, Robert" <rdurando@panynj.gov> wrote:

> Fyi

>

> ----- Original Message -----

> From: Foye, Patrick  
> Sent: Friday, September 13, 2013 06:01 AM  
> To: Durando, Robert  
> Subject: Please call me after 6am

>

> [REDACTED]

year	2013
month	9
day	9

		GWBU									
hours	minutes	2	4	6	8	10	12	14	16	18	20
0 Total		(5)	(7)	15	(46)	11	33	25	59	27	48
1 Total		(7)	(28)	(20)	79	11	20	7	(11)	16	(4)
2 Total		6	12	4	(28)	3	20	15	(6)	41	17
3 Total		(1)	2	(12)	23	23	1	(29)	54	(6)	7
4 Total		4	1	(37)	(13)	(18)	7	(14)	8	(11)	3
5 Total		(14)	(26)	(2)	(34)	0	13	(5)	2	(33)	59
6 Total		(119)	(60)	(89)	(31)	(33)	59	(107)	(88)	(3)	54
7 Total		21	(9)	14	(14)	(20)	10	(49)	(76)	19	(13)
8 Total		226	83	(59)	(4)	116	58	(61)	117	27	(82)
9 Total		118	12	(51)	(40)	54	85	70	(17)	(1)	(107)

<b>Total (6am-10am)</b>	<b>246</b>	<b>26</b>	<b>(185)</b>	<b>(89)</b>	<b>117</b>	<b>212</b>	<b>(147)</b>	<b>(64)</b>	<b>42</b>	<b>(148)</b>
	30%	2%	-15%	-6%	12%	24%	-11%	-4%	3%	-11%



			GWBL									
22	24	62	54	56	58	60	62	64	68	70	72	
222	50	(227)	0	(32)	0	(103)	(148)	(41)	(6)	0	(13)	
126	50	(220)	0	(11)	0	(72)	(116)	(31)	(2)	0	(14)	
50	38	(173)	0	(12)	(1)	(55)	(100)	(17)	(3)	(1)	(9)	
103	53	(99)	0	(10)	0	(59)	(147)	(25)	(11)	(1)	(2)	
20	40	0	0	10	0	29	(18)	(1)	(6)	2	(2)	
(180)	131	0	1	7	22	39	11	28	41	4	7	
(302)	432	0	96	38	199	(102)	20	(24)	(67)	195	92	
(25)	18	0	77	66	70	79	137	146	(2)	42	40	
(135)	277	0	22	32	97	120	204	9	(55)	(31)	(103)	
(373)	154	0	(108)	(68)	51	262	348	(207)	(137)	(197)	(117)	

(835)	881		87	68	417	359	709	(76)	(261)	9	(88)
-47%	80%		9%	6%	33%	19%	25%	-3%	-15%	1%	-8%

	GWBP						Total	Total	Total
							GWBU	GWBL	GWBP
74	34	36	38	40	44	46			
0	0	0	(2)	(32)	(2)	(4)	432	(343)	(40)
0	1	2	1	3	(7)	0	239	(246)	0
0	0	(2)	(4)	3	(3)	1	172	(198)	(5)
(1)	0	6	2	(3)	(2)	(1)	218	(256)	2
0	1	6	(10)	(26)	(2)	2	(10)	14	(29)
0	(4)	3	(7)	(21)	7	(4)	(89)	160	(26)
99	27	(21)	19	7	4	4	(287)	546	40
70	54	(40)	(1)	(66)	61	14	(124)	725	22
(71)	(32)	(37)	(56)	(44)	(30)	(41)	563	224	(240)
(135)	55	(10)	30	41	61	12	(96)	(308)	189

(37)	104	(108)	(8)	(62)	96	(11)	56	1187	11
-4%	18%	-7%	0%	-4%	9%	-2%	0%	8%	0%

Total
GWB
49
(7)
(31)
(36)
(25)
45
299
623
547
(215)

1254
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3%

0                    0                    0

year	2013
month	9
day	9

		GWBU							
hours	minutes	2	4	6	8	10	12	14	16
0	:00	(3)	(8)	(5)	(4)	7	13	8	15
	:15	0	0	(3)	(13)	5	9	11	6
	:30	0	(4)	(1)	2	(1)	(5)	(3)	20
	:45	(2)	5	24	(31)	0	16	9	18
<b>0 Total</b>		<b>(5)</b>	<b>(7)</b>	<b>15</b>	<b>(46)</b>	<b>11</b>	<b>33</b>	<b>25</b>	<b>59</b>
1	:00	(6)	(14)	7	12	(3)	(2)	(1)	3
	:15	0	(14)	(25)	43	12	(1)	(8)	(13)
	:30	(1)	1	(4)	12	4	15	(2)	(10)
	:45	0	(1)	2	12	(2)	8	18	9
<b>1 Total</b>		<b>(7)</b>	<b>(28)</b>	<b>(20)</b>	<b>79</b>	<b>11</b>	<b>20</b>	<b>7</b>	<b>(11)</b>
2	:00	3	1	2	(16)	(7)	(4)	(1)	0
	:15	3	4	1	(6)	8	19	6	(1)
	:30	0	3	(2)	0	1	0	3	(3)
	:45	0	4	3	(6)	1	5	7	(2)
<b>2 Total</b>		<b>6</b>	<b>12</b>	<b>4</b>	<b>(28)</b>	<b>3</b>	<b>20</b>	<b>15</b>	<b>(6)</b>
3	:00	0	4	(4)	10	8	2	(6)	7
	:15	0	(7)	(2)	(5)	4	4	0	15
	:30	(1)	0	1	19	7	2	(8)	17
	:45	0	5	(7)	(1)	4	(7)	(15)	15
<b>3 Total</b>		<b>(1)</b>	<b>2</b>	<b>(12)</b>	<b>23</b>	<b>23</b>	<b>1</b>	<b>(29)</b>	<b>54</b>
4	:00	1	1	(13)	(4)	(1)	3	(7)	14
	:15	3	8	(3)	(4)	0	9	9	(13)
	:30	1	3	(7)	(3)	0	(4)	(8)	5
	:45	(1)	(11)	(14)	(2)	(17)	(1)	(8)	2
<b>4 Total</b>		<b>4</b>	<b>1</b>	<b>(37)</b>	<b>(13)</b>	<b>(18)</b>	<b>7</b>	<b>(14)</b>	<b>8</b>
5	:00	(2)	(3)	(11)	(19)	(1)	0	(1)	(3)
	:15	(2)	(23)	3	2	(1)	9	(8)	4
	:30	(6)	1	5	(3)	6	8	6	0
	:45	(4)	(1)	1	(14)	(4)	(4)	(2)	1
<b>5 Total</b>		<b>(14)</b>	<b>(26)</b>	<b>(2)</b>	<b>(34)</b>	<b>0</b>	<b>13</b>	<b>(5)</b>	<b>2</b>
6	:00	(4)	2	(19)	(6)	(11)	1	(20)	(13)
	:15	(18)	(37)	(55)	(32)	18	48	(35)	(31)
	:30	(65)	(30)	(10)	(1)	(27)	12	(19)	(17)
	:45	(32)	5	(5)	8	(13)	(2)	(33)	(27)
<b>6 Total</b>		<b>(119)</b>	<b>(60)</b>	<b>(89)</b>	<b>(31)</b>	<b>(33)</b>	<b>59</b>	<b>(107)</b>	<b>(88)</b>
7	:00	(8)	(2)	3	(4)	(4)	14	(25)	10
	:15	(6)	4	12	0	(15)	(10)	(27)	(21)
	:30	2	(13)	(2)	13	1	18	16	(37)
	:45	33	2	1	(23)	(2)	(12)	(13)	(28)
<b>7 Total</b>		<b>21</b>	<b>(9)</b>	<b>14</b>	<b>(14)</b>	<b>(20)</b>	<b>10</b>	<b>(49)</b>	<b>(76)</b>
8	:00	66	24	(5)	(44)	24	2	(42)	21

	:15	65	32	9	(23)	21	4	(25)	9
	:30	82	20	(28)	52	39	34	(9)	56
	:45	13	7	(35)	11	32	18	15	31
<b>8 Total</b>		<b>226</b>	<b>83</b>	<b>(59)</b>	<b>(4)</b>	<b>116</b>	<b>58</b>	<b>(61)</b>	<b>117</b>
	9:00	42	41	(52)	66	(2)	23	0	36
	:15	6	17	5	(20)	19	11	(12)	75
	:30	38	(6)	25	(10)	22	20	19	(15)
	:45	32	(40)	(29)	(76)	15	31	63	(113)
<b>9 Total</b>		<b>118</b>	<b>12</b>	<b>(51)</b>	<b>(40)</b>	<b>54</b>	<b>85</b>	<b>70</b>	<b>(17)</b>

<b>Grand Total (0600 hrs-1000hrs)</b>	<b>246</b>	<b>26</b>	<b>(185)</b>	<b>(89)</b>	<b>117</b>	<b>212</b>	<b>(147)</b>	<b>(64)</b>
	30%	2%	-15%	-6%	12%	24%	-11%	-4%

				GWBL							
18	20	22	24		54	56	58	60	62	64	68
4	24	59	8	(62)	0	(12)	0	(26)	(37)	(10)	(2)
15	10	55	25	(53)	0	(7)	0	(28)	(47)	(13)	0
8	9	56	13	(67)	0	(7)	0	(22)	(38)	(10)	(2)
0	5	52	4	(45)	0	(6)	0	(27)	(26)	(8)	(2)
<b>27</b>	<b>48</b>	<b>222</b>	<b>50</b>	<b>(227)</b>	<b>0</b>	<b>(32)</b>	<b>0</b>	<b>(103)</b>	<b>(148)</b>	<b>(41)</b>	<b>(6)</b>
16	(2)	37	14	(56)	0	(6)	0	(13)	(30)	(12)	(2)
6	2	26	14	(53)	0	(3)	0	(15)	(30)	(6)	0
(10)	10	40	16	(50)	0	(1)	0	(23)	(25)	(6)	0
4	(14)	23	6	(61)	0	(1)	0	(21)	(31)	(7)	0
<b>16</b>	<b>(4)</b>	<b>126</b>	<b>50</b>	<b>(220)</b>	<b>0</b>	<b>(11)</b>	<b>0</b>	<b>(72)</b>	<b>(116)</b>	<b>(31)</b>	<b>(2)</b>
13	(5)	(12)	13	(53)	0	(6)	0	(22)	(15)	(4)	(1)
21	22	9	13	(41)	0	(3)	0	(9)	(27)	(2)	0
2	(1)	28	2	(43)	0	(1)	(1)	(14)	(23)	(9)	0
5	1	25	10	(36)	0	(2)	0	(10)	(35)	(2)	(2)
<b>41</b>	<b>17</b>	<b>50</b>	<b>38</b>	<b>(173)</b>	<b>0</b>	<b>(12)</b>	<b>(1)</b>	<b>(55)</b>	<b>(100)</b>	<b>(17)</b>	<b>(3)</b>
(4)	(6)	12	14	(28)	0	(2)	0	(7)	(28)	(4)	(1)
(9)	6	23	14	(27)	0	(5)	0	(14)	(37)	(4)	(5)
3	3	37	11	(25)	0	(1)	0	(21)	(33)	(9)	(2)
4	4	31	14	(19)	0	(2)	0	(17)	(49)	(8)	(3)
<b>(6)</b>	<b>7</b>	<b>103</b>	<b>53</b>	<b>(99)</b>	<b>0</b>	<b>(10)</b>	<b>0</b>	<b>(59)</b>	<b>(147)</b>	<b>(25)</b>	<b>(11)</b>
5	2	42	16	0	0	(2)	0	(13)	(43)	(16)	(3)
9	3	(1)	14	0	0	2	0	2	(9)	3	2
(13)	(1)	(9)	4	0	0	6	0	18	16	13	5
(12)	(1)	(12)	6	0	0	4	0	22	18	(1)	(10)
<b>(11)</b>	<b>3</b>	<b>20</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>29</b>	<b>(18)</b>	<b>(1)</b>	<b>(6)</b>
(21)	12	(5)	20	0	0	3	0	26	(2)	7	2
(30)	17	(37)	26	0	1	3	0	3	(8)	11	3
0	11	(58)	23	0	0	(1)	0	(10)	6	0	9
18	19	(80)	62	0	0	2	22	20	15	10	27
<b>(33)</b>	<b>59</b>	<b>(180)</b>	<b>131</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>22</b>	<b>39</b>	<b>11</b>	<b>28</b>	<b>41</b>
(1)	27	(61)	78	0	16	0	57	19	30	(19)	2
(32)	33	(79)	103	0	21	17	95	(35)	36	11	(5)
12	(1)	(101)	142	0	46	12	41	(78)	(56)	(17)	1
18	(5)	(61)	109	0	13	9	6	(8)	10	1	(65)
<b>(3)</b>	<b>54</b>	<b>(302)</b>	<b>432</b>	<b>0</b>	<b>96</b>	<b>38</b>	<b>199</b>	<b>(102)</b>	<b>20</b>	<b>(24)</b>	<b>(67)</b>
28	(27)	(7)	9	0	12	12	12	14	34	38	(24)
7	16	6	6	0	28	24	21	27	27	33	10
7	18	(16)	(2)	0	26	19	32	31	47	47	15
(23)	(20)	(8)	5	0	11	11	5	7	29	28	(3)
<b>19</b>	<b>(13)</b>	<b>(25)</b>	<b>18</b>	<b>0</b>	<b>77</b>	<b>66</b>	<b>70</b>	<b>79</b>	<b>137</b>	<b>146</b>	<b>(2)</b>
8	(23)	(42)	(3)	0	26	17	17	23	42	50	18

(3)	(27)	(46)	43	0	11	22	26	17	30	28	4
10	(2)	(12)	150	0	(1)	0	28	52	79	6	(9)
12	(30)	(35)	87	0	(14)	(7)	26	28	53	(75)	(68)
<b>27</b>	<b>(82)</b>	<b>(135)</b>	<b>277</b>	<b>0</b>	<b>22</b>	<b>32</b>	<b>97</b>	<b>120</b>	<b>204</b>	<b>9</b>	<b>(55)</b>
(3)	(33)	(63)	75	0	(10)	1	39	0	29	(82)	(35)
0	(48)	(80)	56	0	(14)	(24)	8	0	3	(115)	(55)
(2)	2	(79)	18	0	(38)	(29)	7	117	158	3	(27)
4	(28)	(151)	5	0	(46)	(16)	(3)	145	158	(13)	(20)
<b>(1)</b>	<b>(107)</b>	<b>(373)</b>	<b>154</b>	<b>0</b>	<b>(108)</b>	<b>(68)</b>	<b>51</b>	<b>262</b>	<b>348</b>	<b>(207)</b>	<b>(137)</b>

<b>42</b>	<b>(148)</b>	<b>(835)</b>	<b>881</b>		<b>87</b>	<b>68</b>	<b>417</b>	<b>359</b>	<b>709</b>	<b>(76)</b>	<b>(261)</b>
3%	-11%	-47%	80%		9%	6%	33%	19%	25%	-3%	-15%

			GWBP						Total GWBU	Total GWBL
70	72	74	34	36	38	40	44	46		
0	(5)	0	0	4	(1)	(14)	0	(4)	118	(92)
0	(2)	0	0	1	1	(7)	2	(1)	120	(97)
0	(2)	0	0	(2)	1	(10)	(3)	0	94	(81)
0	(4)	0	0	(3)	(3)	(1)	(1)	1	100	(73)
<b>0</b>	<b>(13)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>(2)</b>	<b>(32)</b>	<b>(2)</b>	<b>(4)</b>	<b>432</b>	<b>(343)</b>
0	(2)	0	0	0	2	(3)	(6)	0	61	(65)
0	(7)	0	1	1	(1)	(2)	(1)	0	42	(61)
0	(4)	0	0	1	(1)	0	(2)	0	71	(59)
0	(1)	0	0	0	1	8	2	0	65	(61)
<b>0</b>	<b>(14)</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>(7)</b>	<b>0</b>	<b>239</b>	<b>(246)</b>
0	(6)	0	0	(1)	(3)	3	0	0	(13)	(54)
0	(1)	0	0	0	2	(1)	(2)	(1)	99	(42)
(1)	(2)	0	0	0	(3)	2	(2)	1	33	(51)
0	0	0	0	(1)	0	(1)	1	1	53	(51)
<b>(1)</b>	<b>(9)</b>	<b>0</b>	<b>0</b>	<b>(2)</b>	<b>(4)</b>	<b>3</b>	<b>(3)</b>	<b>1</b>	<b>172</b>	<b>(198)</b>
0	(1)	0	0	1	(1)	(2)	0	(1)	37	(43)
(1)	(1)	0	0	0	0	(4)	(5)	(1)	43	(67)
0	0	(1)	0	1	2	(2)	0	1	91	(67)
0	0	0	0	4	1	5	3	0	47	(79)
<b>(1)</b>	<b>(2)</b>	<b>(1)</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>(3)</b>	<b>(2)</b>	<b>(1)</b>	<b>218</b>	<b>(256)</b>
0	0	0	1	(3)	(7)	(3)	(1)	1	59	(77)
2	(3)	0	0	1	0	(3)	(2)	0	34	(1)
0	1	0	0	5	(3)	(4)	0	1	(32)	59
0	0	0	0	3	0	(16)	1	0	(71)	33
<b>2</b>	<b>(2)</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>(10)</b>	<b>(26)</b>	<b>(2)</b>	<b>2</b>	<b>(10)</b>	<b>14</b>
0	2	0	2	(2)	1	5	2	(2)	(34)	38
0	2	0	1	(6)	(6)	(10)	2	(2)	(40)	15
0	0	0	2	1	3	0	(1)	(1)	(7)	4
4	3	0	(9)	10	(5)	(16)	4	1	(8)	103
<b>4</b>	<b>7</b>	<b>0</b>	<b>(4)</b>	<b>3</b>	<b>(7)</b>	<b>(21)</b>	<b>7</b>	<b>(4)</b>	<b>(89)</b>	<b>160</b>
19	18	18	4	(8)	1	13	(5)	(8)	(27)	160
36	16	13	(1)	8	20	(14)	(3)	(4)	(117)	205
102	27	31	9	(8)	(12)	(3)	(6)	3	(105)	109
38	31	37	15	(13)	10	11	18	13	(38)	72
<b>195</b>	<b>92</b>	<b>99</b>	<b>27</b>	<b>(21)</b>	<b>19</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>(287)</b>	<b>546</b>
18	6	28	22	(16)	(8)	(20)	9	10	(13)	150
7	18	7	18	(9)	(9)	(16)	14	5	(28)	202
23	9	24	9	(24)	(4)	(35)	23	(4)	5	273
(6)	7	11	5	9	20	5	15	3	(88)	100
<b>42</b>	<b>40</b>	<b>70</b>	<b>54</b>	<b>(40)</b>	<b>(1)</b>	<b>(66)</b>	<b>61</b>	<b>14</b>	<b>(124)</b>	<b>725</b>
35	5	15	19	18	42	21	33	20	(14)	248



11	(23)	3	(13)	(19)	(32)	(22)	(8)	(23)	59	129
(19)	(52)	(59)	(19)	(15)	(31)	(8)	(17)	(19)	392	25
(58)	(33)	(30)	(19)	(21)	(35)	(35)	(38)	(19)	126	(178)
<b>(31)</b>	<b>(103)</b>	<b>(71)</b>	<b>(32)</b>	<b>(37)</b>	<b>(56)</b>	<b>(44)</b>	<b>(30)</b>	<b>(41)</b>	<b>563</b>	<b>224</b>
(40)	(17)	(20)	37	3	16	11	35	13	130	(135)
(44)	(33)	(27)	14	2	23	7	26	7	29	(301)
(65)	(47)	(53)	2	(6)	(3)	7	(6)	(3)	32	26
(48)	(20)	(35)	2	(9)	(6)	16	6	(5)	(287)	102
<b>(197)</b>	<b>(117)</b>	<b>(135)</b>	<b>55</b>	<b>(10)</b>	<b>30</b>	<b>41</b>	<b>61</b>	<b>12</b>	<b>(96)</b>	<b>(308)</b>

<b>9</b>	<b>(88)</b>	<b>(37)</b>	<b>104</b>	<b>(108)</b>	<b>(8)</b>	<b>(62)</b>	<b>96</b>	<b>(11)</b>	<b>56</b>	<b>1187</b>
1%	-8%	-4%	18%	-7%	0%	-4%	9%	-2%	0%	8%

Total GWBP
(15)
(4)
(14)
(7)
<b>(40)</b>
(7)
(2)
(2)
11
<b>0</b>
(1)
(2)
(2)
0
<b>(5)</b>
(3)
(10)
2
13
<b>2</b>
(12)
(4)
(1)
(12)
<b>(29)</b>
6
(21)
4
(15)
<b>(26)</b>
(3)
6
(17)
54
<b>40</b>
(3)
3
(35)
57
<b>22</b>
153

118

(92)

(15)

(117)
(109)
(167)
<b>(240)</b>
115
79
(9)
4
<b>189</b>

<b>11</b>
0%

**1254**  
3%

year	2013
month	9
day	9

		GWBU							
hours	minutes	2	4	6	8	10	12	14	16
0	:00	-100%	-57%	-17%	-7%	35%	65%	53%	136%
	:15	#DIV/0!	0%	-13%	-22%	26%	31%	73%	75%
	:30	0%	-67%	-4%	4%	-4%	-18%	-14%	#DIV/0!
	:45	-67%	71%	126%	-61%	0%	73%	60%	150%
<b>0 Total</b>		<b>-71%</b>	<b>-18%</b>	<b>15%</b>	<b>-21%</b>	<b>13%</b>	<b>33%</b>	<b>37%</b>	<b>190%</b>
1	:00	-100%	-70%	54%	32%	-18%	-17%	-5%	14%
	:15	#DIV/0!	-93%	-60%	478%	75%	-4%	-73%	-50%
	:30	-100%	17%	-18%	29%	29%	167%	-8%	-71%
	:45	#DIV/0!	-14%	15%	29%	-8%	57%	225%	69%
<b>1 Total</b>		<b>-100%</b>	<b>-58%</b>	<b>-22%</b>	<b>61%</b>	<b>15%</b>	<b>34%</b>	<b>11%</b>	<b>-15%</b>
2	:00	#DIV/0!	14%	14%	-34%	-39%	-21%	-7%	0%
	:15	#DIV/0!	100%	6%	-12%	40%	119%	40%	-4%
	:30	#DIV/0!	100%	-10%	0%	7%	0%	33%	-14%
	:45	#DIV/0!	133%	14%	-10%	4%	29%	47%	-10%
<b>2 Total</b>		<b>#DIV/0!</b>	<b>71%</b>	<b>5%</b>	<b>-13%</b>	<b>4%</b>	<b>27%</b>	<b>28%</b>	<b>-8%</b>
3	:00	#DIV/0!	57%	-15%	22%	42%	10%	-30%	70%
	:15	#DIV/0!	-70%	-8%	-9%	24%	16%	0%	167%
	:30	-100%	0%	4%	38%	33%	10%	-33%	243%
	:45	#DIV/0!	100%	-27%	-2%	15%	-28%	-54%	150%
<b>3 Total</b>		<b>-100%</b>	<b>7%</b>	<b>-11%</b>	<b>11%</b>	<b>27%</b>	<b>1%</b>	<b>-32%</b>	<b>150%</b>
4	:00	100%	8%	-37%	-6%	-4%	15%	-28%	61%
	:15	#DIV/0!	42%	-7%	-5%	0%	43%	43%	-30%
	:30	#DIV/0!	23%	-18%	-4%	0%	-13%	-30%	14%
	:45	-100%	-65%	-27%	-2%	-44%	-5%	-28%	5%
<b>4 Total</b>		<b>200%</b>	<b>2%</b>	<b>-22%</b>	<b>-4%</b>	<b>-15%</b>	<b>8%</b>	<b>-14%</b>	<b>6%</b>
5	:00	-40%	-15%	-19%	-21%	-3%	0%	-3%	-9%
	:15	-50%	-55%	4%	2%	-2%	27%	-17%	13%
	:30	-50%	2%	6%	-3%	14%	22%	14%	0%
	:45	-40%	-2%	1%	-11%	-7%	-7%	-4%	2%
<b>5 Total</b>		<b>-45%</b>	<b>-15%</b>	<b>-1%</b>	<b>-8%</b>	<b>0%</b>	<b>9%</b>	<b>-3%</b>	<b>1%</b>
6	:00	-33%	3%	-16%	-4%	-26%	2%	-38%	-17%
	:15	-42%	-33%	-40%	-20%	45%	1600%	-48%	-36%
	:30	-66%	-27%	-9%	-1%	-28%	21%	-22%	-15%
	:45	-34%	5%	-5%	8%	-18%	-3%	-37%	-23%
<b>6 Total</b>		<b>-48%</b>	<b>-15%</b>	<b>-19%</b>	<b>-6%</b>	<b>-13%</b>	<b>35%</b>	<b>-35%</b>	<b>-22%</b>
7	:00	-9%	-2%	4%	-5%	-5%	19%	-23%	12%
	:15	-7%	4%	15%	0%	-20%	-12%	-22%	-18%
	:30	2%	-14%	-2%	19%	1%	29%	17%	-32%
	:45	85%	3%	1%	-28%	-3%	-17%	-12%	-27%
<b>7 Total</b>		<b>7%</b>	<b>-3%</b>	<b>4%</b>	<b>-5%</b>	<b>-7%</b>	<b>3%</b>	<b>-11%</b>	<b>-18%</b>
8	:00	440%	44%	-7%	-42%	49%	3%	-33%	22%

	:15	929%	80%	14%	-26%	38%	6%	-24%	8%
	:30	410%	43%	-82%	96%	108%	103%	-15%	108%
	:45	24%	14%	-67%	22%	74%	51%	21%	38%
<b>8 Total</b>		<b>233%</b>	<b>43%</b>	<b>-26%</b>	<b>-1%</b>	<b>63%</b>	<b>28%</b>	<b>-17%</b>	<b>34%</b>
9	:00	89%	73%	-100%	129%	-3%	40%	0%	45%
	:15	8%	23%	7%	-23%	31%	18%	-14%	79%
	:30	84%	-6%	45%	-12%	45%	37%	30%	-10%
	:45	128%	-44%	-40%	-66%	41%	97%	#DIV/0!	-61%
<b>9 Total</b>		<b>63%</b>	<b>4%</b>	<b>-20%</b>	<b>-12%</b>	<b>25%</b>	<b>41%</b>	<b>31%</b>	<b>-3%</b>
<b>Grand Total (0600 hrs-1000hrs)</b>		<b>30%</b>	<b>2%</b>	<b>-15%</b>	<b>-6%</b>	<b>12%</b>	<b>24%</b>	<b>-11%</b>	<b>-4%</b>

				GWBL							
18	20	22	24	54	56	58	60	62	64	68	
22%	240%	843%	33%	#DIV/0!	-100%	#DIV/0!	-100%	-100%	-100%	-100%	
214%	45%	1100%	313%	#DIV/0!	-100%	#DIV/0!	-100%	-100%	-100%	#DIV/0!	
67%	43%	800%	81%	#DIV/0!	-100%	#DIV/0!	-100%	-100%	-100%	-100%	
0%	28%	578%	27%	#DIV/0!	-100%	#DIV/0!	-100%	-100%	-100%	-100%	
<b>60%</b>	<b>68%</b>	<b>793%</b>	<b>79%</b>	#DIV/0!	-100%	#DIV/0!	-100%	-100%	-100%	-100%	
145%	-11%	617%	140%	#DIV/0!	-100%	#DIV/0!	-100%	-100%	-100%	-100%	
120%	12%	433%	140%	#DIV/0!	-100%	#DIV/0!	-100%	-100%	-100%	#DIV/0!	
-91%	77%	1333%	533%	#DIV/0!	-100%	#DIV/0!	-100%	-100%	-100%	#DIV/0!	
200%	-93%	230%	75%	#DIV/0!	-100%	#DIV/0!	-100%	-100%	-100%	#DIV/0!	
<b>55%</b>	<b>-6%</b>	<b>504%</b>	<b>161%</b>	#DIV/0!	-100%	#DIV/0!	-100%	-100%	-100%	-100%	
325%	-26%	-92%	650%	#DIV/0!	-100%	#DIV/0!	-100%	-100%	-100%	-100%	
191%	220%	150%	325%	#DIV/0!	-100%	#DIV/0!	-100%	-100%	-100%	#DIV/0!	
67%	-6%	700%	29%	#DIV/0!	-100%	-100%	-100%	-100%	-100%	#DIV/0!	
125%	9%	313%	200%	#DIV/0!	-100%	#DIV/0!	-100%	-100%	-100%	-100%	
<b>186%</b>	<b>30%</b>	<b>161%</b>	<b>211%</b>	#DIV/0!	-100%	-100%	-100%	-100%	-100%	-100%	
-44%	-30%	92%	700%	#DIV/0!	-100%	#DIV/0!	-100%	-100%	-100%	-100%	
-50%	100%	460%	467%	#DIV/0!	-100%	#DIV/0!	-100%	-100%	-100%	-100%	
75%	33%	285%	1100%	#DIV/0!	-100%	#DIV/0!	-100%	-100%	-100%	-100%	
67%	25%	194%	280%	#DIV/0!	-100%	#DIV/0!	-100%	-100%	-100%	-100%	
<b>-16%</b>	<b>14%</b>	<b>219%</b>	<b>482%</b>	#DIV/0!	-100%	#DIV/0!	-100%	-100%	-100%	-100%	
63%	12%	183%	533%	#DIV/0!	-100%	#DIV/0!	-100%	-100%	-100%	-100%	
69%	50%	-3%	93%	#DIV/0!	100%	#DIV/0!	7%	-13%	12%	25%	
-65%	-4%	-24%	22%	#DIV/0!	120%	#DIV/0!	37%	18%	50%	83%	
-55%	-3%	-27%	46%	#DIV/0!	57%	#DIV/0!	48%	16%	-2%	-56%	
<b>-17%</b>	<b>3%</b>	<b>15%</b>	<b>82%</b>	#DIV/0!	<b>63%</b>	#DIV/0!	<b>21%</b>	<b>-6%</b>	<b>-1%</b>	<b>-17%</b>	
-57%	43%	-16%	80%	#DIV/0!	75%	#DIV/0!	32%	-1%	9%	10%	
-59%	47%	-55%	79%	#DIV/0!	50%	#DIV/0!	2%	-4%	10%	8%	
0%	22%	-62%	47%	#DIV/0!	-4%	#DIV/0!	-5%	2%	0%	12%	
43%	42%	-64%	127%	#DIV/0!	5%	#DIV/0!	7%	5%	4%	22%	
<b>-20%</b>	<b>37%</b>	<b>-57%</b>	<b>84%</b>	#DIV/0!	<b>9%</b>	#DIV/0!	<b>6%</b>	<b>1%</b>	<b>4%</b>	<b>16%</b>	
-1%	150%	-59%	312%	59%	0%	97%	10%	11%	-9%	2%	
-29%	132%	-65%	294%	49%	32%	104%	-14%	12%	4%	-4%	
13%	-2%	-71%	316%	90%	16%	33%	-33%	-17%	-6%	1%	
17%	-6%	-45%	149%	14%	8%	5%	-6%	5%	0%	-34%	
<b>-1%</b>	<b>28%</b>	<b>-60%</b>	<b>243%</b>	<b>45%</b>	<b>13%</b>	<b>52%</b>	<b>-13%</b>	<b>2%</b>	<b>-3%</b>	<b>-11%</b>	
42%	-20%	-7%	10%	15%	15%	14%	16%	23%	24%	-18%	
8%	17%	7%	7%	46%	40%	33%	45%	23%	24%	12%	
9%	20%	-17%	-2%	38%	28%	51%	46%	39%	34%	18%	
-25%	-20%	-9%	5%	15%	15%	6%	9%	22%	19%	-3%	
<b>6%</b>	<b>-3%</b>	<b>-7%</b>	<b>5%</b>	<b>27%</b>	<b>23%</b>	<b>24%</b>	<b>27%</b>	<b>26%</b>	<b>25%</b>	<b>-1%</b>	
9%	-23%	-37%	-3%	34%	24%	22%	28%	31%	34%	19%	

-3%	-31%	-42%	81%		15%	32%	41%	23%	24%	20%	4%
21%	-4%	-27%	278%		-2%	0%	44%	84%	69%	5%	-13%
20%	-37%	-50%	153%		-23%	-10%	31%	24%	34%	-44%	-62%
9%	-26%	-40%	104%		8%	12%	33%	36%	39%	2%	-15%
-5%	-37%	-70%	129%		-21%	2%	56%	0%	15%	-49%	-44%
0%	-45%	-73%	68%		-34%	-35%	10%	0%	1%	-51%	-56%
-2%	3%	-52%	26%		-53%	-40%	11%	163%	139%	3%	-32%
7%	-31%	-73%	7%		-74%	-22%	-4%	171%	124%	-10%	-26%
0%	-29%	-67%	56%		-49%	-25%	17%	57%	51%	-32%	-40%
<hr/>											
3%	-11%	-47%	80%		9%	6%	33%	19%	25%	-3%	-15%

			GWBP						Total GWBU	Total GWBL	
70	72	74	34	36	38	40	44	46			
#DIV/O!	-100%	#DIV/O!	#DIV/O!	133%	-20%	-42%	0%	-44%	50.9%	-100.0%	
#DIV/O!	-100%	#DIV/O!	#DIV/O!	17%	25%	-26%	100%	-100%	58.0%	-100.0%	
#DIV/O!	-100%	#DIV/O!	#DIV/O!	-100%	33%	-42%	-100%	0%	44.1%	-100.0%	
#DIV/O!	-100%	#DIV/O!	#DIV/O!	-75%	-60%	-7%	-33%	100%	50.3%	-100.0%	
#DIV/O!	-100%	#DIV/O!	#DIV/O!	0%	-12%	-33%	-22%	-31%	50.8%	-100.0%	
#DIV/O!	-100%	#DIV/O!	#DIV/O!	0%	#DIV/O!	-30%	-100%	0%	31.3%	-100.0%	
#DIV/O!	-100%	#DIV/O!	#DIV/O!	33%	-33%	-22%	-50%	0%	23.3%	-100.0%	
#DIV/O!	-100%	#DIV/O!	#DIV/O!	100%	-33%	0%	-100%	#DIV/O!	43.8%	-100.0%	
#DIV/O!	-100%	#DIV/O!	#DIV/O!	0%	#DIV/O!	400%	#DIV/O!	#DIV/O!	41.1%	-100.0%	
#DIV/O!	-100%	#DIV/O!	#DIV/O!	25%	17%	10%	-70%	0%	34.4%	-100.0%	
#DIV/O!	-100%	#DIV/O!	#DIV/O!	-100%	-75%	150%	0%	#DIV/O!	-7.8%	-100.0%	
#DIV/O!	-100%	#DIV/O!	#DIV/O!	#DIV/O!	#DIV/O!	#DIV/O!	-17%	-100%	-100%	55.3%	-100.0%
-100%	-100%	#DIV/O!	#DIV/O!	0%	-75%	29%	-100%	#DIV/O!	19.2%	-100.0%	
#DIV/O!	#DIV/O!	#DIV/O!	#DIV/O!	-100%	0%	-9%	#DIV/O!	#DIV/O!	28.0%	-100.0%	
-100%	-100%	#DIV/O!	#DIV/O!	-50%	-40%	12%	-60%	100%	24.3%	-100.0%	
#DIV/O!	-100%	#DIV/O!	#DIV/O!	#DIV/O!	-50%	-18%	#DIV/O!	-100%	19.4%	-100.0%	
-100%	-100%	#DIV/O!	#DIV/O!	#DIV/O!	0%	-31%	-100%	-100%	22.3%	-100.0%	
#DIV/O!	#DIV/O!	-100%	#DIV/O!	#DIV/O!	67%	-10%	#DIV/O!	#DIV/O!	49.7%	-100.0%	
#DIV/O!	#DIV/O!	#DIV/O!	#DIV/O!	400%	50%	42%	#DIV/O!	#DIV/O!	20.6%	-100.0%	
-100%	-100%	-100%	#DIV/O!	600%	22%	-5%	-40%	-50%	27.4%	-100.0%	
#DIV/O!	#DIV/O!	#DIV/O!	#DIV/O!	-50%	-54%	-17%	-33%	#DIV/O!	22.5%	-100.0%	
#DIV/O!	-100%	#DIV/O!	#DIV/O!	20%	0%	-9%	-100%	#DIV/O!	10.9%	-0.7%	
#DIV/O!	100%	#DIV/O!	#DIV/O!	36%	-23%	-9%	0%	#DIV/O!	-9.1%	33.1%	
#DIV/O!	0%	#DIV/O!	0%	21%	0%	-27%	50%	#DIV/O!	-17.9%	14.5%	
#DIV/O!	-33%	#DIV/O!	100%	15%	-21%	-17%	-22%	#DIV/O!	-0.8%	2.3%	
#DIV/O!	200%	#DIV/O!	#DIV/O!	-8%	5%	7%	100%	-100%	-8.0%	11.1%	
#DIV/O!	67%	#DIV/O!	#DIV/O!	-15%	-14%	-10%	33%	-50%	-7.3%	3.1%	
#DIV/O!	0%	#DIV/O!	200%	1%	6%	0%	-11%	-14%	-1.1%	0.6%	
#DIV/O!	33%	#DIV/O!	-50%	7%	-6%	-8%	36%	11%	-1.0%	9.7%	
#DIV/O!	32%	#DIV/O!	-21%	1%	-4%	-4%	25%	-18%	-3.7%	6.1%	
86%	62%	164%	67%	-6%	1%	8%	-18%	-29%	-3.4%	16.8%	
103%	41%	46%	-5%	5%	18%	-7%	-6%	-10%	-12.3%	16.4%	
204%	52%	82%	35%	-5%	-8%	-1%	-11%	7%	-9.2%	7.7%	
44%	42%	62%	60%	-11%	7%	8%	32%	32%	-3.4%	5.7%	
101%	48%	72%	35%	-3%	4%	1%	2%	3%	-7.2%	11.2%	
19%	8%	38%	59%	-16%	-6%	-17%	10%	16%	-1.2%	14.7%	
8%	25%	9%	37%	-11%	-7%	-15%	17%	8%	-2.6%	24.7%	
32%	10%	28%	17%	-27%	-3%	-32%	24%	-7%	0.5%	31.9%	
-7%	8%	13%	9%	16%	19%	8%	16%	6%	-8.8%	10.8%	
12%	12%	22%	28%	-12%	0%	-17%	17%	6%	-3.0%	20.0%	
45%	5%	17%	41%	36%	49%	40%	45%	41%	-1.4%	26.4%	



14%	-28%	4%	-20%	-27%	-24%	-27%	-8%	-33%	6.8%	14.8%
-44%	-62%	-74%	-35%	-29%	-31%	-14%	-21%	-35%	73.7%	3.4%
-92%	-65%	-73%	-37%	-38%	-36%	-49%	-42%	-41%	17.8%	-19.4%
-12%	-33%	-25%	-15%	-16%	-14%	-17%	-9%	-19%	18.1%	6.4%
-75%	-34%	-43%	142%	4%	15%	11%	61%	37%	16.6%	-15.1%
-85%	-55%	-68%	30%	3%	23%	10%	34%	18%	3.0%	-27.9%
-87%	-64%	-72%	22%	-9%	-3%	5%	-13%	-14%	3.3%	3.2%
-71%	-40%	-53%	25%	-12%	-8%	13%	19%	-22%	-29.2%	12.5%
-79%	-50%	-59%	61%	-4%	8%	10%	29%	10%	-2.6%	-8.5%
1%	-8%	-4%	18%	-7%	0%	-4%	9%	-2%	0%	8%

Total GWBP
-29.4%
-10.0%
-41.2%
-25.9%
<b>-26.3%</b>
-35.0%
-11.1%
-14.3%
366.7%
<b>0.0%</b>
-12.5%
-22.2%
-13.3%
0.0%
<b>-10.9%</b>
-21.4%
-47.6%
8.7%
86.7%
<b>2.7%</b>
-30.0%
-8.9%
-1.4%
-13.2%
<b>-11.6%</b>
4.9%
-11.0%
1.4%
-3.3%
<b>-2.4%</b>
-0.7%
1.0%
-2.6%
10.5%
<b>1.8%</b>
-0.6%
0.6%
-6.6%
13.4%
<b>1.1%</b>
43.0%

-22.3%
-27.3%
-40.6%
-14.2%
28.8%
19.9%
-2.5%
1.2%
12.8%

0%	3.3%
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year	2013
month	9
day	11

		GWBU							
hours	minutes	2	4	6	8	10	12	14	16
0	:00	1	13	40	65	42	35	32	22
	:15		15	43	73	32	36	20	22
	:30	17	5	4	90	43	36	38	7
	:45	7	28	29	38	36	32	20	25
<b>0 Total</b>		<b>25</b>	<b>61</b>	<b>116</b>	<b>266</b>	<b>153</b>	<b>139</b>	<b>110</b>	<b>76</b>
1	:00	3	21	57	4	22	17	32	29
	:15		9	29	71		17	30	23
	:30	5	46	65	6	2		27	23
	:45	7	36	65			1	22	21
<b>1 Total</b>		<b>15</b>	<b>112</b>	<b>216</b>	<b>81</b>	<b>24</b>	<b>35</b>	<b>111</b>	<b>96</b>
2	:00	3	35	52				33	11
	:15	6	31		1			23	29
	:30	2	26					34	33
	:45	4	29					26	33
<b>2 Total</b>		<b>15</b>	<b>121</b>	<b>52</b>	<b>1</b>			<b>116</b>	<b>106</b>
3	:00	5	69					20	45
	:15	12	69	151				17	42
	:30	5	36	83		1		22	40
	:45	5	32	80				30	41
<b>3 Total</b>		<b>27</b>	<b>206</b>	<b>314</b>		<b>1</b>		<b>89</b>	<b>168</b>
4	:00	1	34	95		26	29	25	54
	:15	3	23	61	55	31	25	27	64
	:30	1	19	48	71	34	31	26	34
	:45	3	17	37	88	35	15	26	23
<b>4 Total</b>		<b>8</b>	<b>93</b>	<b>241</b>	<b>214</b>	<b>126</b>	<b>100</b>	<b>104</b>	<b>175</b>
5	:00	1	25	58	83	33	32	25	31
	:15	1	27	47	89	42	33	40	20
	:30	5	42	88	120	49	40	55	54
	:45	2	64	83	111	61	37	61	79
<b>5 Total</b>		<b>9</b>	<b>158</b>	<b>276</b>	<b>403</b>	<b>185</b>	<b>142</b>	<b>181</b>	<b>184</b>
6	:00	8	63	84	116	35	48	33	62
	:15	27	75	96	143	49	50	47	80
	:30	33	86	99	133	69	69	55	86
	:45	29	82	102	144	69	93	58	76
<b>6 Total</b>		<b>97</b>	<b>306</b>	<b>381</b>	<b>536</b>	<b>222</b>	<b>260</b>	<b>193</b>	<b>304</b>
7	:00	87	85	83	91	98	67	99	116
	:15	69	72	78	65	69	60	94	104
	:30	62	68	63	55	67	64	83	99
	:45	71	81	77	68	60	85	81	114
<b>7 Total</b>		<b>289</b>	<b>306</b>	<b>301</b>	<b>279</b>	<b>294</b>	<b>276</b>	<b>357</b>	<b>433</b>
8	:00	40	73	77	67	56	62	76	85

	:15	42	72	76	69	66	55	52	95
	:30	31	70	68	89	54	59	51	79
	:45	50	68	64	61	41	43	54	88
<b>8 Total</b>		<b>163</b>	<b>283</b>	<b>285</b>	<b>286</b>	<b>217</b>	<b>219</b>	<b>233</b>	<b>347</b>
	9:00	30	64	71	80	55	44	31	77
	:15	17	59	75	85	53	42	36	70
	:30	20	88	84	99	61	43	31	49
	:45	20	58	85	94	48	39	41	74
<b>9 Total</b>		<b>87</b>	<b>269</b>	<b>315</b>	<b>358</b>	<b>217</b>	<b>168</b>	<b>139</b>	<b>270</b>

<b>Grand Total (0600 hrs-1000hrs)</b>	<b>636</b>	<b>1164</b>	<b>1282</b>	<b>1459</b>	<b>950</b>	<b>923</b>	<b>922</b>	<b>1354</b>
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				GWBL							
18	20	22	24	54	56	58	60	62	64	68	
5	24	36	44								
14	16	36	38								
27	13	27	30								
11	12	26	39								
<b>57</b>	<b>65</b>	<b>125</b>	<b>151</b>								
10	12	21	23								
8	19	24	16								
9	25	16	20								
32	22	19	22								
<b>59</b>	<b>78</b>	<b>80</b>	<b>81</b>								
12	17	15	14								
14	2	20	14								
24	6	6	13								
23	17	4	16								
<b>73</b>	<b>42</b>	<b>45</b>	<b>57</b>								
20	17	20	10								
19	6	28	16								
18	13	28	15								
12	8	31	15								
<b>69</b>	<b>44</b>	<b>107</b>	<b>56</b>								
6	5	29	20								
11	7	39	20								
63	23	67	70		5	2	26	40	8	6	
29	33	33	24		4	6	58	108	30	6	
<b>109</b>	<b>68</b>	<b>168</b>	<b>134</b>		<b>9</b>	<b>8</b>	<b>84</b>	<b>148</b>	<b>38</b>	<b>12</b>	
26	36	26	40		9	1	81	136	54	19	
47	57	31	42		10	1	138	212	123	37	
42	55	43	93		23		214	266	189	79	
44	48	57	109		34	22	302	348	255	157	
<b>159</b>	<b>196</b>	<b>157</b>	<b>284</b>		<b>76</b>	<b>24</b>	<b>735</b>	<b>962</b>	<b>621</b>	<b>292</b>	
42	32	43	83		38	54	128	199	298	224	76
58	53	73	158		59	80	194	215	335	272	150
69	69	79	206		104	106	151	140	238	255	190
104	71	97	183		100	109	118	129	204	219	138
<b>273</b>	<b>225</b>	<b>292</b>	<b>630</b>		<b>301</b>	<b>349</b>	<b>591</b>	<b>683</b>	<b>1075</b>	<b>970</b>	<b>554</b>
86	98	87	123		98	99	103	109	182	193	115
104	83	59	88		84	88	91	94	158	173	101
84	63	47	65		97	96	89	110	190	202	110
86	76	79	87		90	100	108	104	183	199	112
<b>360</b>	<b>320</b>	<b>272</b>	<b>363</b>		<b>369</b>	<b>383</b>	<b>391</b>	<b>417</b>	<b>713</b>	<b>767</b>	<b>438</b>
89	62	52	143		90	81	89	96	153	160	103

71	41	39	173		76	86	87	90	144	164	108
55	48	41	171		79	79	84	89	144	158	109
63	50	63	108		61	65	107	104	172	157	74
<b>278</b>	<b>201</b>	<b>195</b>	<b>595</b>		<b>306</b>	<b>311</b>	<b>367</b>	<b>379</b>	<b>613</b>	<b>639</b>	<b>394</b>
56	56	31	67		42	64	133	156	232	152	71
31	46	34	158		29	62	98	164	274	153	69
34	45	38	171		20	57	76	189	263	171	61
39	41	35	125		42	54	77	181	240	155	62
<b>160</b>	<b>188</b>	<b>138</b>	<b>521</b>		<b>133</b>	<b>237</b>	<b>384</b>	<b>690</b>	<b>1009</b>	<b>631</b>	<b>263</b>

<b>1071</b>	<b>934</b>	<b>897</b>	<b>2109</b>		<b>1109</b>	<b>1280</b>	<b>1733</b>	<b>2169</b>	<b>3410</b>	<b>3007</b>	<b>1649</b>
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			GWBP					Total GWBU	Total GWBL	
70	72	74	34	36	38	40	44	46		
				7	6	16	3		359	0
				7	4	13	2		345	0
				1	3	15	4	1	337	0
				1	7	12	1		303	0
				<b>16</b>	<b>20</b>	<b>56</b>	<b>10</b>	<b>1</b>	<b>1344</b>	<b>0</b>
				4	1	13	4	1	251	0
				1	1	9	2		246	0
					1	10	2		244	0
				2	1	3		1	247	0
				<b>7</b>	<b>4</b>	<b>35</b>	<b>8</b>	<b>2</b>	<b>988</b>	<b>0</b>
				1		3	2		192	0
					2	7	1		140	0
					1	8	1		144	0
					1	7		1	152	0
				<b>1</b>	<b>4</b>	<b>25</b>	<b>4</b>	<b>1</b>	<b>628</b>	<b>0</b>
						3	10		206	0
				2	1	8			360	0
					2	14	1	1	261	0
			1	2	3	13	2		254	0
			<b>1</b>	<b>4</b>	<b>9</b>	<b>45</b>	<b>3</b>	<b>1</b>	<b>1081</b>	<b>0</b>
			1	2	5	21	1		324	0
				4	7	27	1		366	0
				9	14	35	1		487	88
	1			12	11	57	1	1	363	215
2	1		1	<b>27</b>	<b>37</b>	<b>140</b>	4	1	<b>1540</b>	<b>303</b>
<b>2</b>	<b>2</b>		<b>2</b>	24	23	66	4	1	416	303
	3			3	29	31	81	9	476	522
	1		3	80	56	135	10	9	686	777
1	5		2	127	77	172	11	2	756	1131
6	7		7	<b>260</b>	<b>187</b>	<b>454</b>	<b>34</b>	<b>12</b>	<b>2334</b>	<b>2733</b>
<b>7</b>	<b>16</b>		<b>12</b>	5	133	98	177	29	649	1138
42	49	30	5	149	143	183	46	33	909	1457
61	49	42	12	155	141	209	56	50	1053	1491
152	87	68	13	125	152	182	75	48	1108	1358
142	102	97	24	<b>54</b>	<b>562</b>	<b>534</b>	<b>751</b>	<b>206</b>	<b>3719</b>	<b>5444</b>
<b>397</b>	<b>287</b>	<b>237</b>	<b>54</b>	65	63	116	75	108	1120	1207
110	105	93	65	56	59	101	66	93	945	1058
94	81	94	56	45	39	79	52	70	820	1191
99	103	95	45	62	64	118	69	103	965	1206
112	105	93	62	<b>228</b>	<b>225</b>	<b>414</b>	<b>262</b>	<b>374</b>	<b>3850</b>	<b>4662</b>
<b>415</b>	<b>394</b>	<b>375</b>	<b>228</b>	53	49	107	55	97	882	1034
108	82	72	53							



89	82	58	54	57	106	63	94	54	851	984
101	57	48	58	58	110	55	88	60	816	948
50	42	29	22	59	92	93	57	29	753	861
<b>348</b>	<b>263</b>	<b>207</b>	<b>187</b>	<b>223</b>	<b>415</b>	<b>266</b>	<b>336</b>	<b>189</b>	<b>3302</b>	<b>3827</b>
19	30	28	5	64	73	118	35	19	662	927
26	33	31	10	83	78	140	36	26	706	939
28	42	36	10	78	71	127	36	16	763	943
18	35	23	3	73	75	121	42	5	699	887
<b>91</b>	<b>140</b>	<b>118</b>	<b>28</b>	<b>298</b>	<b>297</b>	<b>506</b>	<b>149</b>	<b>66</b>	<b>2830</b>	<b>3696</b>

<b>1251</b>	<b>1084</b>	<b>937</b>	<b>497</b>	<b>1308</b>	<b>1660</b>	<b>1785</b>	<b>1065</b>	<b>640</b>	<b>13701</b>	<b>17629</b>
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Total GWBP
32
26
24
21
<b>103</b>
23
13
13
7
<b>56</b>
6
10
10
9
<b>35</b>
13
11
18
21
<b>63</b>
30
39
59
83
<b>211</b>
118
153
292
396
<b>959</b>
474
566
624
606
<b>2270</b>
500
430
318
477
<b>1725</b>
407

428
429
352
<b>1616</b>
314
373
338
319
<b>1344</b>

**6955**

**38285**

year	2012
month	9
day	12

		GWBU									
hours	minutes	2	4	6	8	10	12	14	16	18	
0	:00	2	18	30	54	24	30	18	13	9	
	:15	1	10	22	55	23	28	8	8	10	
	:30		8	30	59	16	36	17	2	17	
	:45	4	5	16	53	25	23	15	8	11	
<b>0 Total</b>		<b>7</b>	<b>41</b>	<b>98</b>	<b>221</b>	<b>88</b>	<b>117</b>	<b>58</b>	<b>31</b>	<b>47</b>	
1	:00	1	15	3	44	15	22	17	13	6	
	:15	4	21	54	1	24	17	14	5	3	
	:30	1	7	22	64	2	17	19	8	5	
	:45		7	26	55	30	2	10	19	13	
<b>1 Total</b>		<b>6</b>	<b>50</b>	<b>105</b>	<b>164</b>	<b>71</b>	<b>58</b>	<b>60</b>	<b>45</b>	<b>27</b>	
2	:00		7	24	55	18	16	6	7	4	
	:15		5	16	58	20	22	17	7	7	
	:30		7	9	43	26	16	19	6	6	
	:45	1	6	19	50	25	22	20	12	3	
<b>2 Total</b>		<b>1</b>	<b>25</b>	<b>68</b>	<b>206</b>	<b>89</b>	<b>76</b>	<b>62</b>	<b>32</b>	<b>20</b>	
3	:00	1	7	26	52	20	18	24	9	8	
	:15		12	29	66	15	23	28	12	7	
	:30		10	26	63	15	25	25	15	5	
	:45	1	6	20	64	14	19	26	14	7	
<b>3 Total</b>		<b>2</b>	<b>35</b>	<b>101</b>	<b>245</b>	<b>64</b>	<b>85</b>	<b>103</b>	<b>50</b>	<b>27</b>	
4	:00		15	39	75	24	30	40	21	5	
	:15		13	33	78	18	21	35	13	19	
	:30		8	36	85	38	17	27	18	5	
	:45	3	22	39	80	35	26	36	14	9	
<b>4 Total</b>		<b>3</b>	<b>58</b>	<b>147</b>	<b>318</b>	<b>115</b>	<b>94</b>	<b>138</b>	<b>66</b>	<b>38</b>	
5	:00	4	33	58	87	29	28	38	20	29	
	:15	7	36	71	95	41	39	47	20	25	
	:30	9	55	87	109	46	39	48	15	47	
	:45	13	76	105	127	63	47	74	57	62	
<b>5 Total</b>		<b>33</b>	<b>200</b>	<b>321</b>	<b>418</b>	<b>179</b>	<b>153</b>	<b>207</b>	<b>112</b>	<b>163</b>	
6	:00	18	86	101	136	36	45	65	102	69	
	:15	58	111	126	158	57	28	36	165	89	
	:30	85	106	114	131	98	60	47	195	106	
	:45	97	99	94	86	87	88	66	137	100	
<b>6 Total</b>		<b>258</b>	<b>402</b>	<b>435</b>	<b>511</b>	<b>278</b>	<b>221</b>	<b>214</b>	<b>599</b>	<b>364</b>	
7	:00	94	98	94	75	79	75	99	108	101	
	:15	79	86	98	87	79	76	112	135	94	
	:30	96	88	86	95	65	81	117	112	107	
	:45	45	39	46	41	54	35	79	90	73	
<b>7 Total</b>		<b>314</b>	<b>311</b>	<b>324</b>	<b>298</b>	<b>277</b>	<b>267</b>	<b>407</b>	<b>445</b>	<b>375</b>	
8	:00	14	14	18	14	14	15	48	49	49	

	:15	37	78	85	101	76	62	106	114	77
	:30	22	68	84	97	79	73	101	121	82
	:45	66	82	86	81	58	55	86	124	95
<b>8 Total</b>		<b>139</b>	<b>242</b>	<b>273</b>	<b>293</b>	<b>227</b>	<b>205</b>	<b>341</b>	<b>408</b>	<b>303</b>
9	:00	70	82	77	77	54	77	94	177	92
	:15	80	83	78	78	42	64	89	129	95
	:30	71	68	71	73	64	60	117	122	84
	:45	52	87	85	82	54	48	124	126	58
<b>9 Total</b>		<b>273</b>	<b>320</b>	<b>311</b>	<b>310</b>	<b>214</b>	<b>249</b>	<b>424</b>	<b>554</b>	<b>329</b>
10	:00	62	96	84	84	59	48	88	147	62
	:15	25	81	98	112	60	48	57	96	38
	:30	23	98	107	127	64	50	43	94	33
	:45	20	90	104	122	44	64	64	90	35
<b>10 Total</b>		<b>130</b>	<b>365</b>	<b>393</b>	<b>445</b>	<b>227</b>	<b>210</b>	<b>252</b>	<b>427</b>	<b>168</b>
11	:00	19	84	87	104	49	49	47	84	29
	:15	26	76	99	103	56	61	44	84	32
	:30	20	84	87	108	52	28	60	80	23
	:45	30	79	99	116	37	39	57	77	31
<b>11 Total</b>		<b>95</b>	<b>323</b>	<b>372</b>	<b>431</b>	<b>194</b>	<b>177</b>	<b>208</b>	<b>325</b>	<b>115</b>
12	:00	25	88	103	129	55	48	62	56	44
	:15	18	73	94	109	53	46	50	49	43
	:30	14	76	91	102	41	38	61	52	40
	:45	25	97	102	102	42	35	40	54	41
<b>12 Total</b>		<b>82</b>	<b>334</b>	<b>390</b>	<b>442</b>	<b>191</b>	<b>167</b>	<b>213</b>	<b>211</b>	<b>168</b>
13	:00	30	96	103	117	29	58	40	77	27
	:15	19	89	106	127	52	44	46	64	29
	:30	26	84	107	120	44	53	32	74	34
	:45	21	90	118	114	39	43	46	84	34
<b>13 Total</b>		<b>96</b>	<b>359</b>	<b>434</b>	<b>478</b>	<b>164</b>	<b>198</b>	<b>164</b>	<b>299</b>	<b>124</b>
14	:00	24	83	105	119	36	34	42	71	51
	:15	26	101	106	127	52	44	39	80	46
	:30	20	94	108	130	62	59	41	84	34
	:45	23	101	93	114	54	52	49	96	29
<b>14 Total</b>		<b>93</b>	<b>379</b>	<b>412</b>	<b>490</b>	<b>204</b>	<b>189</b>	<b>171</b>	<b>331</b>	<b>160</b>
15	:00	28	99	107	119	60	64	52	75	26
	:15	28	105	120	115	66	61	46	73	38
	:30	21	88	109	130	62	64	51	72	46
	:45	29	121	105	120	65	51	57	64	51
<b>15 Total</b>		<b>106</b>	<b>413</b>	<b>441</b>	<b>484</b>	<b>253</b>	<b>240</b>	<b>206</b>	<b>284</b>	<b>161</b>
16	:00	48	119	91	124	59	67	63	57	51
	:15	28	110	138	117	51	71	61	73	52
	:30	29	95	136	153	56	54	62	64	53
	:45	26	109	120	155	66	62	50	48	47
<b>16 Total</b>		<b>131</b>	<b>433</b>	<b>485</b>	<b>549</b>	<b>232</b>	<b>254</b>	<b>236</b>	<b>242</b>	<b>203</b>
17	:00	36	111	135	147	60	50	43	99	55
	:15	54	139	137	93	65	53	57	118	36
	:30	37	114	150	143	53	51	3	133	54

	:45	47	132	91	152	59	65	56	151	43
17 Total		174	496	513	535	237	219	159	501	188
18	:00	37	117	129	129	57	54	41	116	35
	:15	27	122	134	151	62	61	52	131	38
	:30	24	110	134	152	70	66	56	117	30
	:45	35	118	130	157	61	74	60	79	46
18 Total		123	467	527	589	250	255	209	443	149
19	:00	19	103	107	140	64	46	51	45	39
	:15	12	84	111	125	44	43	54	49	47
	:30	16	71	99	97	43	43	45	59	26
	:45	9	69	102	98	59	46	37	59	30
19 Total		56	327	419	460	210	178	187	212	142
20	:00	29	80	19	110	34	45	43	78	35
	:15	24	55	13	90	51	51	32	31	23
	:30	21	70	15	76	30	37	44	56	55
	:45	17	51	11	87	41	55	32	33	39
20 Total		91	256	58	363	156	188	151	198	152
21	:00	23	40	8	78	51	49	26	24	29
	:15	8	63	9	83	50	49	36	27	21
	:30	15	42	14	91	37	29	36	34	22
	:45	17	48	11	96	36	35	45	29	28
21 Total		63	193	42	348	174	162	143	114	100
22	:00	21	43	11	88	41	38	31	21	26
	:15	7	48	19	81	29	53	22	13	30
	:30	10	41	9	87	48	27	33	36	15
	:45	8	45	12	72	40	39	32	26	13
22 Total		46	177	51	328	158	157	118	96	84
23	:00	10	26	10	73	37	33	28	27	14
	:15	5	31	8	63	28	34	27	14	16
	:30	6	14	6	45	37	31	32	16	12
	:45	20	11	11	58	23	37	17	15	16
23 Total		41	82	35	239	125	135	104	72	58

Grand Total (0600 hrs-1000hrs)	984	1275	1343	1412	996	942	1386	2006	1371
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				GWBL								
20	22	24	62	54	56	58	60	62	64	68	70	
22	6	18			11		23	55	13	2		
23	3	19			4		35	53	13			
24	6	15			5		52	13	1	8		
19	9	17			2		1	52	8	2		
<b>88</b>	<b>24</b>	<b>69</b>			<b>22</b>		<b>111</b>	<b>173</b>	<b>35</b>	<b>12</b>		
26	3	14			2		10	42	2	3		
17	2	2			7	1	13	31	5			
23	3	12			3		12	23	2			
17	1	10			3		12	27	2	1		
<b>83</b>	<b>9</b>	<b>38</b>			<b>15</b>	<b>1</b>	<b>47</b>	<b>123</b>	<b>11</b>	<b>4</b>		
19	1	7			5		10	29				
12	3	9			5		10	24		1		
18	6	5			4	1	7	32	2	1		
8	7	7					6	27	2			
<b>57</b>	<b>17</b>	<b>28</b>			<b>14</b>	<b>1</b>	<b>33</b>	<b>112</b>	<b>4</b>	<b>2</b>		
21	9	3			1		2	33	4	1		
17	7	13			5		10	38	3	1	1	
13	10	7			5		18	39	10	2		
13	15	6			1		14	45	9	1		
<b>64</b>	<b>41</b>	<b>29</b>			<b>12</b>		<b>44</b>	<b>155</b>	<b>26</b>	<b>5</b>	<b>1</b>	
19	27	8			3		19	55	6	5		
21	39	8			2		18	70	15	8		
18	27	19			5		44	104	35	7		
28	47	10			1	6	45	138	47	8		
<b>86</b>	<b>140</b>	<b>45</b>			<b>1</b>	<b>16</b>	<b>126</b>	<b>367</b>	<b>103</b>	<b>28</b>		
29	41	26			8		76	158	73	18		
50	67	35			9		120	205	123	39		
68	101	37			19		182	255	169	74		
49	120	42			38		265	321	257	118		
<b>196</b>	<b>329</b>	<b>140</b>			<b>74</b>		<b>643</b>	<b>939</b>	<b>622</b>	<b>249</b>		
15	89	13			59		52	219	283	193	18	
34	110	23			61	48	89	272	329	259	30	
61	155	53			71	77	103	234	312	279	48	
84	157	55			87	102	108	107	184	221	70	
<b>194</b>	<b>511</b>	<b>144</b>			<b>278</b>	<b>227</b>	<b>352</b>	<b>832</b>	<b>1108</b>	<b>952</b>	<b>580</b>	<b>166</b>
121	111	84			83	86	88	89	167	178	99	
108	84	94			70	71	68	69	132	128	81	
97	98	96			74	86	50	94	142	153	91	
80	63	70			68	72	71	79	125	138	82	
<b>406</b>	<b>356</b>	<b>344</b>			<b>295</b>	<b>315</b>	<b>277</b>	<b>331</b>	<b>566</b>	<b>597</b>	<b>420</b>	<b>353</b>
40	35	41			64	80	80	80	137	144	101	105

101	101	87		52	71	82	76	133	137	99	95
104	73	90		57	60	65	67	115	135	93	96
89	110	86		8	107	86	78	130	156	120	96
<b>334</b>	<b>319</b>	<b>304</b>		<b>181</b>	<b>318</b>	<b>313</b>	<b>301</b>	<b>515</b>	<b>572</b>	<b>413</b>	<b>392</b>
27	127	43			105	82	76	129	145	121	120
33	132	35		22	95	74	70	134	137	129	103
39	101	48		67	83	84	86	168	175	120	40
17	116	38		53	65	40	93	120	150	73	21
<b>116</b>	<b>476</b>	<b>164</b>		<b>142</b>	<b>348</b>	<b>280</b>	<b>325</b>	<b>551</b>	<b>607</b>	<b>443</b>	<b>284</b>
59	180	45		56	53	55	64	101	118	128	2
61	152	39		24	49	59	113	213	123	45	
53	140	34		30	38	86	94	216	91	35	
46	103	24		36	25	65	84	182	70	19	
219	575	142		146	165	265	355	712	402	227	2
47	151	40		43	44	38	95	167	62	14	
35	129	33		36	43	38	97	175	104	23	
35	121	36		28	35	45	97	169	95	9	
43	124	31		15	30	52	99	170	81	7	
160	525	140		122	152	173	388	681	342	53	
50	111	33		23	43	51	120	170	88	16	
49	115	37		13	42	40	116	162	76	9	
62	126	15		26	45	42	104	175	69	13	1
66	109	41		18	33	41	108	170	71	10	7
227	461	126		80	163	174	448	677	304	48	8
51	120	31		21	44	35	107	152	69	6	3
54	137	35		29	44	41	134	202	90	13	12
50	108	25		25	30	40	116	192	75	9	13
44	136	31		20	51	3	122	184	83	9	7
199	501	122		95	169	119	479	730	317	37	35
48	139	33		44	44	6	102	162	76	8	7
45	141	45		42	48	2	133	185	83	11	6
45	141	34		37	46	14	119	191	74	14	9
41	128	33		45	44	34	93	174	64	13	12
179	549	145		168	182	56	447	712	297	46	34
61	141	40		33	35	50	85	176	66	12	16
60	148	33		28	24	52	107	196	73	9	26
48	147	28		30	39	60	125	207	86	17	22
61	157	44		37	42	59	124	193	79	14	22
230	593	145		128	140	221	441	772	304	52	86
53	150	42		33	41	47	138	193	91	17	26
62	153	19		49	48	60	146	198	105	13	28
66	178	37		34	47	45	133	182	108	12	21
48	170	39		55	47	51	128	205	108	27	23
229	651	137		171	183	203	545	778	412	69	98
63	178	42		38	28	51	144	199	126	29	8
60	158	33		33	41	47	154	184	110	24	2
60	156	36		26	44	54	153	182	90	21	3



63	179	33		35	42	47	133	201	97	24	3
246	671	144		132	155	199	584	766	423	98	16
58	164	46		34	28	53	119	185	96	19	2
67	172	37		38	41	48	125	216	106	31	3
54	168	51		27	37	43	123	198	107	27	28
62	165	16		35	46	43	136	164	84	22	10
241	669	150		134	152	187	503	763	393	99	43
61	167	37		27	42	45	123	146	96	18	2
42	164	38		35	31	42	127	153	74	13	4
42	126	32		26	36	44	105	132	64	16	1
31	111	39		36	28	42	92	127	59	18	
176	568	146		124	137	173	447	558	293	65	7
35	130	37		30	40	34	96	145	80	15	10
43	97	28		30	26	46	95	131	81	12	23
52	99	26		26	36	37	105	102	73	16	34
43	81	24		18	34	36	83	128	60	10	20
173	407	115		104	136	153	379	506	294	53	87
48	96	23		21	32	31	86	98	60	10	2
42	72	37		11	35	34	78	144	58	4	
35	91	34		13	29	40	85	154	43	14	
40	96	37		20	32	36	77	142	49	7	
165	355	131		65	128	141	326	538	210	35	2
34	86	27		15	30	33	67	135	37	5	
29	83	30		12	28	30	60	131	44	9	
34	62	28		27	28	7	73	113	25	7	
39	62	23		24	30	1	44	100	22	6	
136	293	108		78	116	71	244	479	128	27	
39	71	25			15	1	65	106	20	7	
34	48	36			7		60	94	17	6	
41	43	25			14		51	74	23	4	
36	36	26			12		36	67	16	3	
150	198	112			48	1	212	341	76	20	

1050	1662	956		896	1208	1222	1789	2740	2728	1856	1195
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		GWBP						Total GWBU	Total GWBL
72	74	34	36	38	40	44	46		
2			5	16	21	5	6	244	106
3			3	4	26	1	2	210	108
1			6	5	16	1	1	230	80
6			2	4	13	3	1	205	71
<b>12</b>			<b>16</b>	<b>29</b>	<b>76</b>	<b>10</b>	<b>10</b>	<b>889</b>	<b>365</b>
1			1	3	8	1		179	60
2			4	3	11	2		164	59
3				1	10			183	43
				2	6	1		190	45
<b>6</b>			<b>5</b>	<b>9</b>	<b>35</b>	<b>4</b>		<b>716</b>	<b>207</b>
2				1	15	1		164	46
4			1	1	7	1		176	44
2			1	7	9	1	1	161	49
2				2	11		1	180	37
<b>10</b>			<b>2</b>	<b>11</b>	<b>42</b>	<b>3</b>	<b>2</b>	<b>681</b>	<b>176</b>
1				1	5			198	42
1				3	14	1		229	59
1			1		13			214	75
1			3	3	19	3		205	71
<b>4</b>			<b>4</b>	<b>7</b>	<b>51</b>	<b>4</b>		<b>846</b>	<b>247</b>
		1	3	5	19	1	1	303	88
			3	5	25	2	1	298	113
3			13	12	42			298	198
4			13	16	49	1	1	349	249
<b>7</b>		<b>1</b>	<b>32</b>	<b>38</b>	<b>135</b>	<b>4</b>	<b>3</b>	<b>1248</b>	<b>648</b>
1		1	25	21	69	3		422	334
4		2	41	38	98	1	2	533	500
7		3	80	66	136	8	7	661	706
9		10	138	85	188	13	7	835	1008
<b>21</b>		<b>16</b>	<b>284</b>	<b>210</b>	<b>491</b>	<b>25</b>	<b>16</b>	<b>2451</b>	<b>2548</b>
26	16	4	129	77	174	26	19	775	965
40	31	20	179	129	211	44	31	995	1309
51	40	30	149	160	193	74	52	1211	1363
66	48	58	89	144	138	68	58	1150	1176
<b>183</b>	<b>135</b>	<b>112</b>	<b>546</b>	<b>510</b>	<b>716</b>	<b>212</b>	<b>160</b>	<b>4131</b>	<b>4813</b>
88	88	52	99	139	126	91	58	1139	1090
83	86	67	90	142	103	107	67	1132	887
95	95	67	63	129	79	110	67	1138	983
82	87	73	79	137	80	117	69	715	898
<b>348</b>	<b>356</b>	<b>259</b>	<b>331</b>	<b>547</b>	<b>388</b>	<b>425</b>	<b>261</b>	<b>4124</b>	<b>3858</b>
119	6	23	92	140	128	49	43	351	916

111	15	14	103	107	161	46	36	1025	871
1	101	6	95	111	141	40	29	994	790
4	114	12	96	99	153	35	25	1018	899
<b>235</b>	<b>236</b>	<b>55</b>	<b>386</b>	<b>457</b>	<b>583</b>	<b>170</b>	<b>133</b>	<b>3388</b>	<b>3476</b>
3	91	6	101	77	132	38	25	997	872
1	98	4	98	94	138	33	27	938	863
37	36	8	93	75	143	53	24	918	896
34	26	5	92	80	123	34	27	887	675
<b>75</b>	<b>251</b>	<b>23</b>	<b>384</b>	<b>326</b>	<b>536</b>	<b>158</b>	<b>103</b>	<b>3740</b>	<b>3306</b>
53	46	8	93	90	139	35	23	1014	676
30	13	3	88	79	153	25	20	867	669
28	19	3	68	67	116	32	16	866	637
23	7	3	67	58	99	27	25	806	511
134	85	17	316	294	507	119	84	3553	2493
41	1	4	59	67	110	23	21	790	505
37		3	45	54	114	29	25	778	553
38	3	4	53	61	107	20	17	734	519
16	20	1	45	52	106	21	23	763	490
132	24	12	202	234	437	93	86	3065	2067
28	14	3	61	52	94	32	24	804	553
27	12	3	48	49	94	21	14	736	497
29	22	1	39	52	110	26	20	718	526
18	25	1	51	54	90	30	18	754	501
102	73	8	199	207	388	109	76	3012	2077
25	17	6	35	53	104	21	19	779	479
30	17	4	55	58	78	26	24	802	612
20	21	2	44	49	90	21	27	757	541
33	15	3	55	46	78	29	18	800	527
108	70	15	189	206	350	97	88	3138	2159
33	17	4	63	47	77	25	15	785	499
31	19	2	60	52	95	16	18	852	560
28	16	6	50	57	91	28	20	852	548
30	22	7	51	54	87	22	14	813	531
122	74	19	224	210	350	91	67	3302	2138
28	23	2	42	47	89	27	28	872	524
8	14	1	47	41	96	23	35	893	537
24	14	3	51	45	81	42	39	866	624
28	6	3	55	47	102	30	21	925	604
88	57	9	195	180	368	122	123	3556	2289
23	14	1	53	47	82	34	20	924	623
27	26	3	76	51	91	48	43	935	700
25	17		49	47	105	35	26	983	624
34	10	2	66	58	97	38	38	940	688
109	67	6	244	203	375	155	127	3782	2635
38	27	2	82	61	108	40	30	1019	688
35	29	9	70	70	111	28	30	1003	659
37	25	5	90	68	119	23	30	990	635

26	26	5	67	73	96	47	43	1071	634
136	107	21	309	272	434	138	133	4083	2616
37	22	1	68	65	109	21	19	983	595
40	30	9	89	58	122	31	32	1054	678
20	17	5	76	60	114	33	25	1032	627
30	18		51	44	92	35	19	1003	588
127	87	15	284	227	437	120	95	4072	2488
42	20	2	39	43	100	34	33	879	561
32	20	2	45	46	84	31	16	813	531
32	22	3	35	28	72	27	21	699	478
34	25	3	36	32	69	26	13	690	461
140	87	10	155	149	325	118	83	3081	2031
26	21		21	31	79	20	15	675	497
15	11	1	25	23	69	19	17	538	470
16	11		26	26	70	23	22	581	456
14	6	1	30	24	68	19	15	514	409
71	49	2	102	104	286	81	69	2308	1832
32	19		12	20	62	17	13	495	391
22	4		21	29	73	21	8	497	390
31	17		18	22	55	15	17	480	426
28	9		23	19	49	10	6	518	400
113	49		74	90	239	63	44	1990	1607
22	13		17	14	51	19	8	467	357
24	14		18	16	48	25	15	444	352
25		1	12	21	43	8	16	430	305
16			13	23	37	8	7	411	243
87	27	1	60	74	179	60	46	1752	1257
10			10	10	37	6	3	393	224
17			12	13	40	2	6	344	201
7			14	19	34	5	3	308	173
9			4	5	28	6	1	306	143
43			40	47	139	19	13	1351	741

601 4583 4641 7867 2400 1822

841	978	449	1647	1840	2223	965	657	15383	15453
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Total GWBP
53
36
29
23
<b>141</b>
13
20
11
9
<b>53</b>
17
10
19
14
<b>60</b>
6
18
14
28
<b>66</b>
30
36
67
80
<b>213</b>
119
182
300
441
<b>1042</b>
429
614
658
555
<b>2256</b>
565
576
515
555
<b>2211</b>
475

467
422
420
<b>1784</b>
379
394
396
361
<b>1530</b>
388
368
302
279
<b>1337</b>
284
270
262
248
<b>1064</b>
266
229
248
244
<b>987</b>
238
245
233
229
<b>945</b>
231
243
252
235
<b>961</b>
235
243
261
258
<b>997</b>
237
312
262
299
<b>1110</b>
323
318
335

331
1307
283
341
313
241
1178
251
224
186
179
840
166
154
167
157
644
124
152
127
107
510
109
122
101
88
420
66
73
75
44
258

7781
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38617

year	2013
month	9
day	11

hours	minutes	GWBU									
		2	4	6	8	10	12	14	16	18	20
0 Total		18	20	18	45	65	22	52	45	10	(23)
1 Total		9	62	111	(83)	(47)	(23)	51	51	32	(5)
2 Total		14	96	(16)	(205)	(89)	(76)	54	74	53	(15)
3 Total		25	171	213	(245)	(63)	(85)	(14)	118	42	(20)
4 Total		5	35	94	(104)	11	6	(34)	109	71	(18)
5 Total		(24)	(42)	(45)	(15)	6	(11)	(26)	72	(4)	0
6 Total		(161)	(96)	(54)	25	(56)	39	(21)	(295)	(91)	31
7 Total		(25)	(5)	(23)	(19)	17	9	(50)	(12)	(15)	(86)
8 Total		24	41	12	(7)	(10)	14	(108)	(61)	(25)	(133)
9 Total		(186)	(51)	4	48	3	(81)	(285)	(284)	(169)	72

Total (6am-10am)	(348)	(111)	(61)	47	(46)	(19)	(464)	(652)	(300)	(116)
	-35%	-9%	-5%	3%	-5%	-2%	-33%	-33%	-22%	-11%



		GWBL									
22	24	62	54	56	58	60	62	64	68	70	72
101	82		0	(22)	0	(111)	(173)	(35)	(12)	0	(12)
71	43		0	(15)	(1)	(47)	(123)	(11)	(4)	0	(6)
28	29		0	(14)	(1)	(33)	(112)	(4)	(2)	0	(10)
66	27		0	(12)	0	(44)	(155)	(26)	(5)	(1)	(4)
28	89		(1)	(7)	8	(42)	(219)	(65)	(16)	2	(5)
(172)	144		0	2	24	92	23	(1)	43	7	(5)
(219)	486		23	122	239	(149)	(33)	18	(26)	231	104
(84)	19		74	68	114	86	147	170	18	62	46
(124)	291		125	(7)	54	78	98	67	(19)	(44)	28
(338)	357		(9)	(111)	104	365	458	24	(180)	(193)	65

(765)	1153		213	72	511	380	670	279	(207)	56	243
-46%	121%		24%	6%	42%	21%	24%	10%	-11%	5%	29%

	GWBP						Total	Total	Total
							GWBU	GWBL	GWBP
74	34	36	38	40	44	46			
0	0	0	(9)	(20)	0	(9)	455	(365)	(38)
0	0	2	(5)	0	4	2	272	(207)	3
0	0	(1)	(7)	(17)	1	(1)	(53)	(176)	(25)
0	1	0	2	(6)	(1)	1	235	(247)	(3)
0	1	(5)	(1)	5	0	(2)	292	(345)	(2)
0	(4)	(24)	(23)	(37)	9	(4)	(117)	185	(83)
102	(58)	16	24	35	(6)	3	(412)	631	14
19	(31)	(106)	(133)	(126)	(51)	(39)	(274)	804	(486)
(29)	132	(163)	(42)	(317)	166	56	(86)	351	(168)
(133)	5	(86)	(29)	(30)	(9)	(37)	(910)	390	(186)

(41)	48	(339)	(180)	(438)	100	(17)	(1682)	2176	(826)
-4%	11%	-21%	-10%	-20%	10%	-3%	-11%	14%	-11%

Total GWB
52
68
(254)
(15)
(55)
(15)
233
44
97
(706)

(332)  
-1%

0

0

year	2013
month	9
day	9

		GWBU							
hours	minutes	2	4	6	8	10	12	14	16
0	:00	(1)	(5)	10	11	18	5	14	9
	:15	(1)	5	21	18	9	8	12	14
	:30	17	(3)	(26)	31	27	0	21	5
	:45	3	23	13	(15)	11	9	5	17
	<b>0 Total</b>		<b>18</b>	<b>20</b>	<b>18</b>	<b>45</b>	<b>65</b>	<b>22</b>	<b>52</b>
1	:00	2	6	54	(40)	7	(5)	15	16
	:15	(4)	(12)	(25)	70	(24)	0	16	18
	:30	4	39	43	(58)	0	(17)	8	15
	:45	7	29	39	(55)	(30)	(1)	12	2
	<b>1 Total</b>		<b>9</b>	<b>62</b>	<b>111</b>	<b>(83)</b>	<b>(47)</b>	<b>(23)</b>	<b>51</b>
2	:00	3	28	28	(55)	(18)	(16)	27	4
	:15	6	26	(16)	(57)	(20)	(22)	6	22
	:30	2	19	(9)	(43)	(26)	(16)	15	27
	:45	3	23	(19)	(50)	(25)	(22)	6	21
	<b>2 Total</b>		<b>14</b>	<b>96</b>	<b>(16)</b>	<b>(205)</b>	<b>(89)</b>	<b>(76)</b>	<b>54</b>
3	:00	4	62	(26)	(52)	(20)	(18)	(4)	36
	:15	12	57	122	(66)	(15)	(23)	(11)	30
	:30	5	26	57	(63)	(14)	(25)	(3)	25
	:45	4	26	60	(64)	(14)	(19)	4	27
	<b>3 Total</b>		<b>25</b>	<b>171</b>	<b>213</b>	<b>(245)</b>	<b>(63)</b>	<b>(85)</b>	<b>(14)</b>
4	:00	1	19	56	(75)	2	(1)	(15)	33
	:15	3	10	28	(23)	13	4	(8)	51
	:30	1	11	12	(14)	(4)	14	(1)	16
	:45	0	(5)	(2)	8	0	(11)	(10)	9
	<b>4 Total</b>		<b>5</b>	<b>35</b>	<b>94</b>	<b>(104)</b>	<b>11</b>	<b>6</b>	<b>(34)</b>
5	:00	(3)	(8)	0	(4)	4	4	(13)	11
	:15	(6)	(9)	(24)	(6)	1	(6)	(7)	0
	:30	(4)	(13)	1	11	3	1	7	39
	:45	(11)	(12)	(22)	(16)	(2)	(10)	(13)	22
	<b>5 Total</b>		<b>(24)</b>	<b>(42)</b>	<b>(45)</b>	<b>(15)</b>	<b>6</b>	<b>(11)</b>	<b>(26)</b>
6	:00	(10)	(23)	(17)	(20)	(1)	3	(32)	(40)
	:15	(31)	(36)	(30)	(15)	(8)	22	11	(85)
	:30	(52)	(20)	(15)	2	(29)	9	8	(109)
	:45	(68)	(17)	8	58	(18)	5	(8)	(61)
	<b>6 Total</b>		<b>(161)</b>	<b>(96)</b>	<b>(54)</b>	<b>25</b>	<b>(56)</b>	<b>39</b>	<b>(21)</b>
7	:00	(7)	(13)	(11)	16	19	(8)	0	8
	:15	(10)	(14)	(20)	(22)	(10)	(16)	(18)	(31)
	:30	(34)	(20)	(23)	(40)	2	(17)	(34)	(13)
	:45	26	42	31	27	6	50	2	24
	<b>7 Total</b>		<b>(25)</b>	<b>(5)</b>	<b>(23)</b>	<b>(19)</b>	<b>17</b>	<b>9</b>	<b>(50)</b>
8	:00	26	59	59	53	42	47	28	36

	:15	5	(6)	(9)	(32)	(10)	(7)	(54)	(19)
	:30	9	2	(16)	(8)	(25)	(14)	(50)	(42)
	:45	(16)	(14)	(22)	(20)	(17)	(12)	(32)	(36)
<b>8 Total</b>		<b>24</b>	<b>41</b>	<b>12</b>	<b>(7)</b>	<b>(10)</b>	<b>14</b>	<b>(108)</b>	<b>(61)</b>
	.9 :00	(40)	(18)	(6)	3	1	(33)	(63)	(100)
	:15	(63)	(24)	(3)	7	11	(22)	(53)	(59)
	:30	(51)	20	13	26	(3)	(17)	(86)	(73)
	:45	(32)	(29)	0	12	(6)	(9)	(83)	(52)
<b>9 Total</b>		<b>(186)</b>	<b>(51)</b>	<b>4</b>	<b>48</b>	<b>3</b>	<b>(81)</b>	<b>(285)</b>	<b>(284)</b>

<b>Grand Total (0600 hrs-1000hrs)</b>	<b>(348)</b>	<b>(111)</b>	<b>(61)</b>	<b>47</b>	<b>(46)</b>	<b>(19)</b>	<b>(464)</b>	<b>(652)</b>
	-35%	-9%	-5%	3%	-5%	-2%	-33%	-33%

				GWBL							
18	20	22	24		54	56	58	60	62	64	68
(4)	2	30	26	0	0	(11)	0	(23)	(55)	(13)	(2)
4	(7)	33	19	0	0	(4)	0	(35)	(53)	(13)	0
10	(11)	21	15	0	0	(5)	0	(52)	(13)	(1)	(8)
0	(7)	17	22	0	0	(2)	0	(1)	(52)	(8)	(2)
<b>10</b>	<b>(23)</b>	<b>101</b>	<b>82</b>	<b>0</b>	<b>0</b>	<b>(22)</b>	<b>0</b>	<b>(111)</b>	<b>(173)</b>	<b>(35)</b>	<b>(12)</b>
4	(14)	18	9	0	0	(2)	0	(10)	(42)	(2)	(3)
5	2	22	14	0	0	(7)	(1)	(13)	(31)	(5)	0
4	2	13	8	0	0	(3)	0	(12)	(23)	(2)	0
19	5	18	12	0	0	(3)	0	(12)	(27)	(2)	(1)
<b>32</b>	<b>(5)</b>	<b>71</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>(15)</b>	<b>(1)</b>	<b>(47)</b>	<b>(123)</b>	<b>(11)</b>	<b>(4)</b>
8	(2)	14	7	0	0	(5)	0	(10)	(29)	0	0
7	(10)	17	5	0	0	(5)	0	(10)	(24)	0	(1)
18	(12)	0	8	0	0	(4)	(1)	(7)	(32)	(2)	(1)
20	9	(3)	9	0	0	0	0	(6)	(27)	(2)	0
<b>53</b>	<b>(15)</b>	<b>28</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>(14)</b>	<b>(1)</b>	<b>(33)</b>	<b>(112)</b>	<b>(4)</b>	<b>(2)</b>
12	(4)	11	7	0	0	(1)	0	(2)	(33)	(4)	(1)
12	(11)	21	3	0	0	(5)	0	(10)	(38)	(3)	(1)
13	0	18	8	0	0	(5)	0	(18)	(39)	(10)	(2)
5	(5)	16	9	0	0	(1)	0	(14)	(45)	(9)	(1)
<b>42</b>	<b>(20)</b>	<b>66</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>(12)</b>	<b>0</b>	<b>(44)</b>	<b>(155)</b>	<b>(26)</b>	<b>(5)</b>
1	(14)	2	12	0	0	(3)	0	(19)	(55)	(6)	(5)
(8)	(14)	0	12	0	0	(2)	0	(18)	(70)	(15)	(8)
58	5	40	51	0	0	0	2	(18)	(64)	(27)	(1)
20	5	(14)	14	0	(1)	(2)	6	13	(30)	(17)	(2)
<b>71</b>	<b>(18)</b>	<b>28</b>	<b>89</b>	<b>0</b>	<b>(1)</b>	<b>(7)</b>	<b>8</b>	<b>(42)</b>	<b>(219)</b>	<b>(65)</b>	<b>(16)</b>
(3)	7	(15)	14	0	0	1	1	5	(22)	(19)	1
22	7	(36)	7	0	0	1	1	18	7	0	(2)
(5)	(13)	(58)	56	0	0	4	0	32	11	20	5
(18)	(1)	(63)	67	0	0	(4)	22	37	27	(2)	39
<b>(4)</b>	<b>0</b>	<b>(172)</b>	<b>144</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>24</b>	<b>92</b>	<b>23</b>	<b>(1)</b>	<b>43</b>
(27)	17	(46)	70	0	(21)	54	76	(20)	15	31	(23)
(31)	19	(37)	135	0	(2)	32	105	(57)	6	13	0
(37)	8	(76)	153	0	33	29	48	(94)	(74)	(24)	42
4	(13)	(60)	128	0	13	7	10	22	20	(2)	(45)
<b>(91)</b>	<b>31</b>	<b>(219)</b>	<b>486</b>	<b>0</b>	<b>23</b>	<b>122</b>	<b>239</b>	<b>(149)</b>	<b>(33)</b>	<b>18</b>	<b>(26)</b>
(15)	(23)	(24)	39	0	15	13	15	20	15	15	(9)
10	(25)	(25)	(6)	0	14	17	23	25	26	45	2
(23)	(34)	(51)	(31)	0	23	10	39	16	48	49	7
13	(4)	16	17	0	22	28	37	25	58	61	18
<b>(15)</b>	<b>(86)</b>	<b>(84)</b>	<b>19</b>	<b>0</b>	<b>74</b>	<b>68</b>	<b>114</b>	<b>86</b>	<b>147</b>	<b>170</b>	<b>18</b>
40	22	17	102	0	26	1	9	16	16	16	2

(6)	(60)	(62)	86	0	24	15	5	14	11	27	9
(27)	(56)	(32)	81	0	22	19	19	22	29	23	16
(32)	(39)	(47)	22	0	53	(42)	21	26	42	1	(46)
<b>(25)</b>	<b>(133)</b>	<b>(124)</b>	<b>291</b>	<b>0</b>	<b>125</b>	<b>(7)</b>	<b>54</b>	<b>78</b>	<b>98</b>	<b>67</b>	<b>(19)</b>
(36)	29	(96)	24	0	42	(41)	51	80	103	7	(50)
(64)	13	(98)	123	0	7	(33)	24	94	140	16	(60)
(50)	6	(63)	123	0	(47)	(26)	(8)	103	95	(4)	(59)
(19)	24	(81)	87	0	(11)	(11)	37	88	120	5	(11)
<b>(169)</b>	<b>72</b>	<b>(338)</b>	<b>357</b>	<b>0</b>	<b>(9)</b>	<b>(111)</b>	<b>104</b>	<b>365</b>	<b>458</b>	<b>24</b>	<b>(180)</b>

<b>(300)</b>	<b>(116)</b>	<b>(765)</b>	<b>1153</b>		<b>213</b>	<b>72</b>	<b>511</b>	<b>380</b>	<b>670</b>	<b>279</b>	<b>(207)</b>
-22%	-11%	-46%	121%		24%	6%	42%	21%	24%	10%	-11%

			GWBP						Total GWBU	Total GWBL
70	72	74	34	36	38	40	44	46		
0	(2)	0	0	2	(10)	(5)	(2)	(6)	115	(106)
0	(3)	0	0	4	0	(13)	1	(2)	135	(108)
0	(1)	0	0	(5)	(2)	(1)	3	0	107	(80)
0	(6)	0	0	(1)	3	(1)	(2)	(1)	98	(71)
<b>0</b>	<b>(12)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>(9)</b>	<b>(20)</b>	<b>0</b>	<b>(9)</b>	<b>455</b>	<b>(365)</b>
0	(1)	0	0	3	(2)	5	3	1	72	(60)
0	(2)	0	0	(3)	(2)	(2)	0	0	82	(59)
0	(3)	0	0	0	0	0	2	0	61	(43)
0	0	0	0	2	(1)	(3)	(1)	1	57	(45)
<b>0</b>	<b>(6)</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>(5)</b>	<b>0</b>	<b>4</b>	<b>2</b>	<b>272</b>	<b>(207)</b>
0	(2)	0	0	1	(1)	(12)	1	0	28	(46)
0	(4)	0	0	(1)	1	0	0	0	(36)	(44)
0	(2)	0	0	(1)	(6)	(1)	0	(1)	(17)	(49)
0	(2)	0	0	0	(1)	(4)	0	0	(28)	(37)
<b>0</b>	<b>(10)</b>	<b>0</b>	<b>0</b>	<b>(1)</b>	<b>(7)</b>	<b>(17)</b>	<b>1</b>	<b>(1)</b>	<b>(53)</b>	<b>(176)</b>
0	(1)	0	0	0	2	5	0	0	8	(42)
(1)	(1)	0	0	2	(2)	(6)	(1)	0	131	(59)
0	(1)	0	0	(1)	2	1	1	1	47	(75)
0	(1)	0	1	(1)	0	(6)	(1)	0	49	(71)
<b>(1)</b>	<b>(4)</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>(6)</b>	<b>(1)</b>	<b>1</b>	<b>235</b>	<b>(247)</b>
0	0	0	0	(1)	0	2	0	(1)	21	(88)
0	0	0	0	1	2	2	(1)	(1)	68	(113)
0	(2)	0	0	(4)	2	(7)	1	0	189	(110)
2	(3)	0	1	(1)	(5)	8	0	0	14	(34)
<b>2</b>	<b>(5)</b>	<b>0</b>	<b>1</b>	<b>(5)</b>	<b>(1)</b>	<b>5</b>	<b>0</b>	<b>(2)</b>	<b>292</b>	<b>(345)</b>
0	2	0	(1)	(1)	2	(3)	1	1	(6)	(31)
0	(3)	0	1	(12)	(7)	(17)	8	(2)	(57)	22
1	(2)	0	(1)	0	(10)	(1)	2	2	25	71
6	(2)	0	(3)	(11)	(8)	(16)	(2)	(5)	(79)	123
<b>7</b>	<b>(5)</b>	<b>0</b>	<b>(4)</b>	<b>(24)</b>	<b>(23)</b>	<b>(37)</b>	<b>9</b>	<b>(4)</b>	<b>(117)</b>	<b>185</b>
24	23	14	1	4	21	3	3	13	(126)	173
31	9	11	(8)	(30)	14	(28)	2	2	(86)	148
104	36	28	(17)	6	(19)	16	(18)	(2)	(158)	128
72	36	49	(34)	36	8	44	7	(10)	(42)	182
<b>231</b>	<b>104</b>	<b>102</b>	<b>(58)</b>	<b>16</b>	<b>24</b>	<b>35</b>	<b>(6)</b>	<b>3</b>	<b>(412)</b>	<b>631</b>
11	17	5	13	(36)	(23)	(51)	17	15	(19)	117
13	(2)	8	(11)	(31)	(41)	(37)	(14)	(12)	(187)	171
8	8	0	(22)	(24)	(50)	(27)	(40)	(34)	(318)	208
30	23	6	(11)	(15)	(19)	(11)	(14)	(8)	250	308
<b>62</b>	<b>46</b>	<b>19</b>	<b>(31)</b>	<b>(106)</b>	<b>(133)</b>	<b>(126)</b>	<b>(51)</b>	<b>(39)</b>	<b>(274)</b>	<b>804</b>
3	(37)	66	30	(43)	(33)	(73)	48	3	531	118



(6)	(29)	43	40	(46)	(1)	(98)	48	18	(174)	113
5	56	(53)	52	(37)	(1)	(86)	48	31	(178)	158
(46)	38	(85)	10	(37)	(7)	(60)	22	4	(265)	(38)
<b>(44)</b>	<b>28</b>	<b>(29)</b>	<b>132</b>	<b>(163)</b>	<b>(42)</b>	<b>(317)</b>	<b>166</b>	<b>56</b>	<b>(86)</b>	<b>351</b>
(101)	27	(63)	(1)	(37)	(4)	(14)	(3)	(6)	(335)	55
(77)	32	(67)	6	(15)	(16)	2	3	(1)	(232)	76
(12)	5	0	2	(15)	(4)	(16)	(17)	(8)	(155)	47
(3)	1	(3)	(2)	(19)	(5)	(2)	8	(22)	(188)	212
<b>(193)</b>	<b>65</b>	<b>(133)</b>	<b>5</b>	<b>(86)</b>	<b>(29)</b>	<b>(30)</b>	<b>(9)</b>	<b>(37)</b>	<b>(910)</b>	<b>390</b>

<b>56</b>	<b>243</b>	<b>(41)</b>	<b>48</b>	<b>(339)</b>	<b>(180)</b>	<b>(438)</b>	<b>100</b>	<b>(17)</b>	<b>(1682)</b>	<b>2176</b>
5%	29%	-4%	11%	-21%	-10%	-20%	10%	-3%	-11%	14%

Total GWBP
(21)
(10)
(5)
(2)
(38)
10
(7)
2
(2)
3
(11)
0
(9)
(5)
(25)
7
(7)
4
(7)
(3)
0
3
(8)
3
(2)
(1)
(29)
(8)
(45)
(83)
45
(48)
(34)
51
14
(65)
(146)
(197)
(78)
(486)
(68)

115

(106)

(21)

(39)
7
(68)
<b>(168)</b>
(65)
(21)
(58)
(42)
<b>(186)</b>

<b>(826)</b>
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-11%

(332)  
-1%

0

0

year	2013
month	9
day	9

		GWBU							
hours	minutes	2	4	6	8	10	12	14	16
0	:00	-50%	-28%	33%	20%	75%	17%	78%	69%
	:15	-100%	50%	95%	33%	39%	29%	150%	175%
	:30	#DIV/0!	-38%	-87%	53%	169%	0%	124%	250%
	:45	75%	460%	81%	-28%	44%	39%	33%	213%
<b>0 Total</b>		<b>257%</b>	<b>49%</b>	<b>18%</b>	<b>20%</b>	<b>74%</b>	<b>19%</b>	<b>90%</b>	<b>145%</b>
1	:00	200%	40%	1800%	-91%	47%	-23%	88%	123%
	:15	-100%	-57%	-46%	7000%	-100%	0%	114%	360%
	:30	-400%	557%	195%	-91%	0%	-100%	42%	188%
	:45	#DIV/0!	414%	150%	-100%	-100%	-50%	120%	11%
<b>1 Total</b>		<b>150%</b>	<b>124%</b>	<b>106%</b>	<b>-51%</b>	<b>-66%</b>	<b>-40%</b>	<b>85%</b>	<b>113%</b>
2	:00	#DIV/0!	400%	117%	-100%	-100%	-100%	450%	57%
	:15	#DIV/0!	520%	-100%	-98%	-100%	-100%	35%	314%
	:30	#DIV/0!	271%	-100%	-100%	-100%	-100%	79%	450%
	:45	300%	383%	-100%	-100%	-100%	-100%	30%	175%
<b>2 Total</b>		<b>1400%</b>	<b>384%</b>	<b>-24%</b>	<b>-100%</b>	<b>-100%</b>	<b>-100%</b>	<b>87%</b>	<b>231%</b>
3	:00	400%	886%	-100%	-100%	-100%	-100%	-17%	400%
	:15	#DIV/0!	475%	421%	-100%	-100%	-100%	-39%	250%
	:30	#DIV/0!	260%	219%	-100%	-93%	-100%	-12%	167%
	:45	400%	433%	300%	-100%	-100%	-100%	15%	193%
<b>3 Total</b>		<b>1250%</b>	<b>489%</b>	<b>211%</b>	<b>-100%</b>	<b>-98%</b>	<b>-100%</b>	<b>-14%</b>	<b>236%</b>
4	:00	#DIV/0!	127%	144%	-100%	8%	-3%	-38%	157%
	:15	#DIV/0!	77%	85%	-29%	72%	19%	-23%	392%
	:30	#DIV/0!	138%	33%	-16%	-11%	82%	-4%	89%
	:45	0%	-23%	-5%	10%	0%	-42%	-28%	64%
<b>4 Total</b>		<b>167%</b>	<b>60%</b>	<b>64%</b>	<b>-33%</b>	<b>10%</b>	<b>6%</b>	<b>-25%</b>	<b>165%</b>
5	:00	-75%	-24%	0%	-5%	14%	14%	-34%	55%
	:15	-86%	-25%	-34%	-6%	2%	-15%	-15%	0%
	:30	-44%	-24%	1%	10%	7%	3%	15%	260%
	:45	-85%	-16%	-21%	-13%	-3%	-21%	-18%	39%
<b>5 Total</b>		<b>-73%</b>	<b>-21%</b>	<b>-14%</b>	<b>-4%</b>	<b>3%</b>	<b>-7%</b>	<b>-13%</b>	<b>64%</b>
6	:00	-56%	-27%	-17%	-15%	-3%	7%	-49%	-39%
	:15	-53%	-32%	-24%	-9%	-14%	79%	31%	-52%
	:30	-61%	-19%	-13%	2%	-30%	15%	17%	-56%
	:45	-70%	-17%	9%	67%	-21%	6%	-12%	-45%
<b>6 Total</b>		<b>-62%</b>	<b>-24%</b>	<b>-12%</b>	<b>5%</b>	<b>-20%</b>	<b>18%</b>	<b>-10%</b>	<b>-49%</b>
7	:00	-7%	-13%	-12%	21%	24%	-11%	0%	7%
	:15	-13%	-16%	-20%	-25%	-13%	-21%	-16%	-23%
	:30	-35%	-23%	-27%	-42%	3%	-21%	-29%	-12%
	:45	58%	108%	67%	66%	11%	143%	3%	27%
<b>7 Total</b>		<b>-8%</b>	<b>-2%</b>	<b>-7%</b>	<b>-6%</b>	<b>6%</b>	<b>3%</b>	<b>-12%</b>	<b>-3%</b>
8	:00	186%	421%	328%	379%	300%	313%	58%	73%

	:15	14%	-8%	-11%	-32%	-13%	-11%	-51%	-17%
	:30	41%	3%	-19%	-8%	-32%	-19%	-50%	-35%
	:45	-24%	-17%	-26%	-25%	-29%	-22%	-37%	-29%
<b>8 Total</b>		<b>17%</b>	<b>17%</b>	<b>4%</b>	<b>-2%</b>	<b>-4%</b>	<b>7%</b>	<b>-32%</b>	<b>-15%</b>
9	:00	-57%	-22%	-8%	4%	2%	-43%	-67%	-56%
	:15	-79%	-29%	-4%	9%	26%	-34%	-60%	-46%
	:30	-72%	29%	18%	36%	-5%	-28%	-74%	-60%
	:45	-62%	-33%	0%	15%	-11%	-19%	-67%	-41%
<b>9 Total</b>		<b>-68%</b>	<b>-16%</b>	<b>1%</b>	<b>15%</b>	<b>1%</b>	<b>-33%</b>	<b>-67%</b>	<b>-51%</b>

<b>Grand Total (0600 hrs-1000hrs)</b>		<b>-35%</b>	<b>-9%</b>	<b>-5%</b>	<b>3%</b>	<b>-5%</b>	<b>-2%</b>	<b>-33%</b>	<b>-33%</b>
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				GWBL							
18	20	22	24	54	56	58	60	62	64	68	
-44%	9%	500%	144%	#DIV/0!	-100%	#DIV/0!	-100%	-100%	-100%	-100%	
40%	-30%	1100%	100%	#DIV/0!	-100%	#DIV/0!	-100%	-100%	-100%	#DIV/0!	
59%	-46%	350%	100%	#DIV/0!	-100%	#DIV/0!	-100%	-100%	-100%	-100%	
0%	-37%	189%	129%	#DIV/0!	-100%	#DIV/0!	-100%	-100%	-100%	-100%	
<b>21%</b>	<b>-26%</b>	<b>421%</b>	<b>119%</b>	#DIV/0!	-100%	#DIV/0!	-100%	-100%	-100%	-100%	
67%	-54%	600%	64%	#DIV/0!	-100%	#DIV/0!	-100%	-100%	-100%	-100%	
167%	12%	1100%	700%	#DIV/0!	-100%	-100%	-100%	-100%	-100%	#DIV/0!	
80%	9%	433%	67%	#DIV/0!	-100%	#DIV/0!	-100%	-100%	-100%	#DIV/0!	
146%	29%	1800%	120%	#DIV/0!	-100%	#DIV/0!	-100%	-100%	-100%	-100%	
<b>119%</b>	<b>-6%</b>	<b>789%</b>	<b>113%</b>	#DIV/0!	-100%	-100%	-100%	-100%	-100%	-100%	
200%	-11%	1400%	100%	#DIV/0!	-100%	#DIV/0!	-100%	-100%	#DIV/0!	#DIV/0!	
100%	-83%	567%	56%	#DIV/0!	-100%	#DIV/0!	-100%	-100%	#DIV/0!	-100%	
300%	-67%	0%	160%	#DIV/0!	-100%	-100%	-100%	-100%	-100%	-100%	
667%	113%	-43%	129%	#DIV/0!	#DIV/0!	#DIV/0!	-100%	-100%	-100%	#DIV/0!	
<b>265%</b>	<b>-26%</b>	<b>165%</b>	<b>104%</b>	#DIV/0!	-100%	-100%	-100%	-100%	-100%	-100%	
150%	-19%	122%	233%	#DIV/0!	-100%	#DIV/0!	-100%	-100%	-100%	-100%	
171%	-65%	300%	23%	#DIV/0!	-100%	#DIV/0!	-100%	-100%	-100%	-100%	
260%	0%	180%	114%	#DIV/0!	-100%	#DIV/0!	-100%	-100%	-100%	-100%	
71%	-38%	107%	150%	#DIV/0!	-100%	#DIV/0!	-100%	-100%	-100%	-100%	
<b>156%</b>	<b>-31%</b>	<b>161%</b>	<b>93%</b>	#DIV/0!	-100%	#DIV/0!	-100%	-100%	-100%	-100%	
20%	-74%	7%	150%	#DIV/0!	-100%	#DIV/0!	-100%	-100%	-100%	-100%	
-42%	-67%	0%	150%	#DIV/0!	-100%	#DIV/0!	-100%	-100%	-100%	-100%	
1160%	28%	148%	268%	#DIV/0!	0%	#DIV/0!	-41%	-62%	-77%	-14%	
222%	18%	-30%	140%	-100%	-33%	#DIV/0!	29%	-22%	-36%	-25%	
<b>187%</b>	<b>-21%</b>	<b>20%</b>	<b>198%</b>	<b>-100%</b>	<b>-44%</b>	<b>#DIV/0!</b>	<b>-33%</b>	<b>-60%</b>	<b>-63%</b>	<b>-57%</b>	
-10%	24%	-37%	54%	#DIV/0!	13%	#DIV/0!	7%	-14%	-26%	6%	
88%	14%	-54%	20%	#DIV/0!	11%	#DIV/0!	15%	3%	0%	-5%	
-11%	-19%	-57%	151%	#DIV/0!	21%	#DIV/0!	18%	4%	12%	7%	
-29%	-2%	-53%	160%	#DIV/0!	-11%	#DIV/0!	14%	8%	-1%	33%	
<b>-2%</b>	<b>0%</b>	<b>-52%</b>	<b>103%</b>	#DIV/0!	<b>3%</b>	<b>#DIV/0!</b>	<b>14%</b>	<b>2%</b>	<b>0%</b>	<b>17%</b>	
-39%	113%	-52%	538%	-36%	#DIV/0!	146%	-9%	5%	16%	-23%	
-35%	56%	-34%	587%	-3%	67%	118%	-21%	2%	5%	0%	
-35%	13%	-49%	289%	46%	38%	47%	-40%	-24%	-9%	28%	
4%	-15%	-38%	233%	15%	7%	9%	21%	11%	-1%	-25%	
<b>-25%</b>	<b>16%</b>	<b>-43%</b>	<b>338%</b>	<b>8%</b>	<b>54%</b>	<b>68%</b>	<b>-18%</b>	<b>-3%</b>	<b>2%</b>	<b>-4%</b>	
-15%	-19%	-22%	46%	18%	15%	17%	22%	9%	8%	-7%	
11%	-23%	-30%	-6%	20%	24%	34%	36%	20%	35%	2%	
-21%	-35%	-52%	-32%	31%	12%	78%	17%	34%	32%	7%	
18%	-5%	25%	24%	32%	39%	52%	32%	46%	44%	19%	
<b>-4%</b>	<b>-21%</b>	<b>-24%</b>	<b>6%</b>	<b>-25%</b>	<b>22%</b>	<b>41%</b>	<b>26%</b>	<b>26%</b>	<b>28%</b>	<b>4%</b>	
82%	55%	49%	249%	41%	1%	11%	20%	12%	11%	2%	

-8%	-59%	-61%	99%		46%	21%	6%	18%	8%	20%	9%
-33%	-54%	-44%	90%		39%	32%	29%	33%	25%	17%	17%
-34%	-44%	-43%	26%		663%	-39%	24%	33%	32%	1%	-38%
<b>-8%</b>	<b>-40%</b>	<b>-39%</b>	<b>96%</b>		<b>69%</b>	<b>-2%</b>	<b>17%</b>	<b>26%</b>	<b>19%</b>	<b>12%</b>	<b>-5%</b>
-39%	107%	-76%	56%		#DIV/0!	-39%	62%	105%	80%	5%	-41%
-67%	39%	-74%	351%		32%	-35%	32%	134%	104%	12%	-47%
-60%	15%	-62%	256%		-70%	-31%	-10%	120%	57%	-2%	-49%
-33%	141%	-70%	229%		-21%	-17%	93%	95%	100%	3%	-15%
<b>-51%</b>	<b>62%</b>	<b>-71%</b>	<b>218%</b>		<b>-6%</b>	<b>-32%</b>	<b>37%</b>	<b>112%</b>	<b>83%</b>	<b>4%</b>	<b>-41%</b>

<b>-22%</b>	<b>-11%</b>	<b>-46%</b>	<b>121%</b>		<b>24%</b>	<b>6%</b>	<b>42%</b>	<b>21%</b>	<b>24%</b>	<b>10%</b>	<b>-11%</b>
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			GWBP						Total GWBU	Total GWBL
70	72	74	34	36	38	40	44	46		
#DIV/0!	-100%	#DIV/0!	#DIV/0!	40%	-63%	-24%	-40%	-100%	47.1%	-100.0%
#DIV/0!	-100%	#DIV/0!	#DIV/0!	133%	0%	-50%	100%	-100%	64.3%	-100.0%
#DIV/0!	-100%	#DIV/0!	#DIV/0!	-83%	-40%	-6%	300%	0%	46.5%	-100.0%
#DIV/0!	-100%	#DIV/0!	#DIV/0!	-50%	75%	-8%	-67%	-100%	47.8%	-100.0%
#DIV/0!	-100%	#DIV/0!	#DIV/0!	0%	-31%	-26%	0%	-90%	51.2%	-100.0%
#DIV/0!	-100%	#DIV/0!	#DIV/0!	300%	-67%	63%	300%	#DIV/0!	40.2%	-100.0%
#DIV/0!	-100%	#DIV/0!	#DIV/0!	-75%	-67%	-18%	0%	#DIV/0!	50.0%	-100.0%
#DIV/0!	-100%	#DIV/0!	#DIV/0!	#DIV/0!	0%	0%	#DIV/0!	#DIV/0!	33.3%	-100.0%
#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	-50%	-50%	-100%	#DIV/0!	30.0%	-100.0%
#DIV/0!	-100%	#DIV/0!	#DIV/0!	40%	-56%	0%	100%	#DIV/0!	38.0%	-100.0%
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#DIV/0!	-100%	#DIV/0!	#DIV/0!	-100%	100%	0%	0%	#DIV/0!	-20.5%	-100.0%
#DIV/0!	-100%	#DIV/0!	#DIV/0!	-100%	-86%	-11%	0%	-100%	-10.6%	-100.0%
#DIV/0!	-100%	#DIV/0!	#DIV/0!	#DIV/0!	-50%	-36%	#DIV/0!	0%	-15.6%	-100.0%
#DIV/0!	-100%	#DIV/0!	#DIV/0!	-50%	-64%	-40%	33%	-50%	-7.8%	-100.0%
#DIV/0!	-100%	#DIV/0!	#DIV/0!	#DIV/0!	200%	100%	#DIV/0!	#DIV/0!	4.0%	-100.0%
-100%	-100%	#DIV/0!	#DIV/0!	#DIV/0!	-67%	-43%	-100%	#DIV/0!	57.2%	-100.0%
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-100%	-100%	#DIV/0!	#DIV/0!	0%	29%	-12%	-25%	#DIV/0!	27.8%	-100.0%
#DIV/0!	#DIV/0!	#DIV/0!	0%	-33%	0%	11%	0%	-100%	6.9%	-100.0%
#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	33%	40%	8%	-50%	-100%	22.8%	-100.0%
#DIV/0!	-67%	#DIV/0!	#DIV/0!	-31%	17%	-17%	#DIV/0!	#DIV/0!	63.4%	-55.6%
#DIV/0!	-75%	#DIV/0!	#DIV/0!	-8%	-31%	16%	0%	0%	4.0%	-13.7%
#DIV/0!	-71%	#DIV/0!	100%	-16%	-3%	4%	0%	-67%	23.4%	-53.2%
#DIV/0!	200%	#DIV/0!	-100%	-4%	10%	-4%	33%	#DIV/0!	-1.4%	-9.3%
#DIV/0!	-75%	#DIV/0!	50%	-29%	-18%	-17%	800%	-100%	-10.7%	4.4%
#DIV/0!	-29%	#DIV/0!	-33%	0%	-15%	-1%	25%	29%	3.8%	10.1%
#DIV/0!	-22%	#DIV/0!	-30%	-8%	-9%	-9%	-15%	-71%	-9.5%	12.2%
#DIV/0!	-24%	#DIV/0!	-25%	-8%	-11%	-8%	36%	-25%	-4.8%	7.3%
133%	88%	88%	25%	3%	27%	2%	12%	68%	-16.3%	17.9%
103%	23%	35%	-40%	-17%	11%	-13%	5%	6%	-8.6%	11.3%
217%	71%	70%	-57%	4%	-12%	8%	-24%	-4%	-13.0%	9.4%
103%	55%	102%	-59%	40%	6%	32%	10%	-17%	-3.7%	15.5%
139%	57%	76%	-52%	3%	5%	5%	-3%	2%	-10.0%	13.1%
11%	19%	6%	25%	-36%	-17%	-40%	19%	26%	-1.7%	10.7%
16%	-2%	9%	-16%	-34%	-29%	-36%	-13%	-18%	-16.5%	19.3%
9%	8%	0%	-33%	-38%	-39%	-34%	-36%	-51%	-27.9%	21.2%
37%	28%	7%	-15%	-19%	-14%	-14%	-12%	-12%	35.0%	34.3%
18%	13%	5%	-12%	-32%	-24%	-32%	-12%	-15%	-6.6%	20.8%
3%	-31%	1100%	130%	-47%	-24%	-57%	98%	7%	151.3%	12.9%



-6%	-26%	287%	286%	-45%	-1%	-61%	104%	50%	-17.0%	13.0%
5%	5600%	-52%	867%	-39%	-1%	-61%	120%	107%	-17.9%	20.0%
-48%	950%	-75%	83%	-39%	-7%	-39%	63%	16%	-26.0%	-4.2%
<b>-11%</b>	<b>12%</b>	<b>-12%</b>	<b>240%</b>	<b>-42%</b>	<b>-9%</b>	<b>-54%</b>	<b>98%</b>	<b>42%</b>	<b>-2.5%</b>	<b>10.1%</b>
-84%	900%	-69%	-17%	-37%	-5%	-11%	-8%	-24%	-33.6%	6.3%
-75%	3200%	-68%	150%	-15%	-17%	1%	9%	-4%	-24.7%	8.8%
-30%	14%	0%	25%	-16%	-5%	-11%	-32%	-33%	-16.9%	5.2%
-14%	3%	-12%	-40%	-21%	-6%	-2%	24%	-81%	-21.2%	31.4%
<b>-68%</b>	<b>87%</b>	<b>-53%</b>	<b>22%</b>	<b>-22%</b>	<b>-9%</b>	<b>-6%</b>	<b>-6%</b>	<b>-36%</b>	<b>-24.3%</b>	<b>11.8%</b>

5%	29%	-4%	11%	-21%	-10%	-20%	10%	-3%	-11%	14%
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Total GWBP
-39.6%
-27.8%
-17.2%
-8.7%
<b>-27.0%</b>
76.9%
-35.0%
18.2%
-22.2%
<b>5.7%</b>
-64.7%
0.0%
-47.4%
-35.7%
<b>-41.7%</b>
116.7%
-38.9%
28.6%
-25.0%
<b>-4.5%</b>
0.0%
8.3%
-11.9%
3.8%
<b>-0.9%</b>
-0.8%
-15.9%
-2.7%
-10.2%
<b>-8.0%</b>
10.5%
-7.8%
-5.2%
9.2%
<b>0.6%</b>
-11.5%
-25.3%
-38.3%
-14.1%
<b>-22.0%</b>
-14.3%

-8.4%
1.7%
-16.2%
-9.4%
-17.2%
-5.3%
-14.6%
-11.6%
-12.2%

-11%	-0.9%
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**From:** Trzaska, Rosa  
**Sent:** Thursday, September 12, 2013 11:45 AM  
**To:** Durando, Robert; Ramirez, Enrique  
**Subject:** Complaints on Ft. Lee Traffic

Hi Bob/Ricky,

There have been several complaint calls coming to Bob's line. They were told from 212.435.7000 to call 201.346.4005.

I personally tried to call 212.435.7000 and everything was automated and didn't get a live person.

Anyway, Hicham Alnach (617.699.2025) called on Bob's # complaining about the traffic change and saying he has a \$1M home in Fort Lee and bought this home to be close to the bridge/work and pays a lot of taxes why this change?

He mentioned to me that if he doesn't speak to anyone about this, he will go to the White House and Media.

Please let me know if there is anything I can do to help.

Thanks so much!

*Rosa Trzaska*  
The Port Authority of NY & NJ  
George Washington Bridge  
220 Bruce Reynolds Blvd.  
Fort Lee, NJ 07024  
(201) 346-4011  
[rtrzaska@panynj.gov](mailto:rtrzaska@panynj.gov)

**From:** Crist, Paul  
**Sent:** Thursday, September 12, 2013 8:22 AM  
**To:** Fulton, Cedrick; Durando, Robert  
**Cc:** Ehler, Diannae  
**Subject:** FW: Center & Lemoine Traffic Data- request to release traffic video files to Fort Lee police

Sounds like we could stretch a decision on this out until well into November, after we get a final product.

Paul

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**From:** Harriott, Thomas  
**Sent:** Wednesday, September 11, 2013 4:09 PM  
**To:** Crist, Paul; Antes, Vincent; Mehta, Dipak  
**Cc:** Carleton, Robert  
**Subject:** FW: Center & Lemoine Traffic Data- request to release traffic video files to Fort Lee police

Paul, Vinnie and Dipak –

Rob and I spoke to Jose about his responses. The reason the data collection will need to be retaken after the “TL24 Test” is complete is that after the test, the toll lanes will be reopened and normal traffic patterns will return to Center and Lemoine Avenues. Now, with the test in progress, traffic is queuing at the toll plaza and onto Center and Lemoine Avenues, which is not representative of regular operations, and we are getting skewed traffic data in this area. We need the traffic data to be collected under regular toll plaza operations to develop construction staging plans and maintenance of traffic plans during the Center and Lemoine Avenue Bridge Deck Replacement project. We could instruct the consultant to pick up the cameras now, but with the end of the counting program in a few days, it may be safer to just let the counting program continue.

The consultant has two activities to complete after 9/27/13, namely to develop detour volumes and conduct capacity analysis (by 10/25/13) and to submit the Draft Tech Memo (by 11/01/13). These dates will be pushed out, pending the completion of “TL24 Test.”

Tom Harriott

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**From:** Rivera, Jose  
**Sent:** Wednesday, September 11, 2013 3:23 PM  
**To:** Crist, Paul; Antes, Vincent  
**Cc:** Mehta, Dipak; Carleton, Robert; Durando, Robert; Fulton, Cedrick; Ehler, Diannae; Stickelman, Timothy; Harriott, Thomas; Muriello, Mark; Baig, Rizwan (Mirza); Lepore, Armando  
**Subject:** RE: Center & Lemoine Traffic Data- request to release traffic video files to Fort Lee police

All,

- anything been said to Ft Lee police yet? - **No.**
- when did Ft lee make the request? - **Fort Lee Police made the request for the video on September 3rd**
- are the cameras operating yet? If yes, when did they start and when do they finish? If no, when do we plan on starting and finishing? - **Yes; data collection is ongoing - 09/09/13 to 09/16/13. HOWEVER, due to the “TL24 Test”, all data collection will have to be retaken when the “test” is complete.**
- once they complete the video, how long will it take before they send us an analysis? - **Data processing**

and develop base Synchro network - complete by 09/27/13; however will be delayed to ongoing "TL24 Test".

Jose

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**From:** Crist, Paul  
**Sent:** Wednesday, September 11, 2013 1:53 PM  
**To:** Antes, Vincent  
**Cc:** Rivera, Jose; Mehta, Dipak; Carleton, Robert; Durando, Robert; Fulton, Cedrick; Ehler, Diannae; Stickelman, Timothy; Harriott, Thomas; Muriello, Mark  
**Subject:** Re: Center & Lemoine Traffic Data- request to release traffic video files to Fort Lee police

Thanks, a few questions:

- anything been said to Ft Lee police yet?
- when did Ft lee make the request?
- are the cameras operating yet? If yes, when did they start and when do they finish? If no, when do we plan on starting and finishing?
- once they complete the video, how long will it take before they send us an analysis?

Thanks

Paul

Paul V. Crist  
Port Authority of NY and NJ -----  
Sent from my BlackBerry Wireless Handheld

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**From:** Antes, Vincent  
**Sent:** Wednesday, September 11, 2013 01:46 PM  
**To:** Crist, Paul  
**Cc:** Rivera, Jose; Mehta, Dipak; Carleton, Robert; Durando, Robert; Fulton, Cedrick; Ehler, Diannae; Stickelman, Timothy; Harriott, Thomas  
**Subject:** RE: Center & Lemoine Traffic Data- request to release traffic video files to Fort Lee police.

The request for copies of the video traffic count info was made by Ft Lee police to the consultant installing the video equipment. The consultant passed off the request to us.

The reason video traffic counts are being made is a result of repeated vandalism to the traffic count tubes first employed. The tubes were being cut by someone on the street.

Bob D also asked a question regarding traffic videos being discoverable as a result of FOI's. After discussing with Tim Stickelman, the answer is yes. The PA may deem such requested information of a sensitive nature and elect to not send.

Vinny

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**From:** Crist, Paul  
**Sent:** Tuesday, September 10, 2013 6:35 PM  
**To:** Antes, Vincent

**Cc:** Rivera, Jose; Mehta, Dipak; Carleton, Robert; Durando, Robert; Fulton, Cedrick; Ehler, Diannae  
**Subject:** Re: Center & Lemoine Traffic Data- request to release traffic video files to Fort Lee police

Vinny

Why are we taking the traffic counts?

Bob - why does Ft Lee want them?

Paul

Paul V. Crist  
Port Authority of NY and NJ -----  
Sent from my BlackBerry Wireless Handheld

---

**From:** Antes, Vincent  
**Sent:** Tuesday, September 10, 2013 04:15 PM  
**To:** Crist, Paul  
**Cc:** Rivera, Jose; Mehta, Dipak; Carleton, Robert  
**Subject:** FW: Center & Lemoine Traffic Data- request to release traffic video files to Fort Lee police

Traffic counting data will be collected in the form of video, which Ft Lee Police have asked for a copy. Jose will obtain the traffic video data but it will not leave the PA until clearance is received from the department as well as the media types.

You may want to advise Cedrick the Ft Lee police had made a inquiry for the collect traffic count data. Concerned about invasion of privacy and potentially using traffic data for other purposes, I have already been assured that the video camera placement precludes reading license plate numbers.

Vinny

---

**From:** Rivera, Jose  
**Sent:** Tuesday, September 10, 2013 12:44 PM  
**To:** Harriott, Thomas  
**Cc:** Carleton, Robert; Mehta, Dipak; Durando, Robert; Antes, Vincent; Buchsbaum, Jack; Baig, Rizwan (Mirza); Lepore, Armando; Fraser, Craig  
**Subject:** RE: Center & Lemoine Traffic Data- request to release traffic video files to Fort Lee police

Tom,

The consult must NOT release videos from the traffic study directly to the Fort Lee Police Department. Any video from the data collection will be sent to TB&T when they are available. HOWEVER, before any videos are sent to Fort Lee Police I strongly suggest that TB&T advise Cedrick and also get clearance from GOCOR, Media Relations, PA Police, and possibly Law.

Jose

---

**From:** Harriott, Thomas  
**Sent:** Tuesday, September 10, 2013 11:23 AM  
**To:** Rivera, Jose  
**Cc:** Carleton, Robert; Mehta, Dipak

**Subject:** RE: Center & Lemoine Traffic Data- request to release traffic video files to Fort Lee police

Jose –

In your discussions within Engineering, has there been a decision to share these traffic videos? Please let me know. Thank you.

Tom Harriott

---

**From:** Rivera, Jose

**Sent:** Thursday, September 05, 2013 10:53 AM

**To:** Harriott, Thomas

**Cc:** Baig, Rizwan (Mirza); Lepore, Armando; Fraser, Craig; Caruth, David; Durando, Robert; Buchsbaum, Jack

**Subject:** RE: Center & Lemoine Traffic Data- request to release traffic video files to FortLee police

Tom,

Let me discuss this within Engineering.

Would we need clearance from, or at a minimum advise, PA Police, GOCOR, Media Relations, etc.?

Jose

---

**From:** Harriott, Thomas

**Sent:** Thursday, September 05, 2013 10:21 AM

**To:** Rivera, Jose; Baig, Rizwan (Mirza)

**Subject:** FW: Center & Lemoine Traffic Data- request to release traffic video files to FortLee police

Jose and Rizwan –

Would it be acceptable to you to share the traffic videos from the Center and Lemoine traffic counting program with the Fort Lee police department? Please see below emails. Bob Durando is ok with sharing. Please let me know. Thank you.

Tom Harriott

---

**From:** Jen, Ching

**Sent:** Wednesday, September 04, 2013 4:10 PM

**To:** Harriott, Thomas

**Cc:** Sloan, Stewart

**Subject:** FW: Center & Lemoine Traffic Data- request to release traffic video files to FortLee police

Tom:

I don't know you read this email or not,  
could you response his request to get permission from PA  
in order to release video files to Fort Lee Police?

Thank you

Ching jen

---

**From:** beslinger@hardesty-hanover.com [mailto:beslinger@hardesty-hanover.com]



**Sent:** Wednesday, September 04, 2013 9:07 AM

**To:** Jen, Ching

**Cc:** mmohrmann@hardesty-hanover.com; Sloan, Stewart; Job\_2781%Hardesty\_\_Hanover@hardesty-hanover.com; Harriott, Thomas; charlie@hardesty-hanover.com

**Subject:** Fw: Center & Lemoine Traffic Data

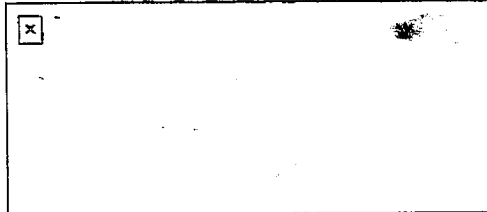
Ching - please see below regarding the start of the traffic counts with cameras on September 9. The Fort Lee Police Department has requested copies of the traffic video files after the counts are complete and we would like to get formal approval from PA before we release these files.

Thanks,  
Bob

**Robert F. Eslinger, Jr, PE, Principal Associate**

email: [beslinger@hardesty-hanover.com](mailto:beslinger@hardesty-hanover.com)  
address: 1501 Broadway, Suite 310, New York, NY 10036  
office: 212.944.1150  
direct: 646.428.8471  
cell: 917.860.4047  
fax: 212.391.0297

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[www.hardesty-hanover.com](http://www.hardesty-hanover.com)



----- Forwarded by Bob Eslinger/Hardesty\_Hanover on 09/04/2013 09:01 AM -----

**From:** "Westrick, Lisa" <LWestrick@chacompanies.com>  
**To:** "mmohrmann@hardesty-hanover.com" <mmohrmann@hardesty-hanover.com>, ...  
**Cc:** "beslinger@hardesty-hanover.com" <beslinger@hardesty-hanover.com>, "Kahlbaugh, Dave" <DKahlbaugh@chacompanies.com>  
**Date:** 09/04/2013 08:48 AM  
**Subject:** RE: Center & Lemoine Traffic Data

Hi Mark,

We are all set and have been cleared by the Fort Lee Police to install the cameras on September 9<sup>th</sup>. However, the police department has requested copies of the video files after the counts are completed. Can you discuss with the PA to get their authorization to release the video files to the Fort Lee Police?

Thanks, Lisa

Lisa M. Westrick, P.E., Associate  
CHA - design/construction solutions

**From:** Westrick, Lisa  
**Sent:** Wednesday, August 28, 2013 9:20 AM  
**To:** 'mmohrmann@hardesty-hanover.com'  
**Cc:** [beslinger@hardesty-hanover.com](mailto:beslinger@hardesty-hanover.com); Rashford, Jim  
**Subject:** RE: Center & Lemoine Traffic Data

Hi Mark,

We have discussed the schedule for data collection with Craig Fraser of the Port Authority. Because of the upcoming Labor Day holiday and consideration of back-to-school conditions, we have agreed to schedule the counts to begin during the week of September 9<sup>th</sup>. Below is our updated schedule for the follow-up work products for the traffic analysis.

- Traffic Data Collection - 09/09/13 to 09/16/13
- Data Processing and develop base Synchro network - complete by 09/27/13
- Develop detour volumes and conduct capacity analysis - complete by 10/25/13
- Submit Draft Tech Memo - 11/01/13

This schedule supposes that we will progress our work without PA review of interim submissions. If the PA would prefer to review interim stages (such as to review the volumes before we do the analysis, or to review the model of existing before we proceed with the detour analysis), then the schedule will be drawn out by the number of review milestones and the PA's turnaround time for review. However, unless I hear from you otherwise, I will assume that interim submissions/reviews will not be necessary.

Thank you, Lisa

Lisa M. Westrick, P.E., Associate  
CHA - *design/construction solutions*

**From:** Valens, Chris  
**Sent:** Thursday, September 12, 2013 1:41 PM  
**To:** Durando, Robert; Ramirez, Enrique  
**Cc:** Fulton, Cedrick; Lado, Tina  
**Subject:** Fw: GWB toll booths from Bruce Reynodls Blvd

Bob,

Do you have details on the inquiry from our good buddy below?

Chris

---

**From:** Cichowski, John [mailto:Cichowski@northjersey.com]  
**Sent:** Thursday, September 12, 2013 01:17 PM  
**To:** Valens, Chris  
**Subject:** GWB toll booths from Bruce Reynodls Blvd

Hi, Chris: I've been getting several calls and emails like the one below about fewer toll booths beind open to the GWB from Bruce Reynolds Blvd. Can you respond to these complaints, especially the 5 questions posed by the reader below? I'm at 973-586-8153. My cell is: 973-476-6333. Much appreciated.  
-john

John Cichowski  
The Road Warrior  
The Record, Herald News & northjersey.com  
100 Commons Way  
Rockaway, NJ 07866

On Monday Sept 9, the local Ft Lee approach to the GWB via Bruce Reynolds Blvd and Martha Washington Way changed dramatically. What used to be 3 toll booths from the local approach has turned into one toll booth, creating a large traffic backup that stretches back onto Hudson Terrace all the way to Englewood Cliffs. Our commute to midtown Manhattan from Tenafly used to take 30 - 35 minutes. On Monday, it took 2 hours and 15 minutes and on Tuesday it took 90 minutes. At the advice of the Ft Lee Police Dept, we got onto Rt 4 in Englewood and merged onto 95 and the last two mornings the commute took over an hour.

The Fort Lee Police do not have any answers, they claim it's the Port Authority's decision to close the local toll booths and that I should complain to them. I tried to call the PA but I can't get a live person on the phone. My questions to you are why didn't the Port Authority warn commuters about this change? Why did they do this? How long will it last? What is the goal of these local tollbooth closures?

**From:** Fulton, Cedrick  
**Sent:** Thursday, September 12, 2013 1:57 PM  
**To:** Durando, Robert  
**Subject:** Fw: GWB toll booths from Bruce Reynolds Blvd

You Talk to Chris prior to this.?

Sent from my BlackBerry 10 smartphone on the Verizon Wireless 4G LTE network.

---

**From:** Valens, Chris  
**Sent:** Thursday, September 12, 2013 1:40 PM  
**To:** Durando, Robert; Ramirez, Enrique  
**Cc:** Fulton, Cedrick; Lado, Tina  
**Subject:** Fw: GWB toll booths from Bruce Reynolds Blvd

Bob,

Do you have details on the inquiry from our good buddy below?

Chris

---

**From:** Cichowski, John [mailto:Cichowski@northjersey.com]  
**Sent:** Thursday, September 12, 2013 01:17 PM  
**To:** Valens, Chris  
**Subject:** GWB toll booths from Bruce Reynolds Blvd

Hi, Chris: I've been getting several calls and emails like the one below about fewer toll booths being open to the GWB from Bruce Reynolds Blvd. Can you respond to these complaints, especially the 5 questions posed by the reader below? I'm at 973-586-8153. My cell is: 973-476-6333. Much appreciated.  
-john

John Cichowski  
The Road Warrior  
The Record, Herald News & northjersey.com  
100 Commons Way  
Rockaway, NJ 07866

On Monday Sept 9, the local Ft Lee approach to the GWB via Bruce Reynolds Blvd and Martha Washington Way changed dramatically. What used to be 3 toll booths from the local approach has turned into one toll booth, creating a large traffic backup that stretches back onto Hudson Terrace all the way to Englewood Cliffs. Our commute to midtown Manhattan from Tenafly used to take 30 - 35 minutes. On Monday, it took 2 hours and 15 minutes and on Tuesday it took 90 minutes. At the advice of the Ft Lee Police Dept, we got onto Rt 4 in Englewood and merged onto 95 and the last two mornings the commute took over an hour.

The Fort Lee Police do not have any answers, they claim it's the Port Authority's decision to close the local toll booths and that I should complain to them. I tried to call the PA but I can't get a live person on the phone. My questions to you are why didn't the Port Authority warn commuters about this change? Why did they do this? How long will it last? What is the goal of these local tollbooth closures?

**From:** Jacobs, Daniel  
**Sent:** Wednesday, September 11, 2013 2:21 PM  
**To:** Durando, Robert  
**Cc:** Ramirez, Enrique; Hwang, Amy  
**Subject:** FW: GWB Traffic by Toll Lane 9/11/13 vs 9/12/12

Here are the traffic files for this morning along with a "corrected" worksheet for yesterday (Thank you Bob) where we reversed our positives/negatives. The big surprise for me was that the LL keeps on doing better than the UL each day. Any ideas why this is? The AHB work from fall of last year may be driving this on a comparison to 2012, right? The far right lanes of the AHB were closed last year and the outer roadway of the Trans-Manhattan Expressway was reduced to a single lane, right (I wasn't here then . . .)?

- Daniel



15-min trf GWB  
9-11-13 vs 9-12...



15-min trf GWB  
9-10-13 vs 9-11...

**From:** Rivera, Jose  
**Sent:** Wednesday, September 11, 2013 5:21 PM  
**To:** Zipf, Peter  
**Cc:** Starace, Jim; Buchsbaum, Jack; Baig, Rizwan (Mirza); Diculescu, Michael; Shabih, Raheel; Durando, Robert  
**Subject:** FW: GWB Upper Level Toll Plaza Modified

Please DISREGARD my previous email and use this one instead. We have provided more detail in the write-up below.

Jose

---

**From:** Rivera, Jose  
**Sent:** Wednesday, September 11, 2013 5:10 PM  
**To:** Zipf, Peter  
**Cc:** Starace, Jim; Buchsbaum, Jack; Baig, Rizwan (Mirza); Diculescu, Michael; Shabih, Raheel; Durando, Robert  
**Subject:** FW: GWB Upper Level Toll Plaza Modified

Peter,

Traffic Engineering performed the analysis for Tuesday, September 10, 2013 and did observe some improvement in the overall travel time on the mainline during the morning peak period (6:00am to Noon). The attached file graphically represent the impact of new traffic pattern on travel times on I-95 local and express lanes to the GWB UL toll plaza (1.4 mile section). The summary of findings is as follows:

- For traffic originating on I-95 Express Lanes, an average reduction of 4.00 minutes (about 47%) in travel time was observed
- For traffic originating on I-95 Local Lanes, an average reduction of 2.76 minutes (about 40%) in travel time was observed.

The improvement in the travel time on the mainline should be weighed against the deterioration of level of service for the local traffic originating from Fort Lee. The facility and TB&T are assessing those impacts. We will coordinate with them and report back on the findings.



GWB\_UL - Toll  
lanes Reconfig....

Also, the daily report from the facility is as follows:

-----Original Message-----

**From:** Durando, Robert  
**Sent:** Wednesday, September 11, 2013 11:06 AM  
**Subject:** FW: GWB Fort Lee Approach - 9/11/13

Here's what I told GOCOR this morning. This operation has the potential to be very expensive and labor intensive. Annualized toll collector costs for the additional coverage this operation requires is in the \$600k range. There are also additional, as yet undetermined police costs, due to PAPD covering corners through the extended rush. It's my understanding that TED (*Traffic Engineering Division*) is pulling together travel time information....true? (Yes - as per this email.)

Jose

---

**From:** Rivera, Jose  
**Sent:** Tuesday, September 10, 2013 12:22 PM  
**To:** Zipf, Peter  
**Cc:** Buchsbaum, Jack; Starace, Jim; Diculescu, Michael; Baig, Rizwan (Mirza); Shabih, Raheel  
**Subject:** FW: GWB Upper Level Toll Plaza Modified

Peter,

Traffic Engineering looked at the mainline travel time data from yesterday, but because of an incident on the CBX that resulted in traffic delays across the bridge, the travel times recorded are not suitable to assess the impacts of the new traffic pattern. Since no incident occurred during the morning peak period today, the comparison of today's travel times with the typical travel time on a Tuesday will be more indicative of traffic impacts. We will perform that analysis and share it with the group tomorrow morning.

Report from Bob Durando on Tuesday morning, 09/10/13 "test":

**From:** Durando, Robert  
**Sent:** Tuesday, September 10, 2013 11:05 AM  
**Subject:** RE: GWB Fort Lee Approach - 9/10/13

A little better than yesterday but still not good. I-95 approaches were free and clear by 0830 and the Ft Lee approaches were packed. We addressed that by diverting Martha and BRB traffic up to Center and directed that traffic into toll lanes 20 and 22, which they should have access to, had we given them the 3 lanes as per the agreement. This diversion is very labor intensive.

<< File: GWB Fort Lee 09-10-13.pdf >>

Jose

---

**From:** Rivera, Jose  
**Sent:** Monday, September 09, 2013 2:37 PM  
**To:** Zipf, Peter

**Cc:** Buchsbaum, Jack; Starace, Jim; Diculescu, Michael; Baig, Rizwan (Mirza)  
**Subject:** RE: GWB Upper Level Toll Plaza Modified

Peter,

My Traffic Operations staff has been in touch with the facility. Below is an email from Bob Durando on this morning's "test".

-----Original Message-----

From: Durando, Robert  
Sent: Monday, September 09, 2013 12:35 PM  
Subject: RE: GWB Fort Lee Approach

East bound traffic broke at about 11:30 this morning, however, there was an incident on the CBX that contributed. We fielded 10 or so angry customers regarding there being only 1 toll lane available for Fort Lee and I had an unpleasant interaction with Fort Lee Police Chief and Asst Chief about congesting the Borough, and preventing the smooth flow of emergency response vehicles throughout the Borough. Their characterization was that the "test" was a monumental failure. Fort Lee is not happy. Our PD spent an extended period working the intersections and implemented diversions that further congested the borough. Traffic travelling north on Central were not permitted to make a left hand turn onto Bruce Reynolds Blvd. They were forced to make a right to Hudson Terrace and get on the end of the queue approaching from Martha Washington Way. *(Diagram included showing this diversion. -jmr)* I don't know whether this will continue tomorrow. Mr. Wildstein will be reaching out to me later to discuss. TBT 2 Mont staff are looking at numbers.

- << File: GWB Fort Lee Diversion.pdf >>

We are still working on travel time numbers on the mainline and will report back.

Jose

-----Original Message-----

From: Zipf, Peter  
Sent: Friday, September 06, 2013 8:25 AM  
To: Rivera, Jose  
Cc: Baig, Rizwan (Mirza); Buchsbaum, Jack; Starace, Jim  
Subject: RE: GWB Upper Level Toll Plaza Modified

Jose,

Great.



I also just sent a note to Cedrick on the same issue.

Can you give me "daily summaries" of Traffic impacts - both positive and negative.

Thanks,  
Peter

-----Original Message-----

From: Rivera, Jose  
Sent: Friday, September 06, 2013 8:18 AM  
To: Zipf, Peter  
Cc: Baig, Rizwan (Mirza)  
Subject: RE: GWB Upper Level Toll Plaza Modified

Peter,

Working with TB&T should not be a problem. It has been a team effort (somewhat) for the orthotropic deck project.

Jose

---

From: Zipf, Peter  
Sent: Friday, September 06, 2013 8:16 AM  
To: Rivera, Jose  
Subject: RE: GWB Upper Level Toll Plaza Modified

Thanks - can you reach out to your counterparts in TBT to let them know, ie, can it be a "team approach"?

Is that reasonable and doable?

Let me know if I need to call anyone.

Thanks

-----Original Message-----

From: Rivera, Jose  
Sent: Friday, September 06, 2013 8:13 AM  
To: Zipf, Peter  
Cc: Baig, Rizwan (Mirza); Diculescu, Michael; Patel, Umang; Shabih, Raheel  
Subject: RE: GWB Upper Level Toll Plaza Modified

Peter,

I will look into whether we can monitor this similar to how we monitor the closures for the orthotropic deck project.

Jose

---

From: Zipf, Peter  
Sent: Friday, September 06, 2013 8:10 AM  
To: Rivera, Jose  
Subject: RE: GWB Upper Level Toll Plaza Modified

Jose,  
I was advise that on Monday TBT plans to implement the plan per sheet 4 (neck down to one lane).

Is there any way that Traffic can be in touch with what ramifications come from this, -ie, I assume TBT will monitor traffic impacts on Fort Lee as well as GWB flow through. Do they share that with your group or does your group get its own information?

Thanks,  
Peter

---

From: Zipf, Peter  
Sent: Thursday, August 29, 2013 6:09 PM  
To: Rivera, Jose  
Subject: RE: GWB Upper Level Toll Plaza Modified

Thanks Jose!

Peter

---

From: Rivera, Jose  
Sent: Thursday, August 29, 2013 12:54 PM  
To: Zipf, Peter; Wildstein, David  
Subject: RE: GWB Upper Level Toll Plaza Modified

As discussed, attached is a revised PDF showing the GWB Upper Level Toll Plaza under four scenarios:

Sheet 1: Shows a typical mid-day operation, where traffic cones are set aside and traffic is allowed to move freely from the various approaches.

Sheet 2: Shows a mock up of the morning peak period, where the traffic cones are typically set up to segregate the three lanes from Fort Lee to flow into the three right-most lanes of the toll plaza.

Sheet 3: Shows a mock up of a potential modified morning peak period where three lanes from Fort Lee are merged into two lanes and feed the two right-most lanes of the toll plaza. Since the traffic flows are extremely congested during the morning peak periods, Traffic Engineering recommends that the Fort Lee traffic be segregated from the other approaches by use of traffic cones, regardless of the number of toll lanes it is feeding, to reduce the risk of sideswipe crashes.

Sheet 4: Similar to above, however traffic from Fort Lee is restricted to two lanes then merged into one lane to feed the right-most lane of the toll plaza. Also as above, since traffic flows are extremely congested during the morning peak periods, Traffic Engineering recommends that the Fort Lee traffic be segregated from the other approaches by use of traffic cones to reduce the risk of sideswipe crashes.

<< File: GWB UL Tolls 6.pdf >>

Jose

---

From: Zipf, Peter  
Sent: Wednesday, August 28, 2013 6:19 PM  
To: Wildstein, David  
Cc: Rivera, Jose  
Subject: GWB Upper Level Toll Plaza Modified

David,  
As requested, attached is a suggested modification. Jose will certainly work out the details/further development with GWB as needed. One additional scenario could be a merge down to one lane, if needed.

Let me know if you need anything further.

Peter

---

From: Rivera, Jose  
Sent: Wednesday, August 28, 2013 6:11 PM  
To: Zipf, Peter  
Cc: Starace, Jim; Buchsbaum, Jack; Baig, Rizwan (Mirza); Diculescu, Michael  
Subject: GWB Upper Level Toll Plaza Modified

Attached is a PDF showing the GWB Upper Level Toll Plaza under three scenarios:

Sheet 1: Shows a typical mid-day operation, where traffic cones are set aside and traffic is allowed to move freely from the various approaches.

Sheet 2: Shows a mock up of the morning peak period, where the traffic cones are typically set up to segregate the three lanes from Fort Lee to flow into the three right-most lanes of the toll plaza.

Sheet 3: Shows a mock up of a potential modified morning peak period where three lanes from Fort Lee are merged into two lanes and feed the two right-most lanes of the toll plaza. Since the traffic flows are extremely congested during the morning peak periods, Traffic Engineering recommends that the Fort Lee traffic be segregated from the other approaches by use of traffic cones, regardless of the number of toll lanes it is feeding, to reduce the risk of sideswipe crashes.

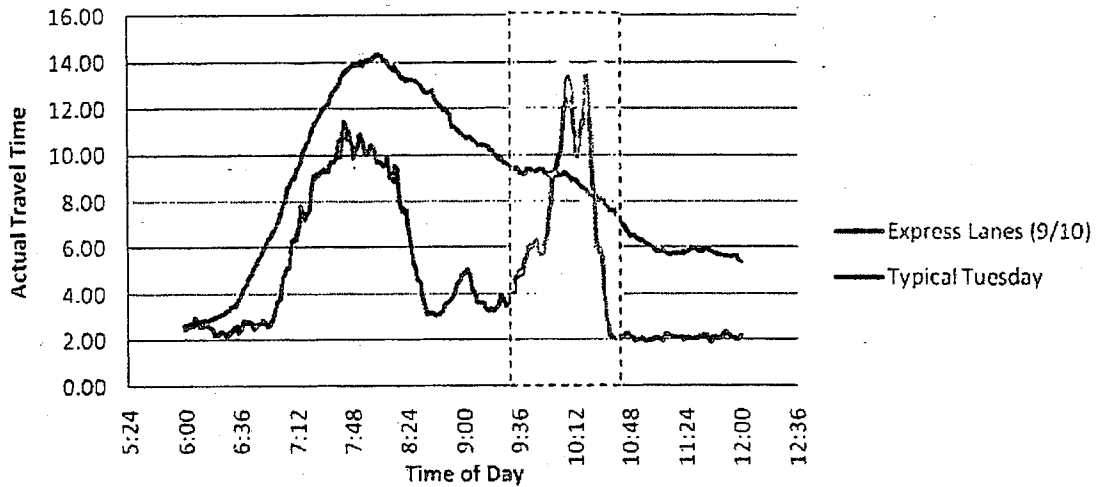
<< File: GWB UL Tolls 5a.pdf >>

I hope this helps. Please advise if you need additional information.

Jose M. Rivera, Jr., P.E.  
Chief Traffic Engineer

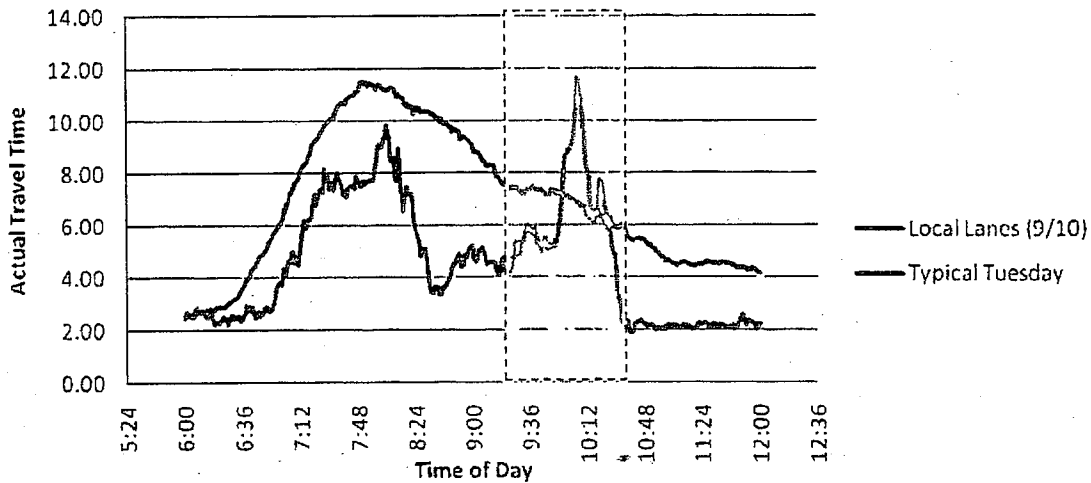
Port Authority of NY & NJ | Two Gateway Center, 14th Floor | Newark, NJ 07102 |  
Office: 973-565-7866 | BlackBerry: 862-754-4781 | [jrivera@panynj.gov](mailto:jrivera@panynj.gov) |  
[www.panynj.gov](http://www.panynj.gov)

### Express Lanes to Upper Level Toll Plaza (Typical Tuesday Vs. Tuesday, September 10th)

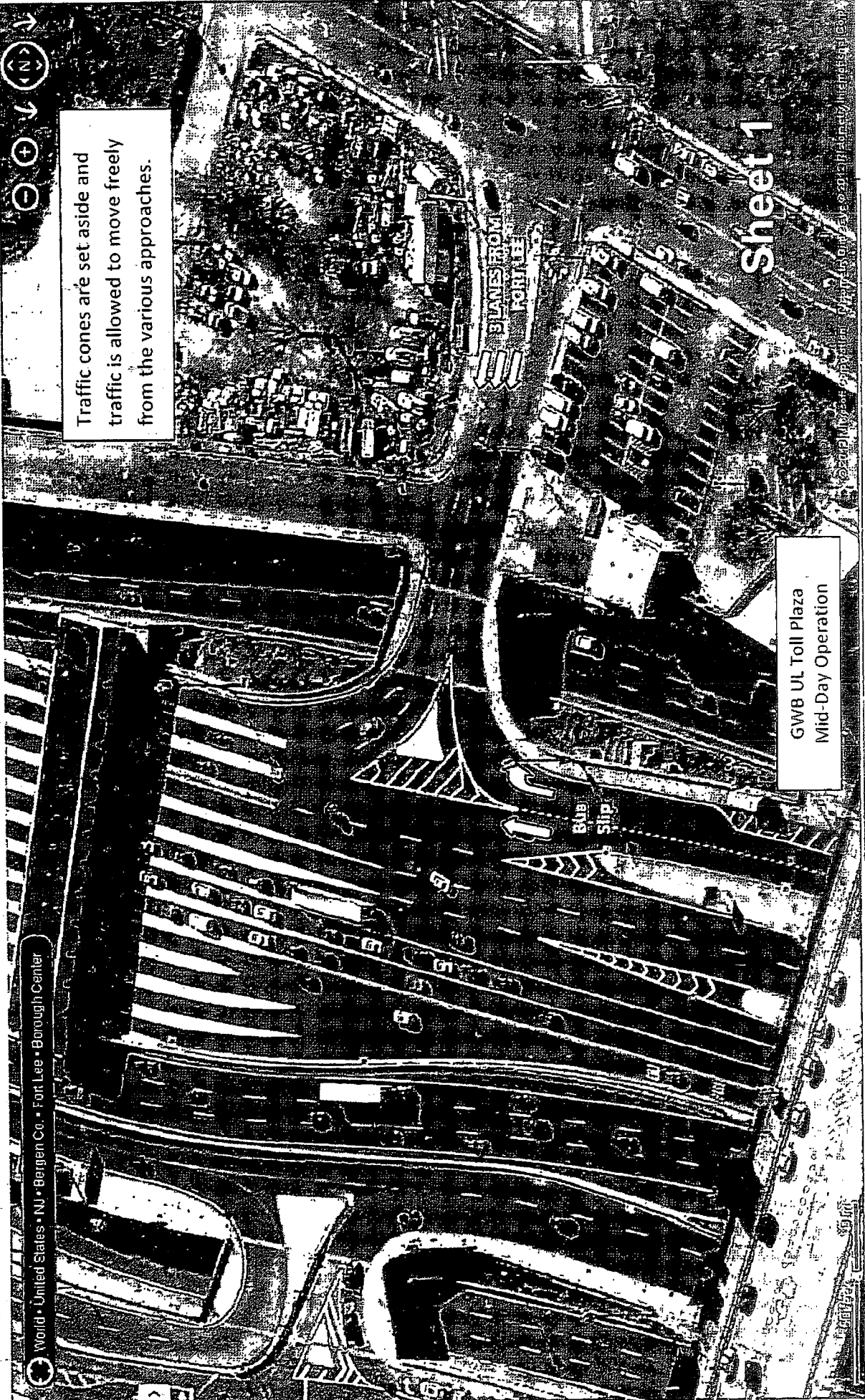


Note: Shaded area in the graph was not included in review due to incident (police activity in response to a jumper).

### Local Lanes to Upper Level Toll Plaza (Typical Tuesday Vs. Tuesday, September 10th)



Note: Shaded area in the graph was not included in review due to incident (police activity in response to a jumper).

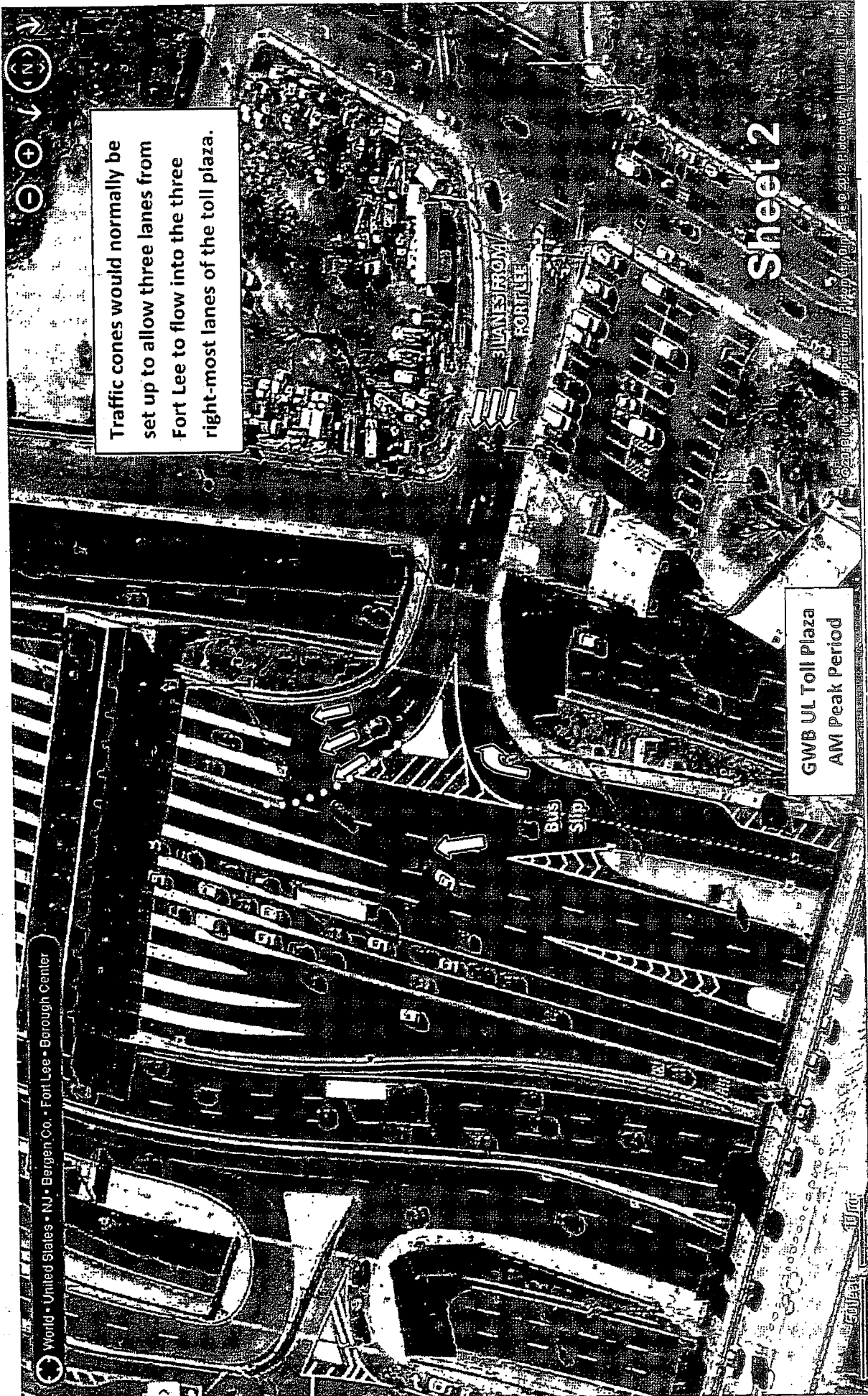


World • United States • NJ • Bergen Co. • Fort Lee • Borough Center

Traffic cones are set aside and traffic is allowed to move freely from the various approaches.

GWB UL Toll Plaza  
Mid-Day Operation

Sheet 1



World • United States • NJ • Bergen Co. • Fort Lee • Borough Center

Traffic cones would normally be set up to allow three lanes from Fort Lee to flow into the three right-most lanes of the toll plaza.

GWB UL Toll Plaza  
AM Peak Period

Sheet 2

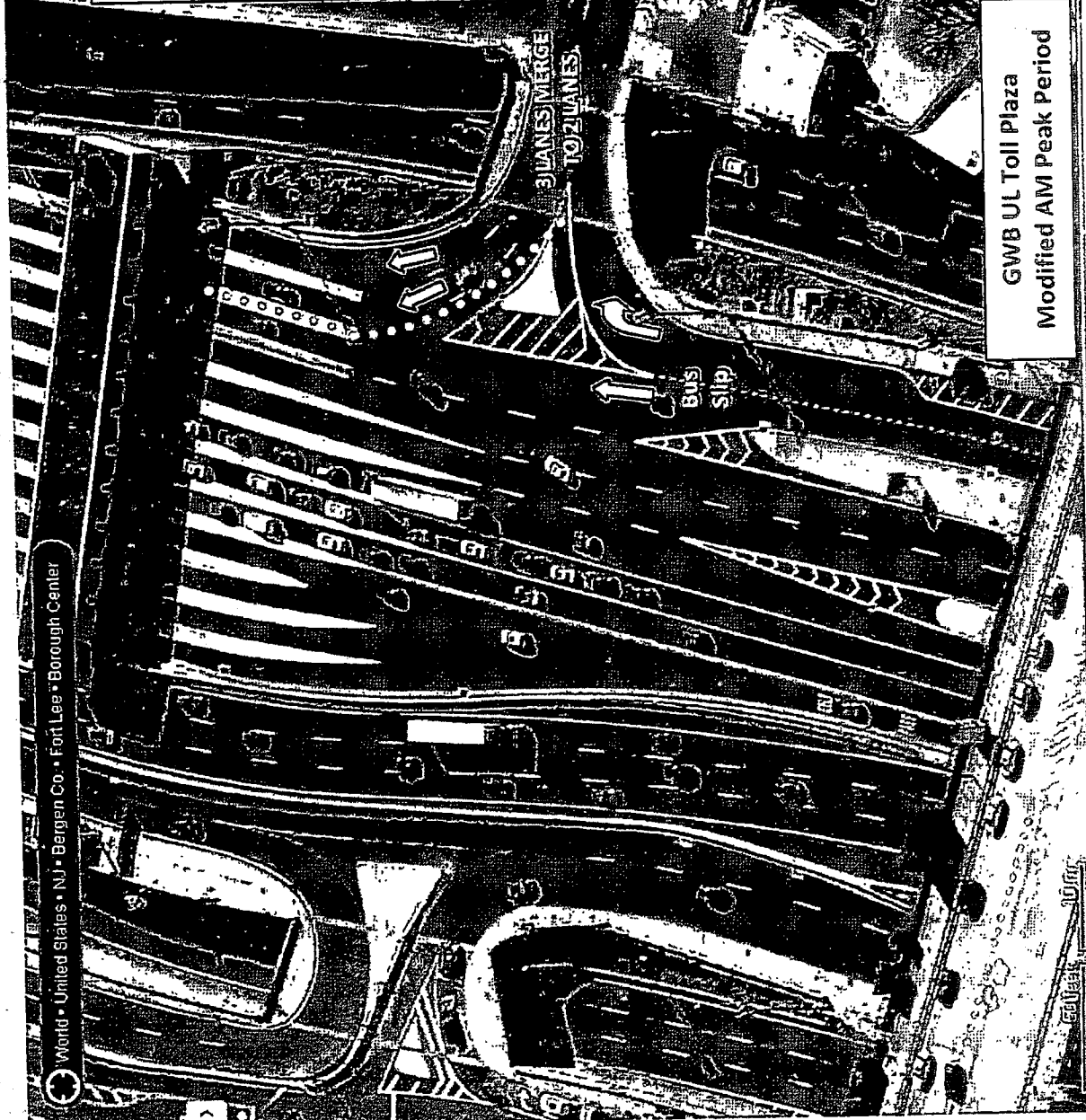


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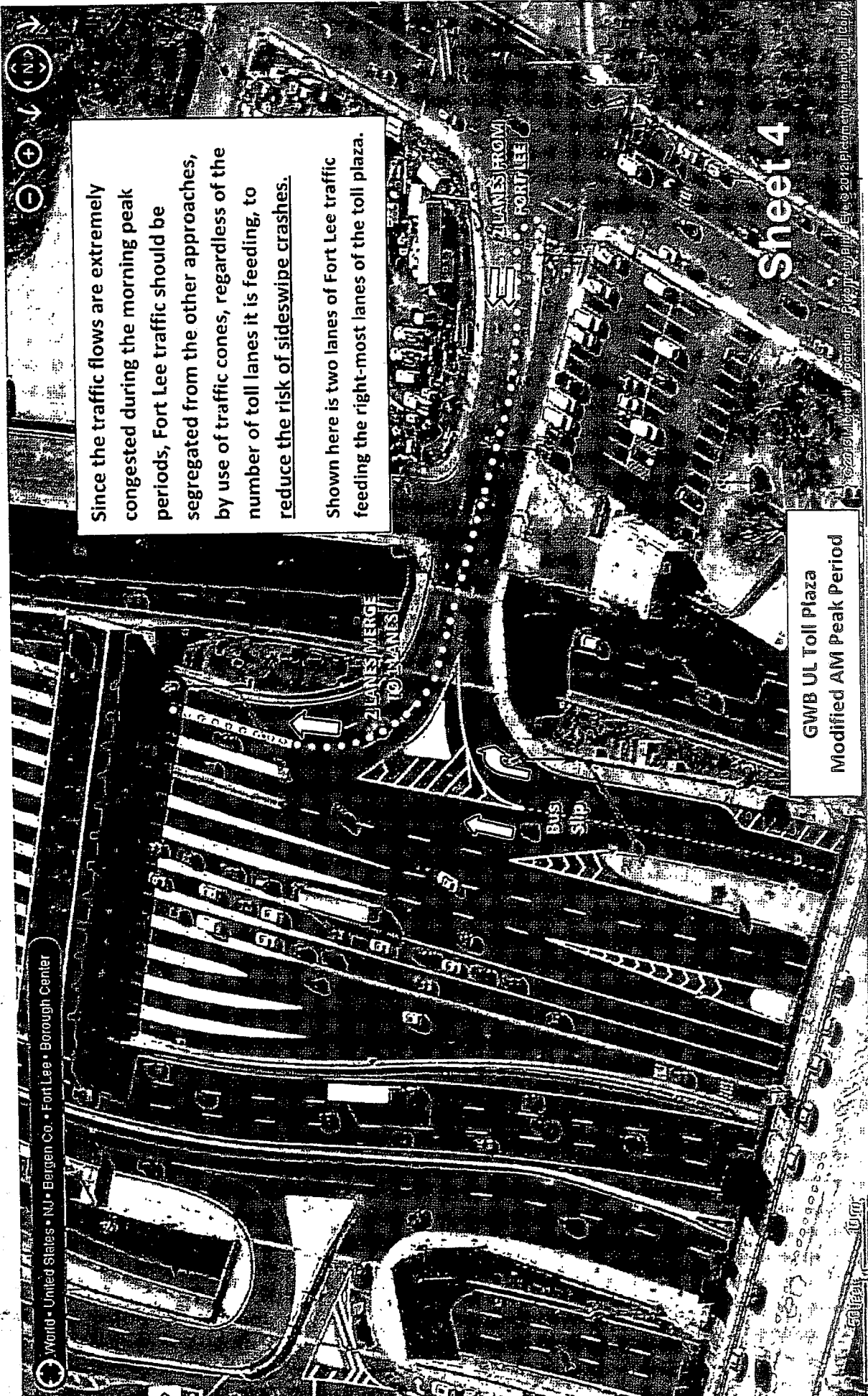
Since the traffic flows are extremely congested during the morning peak periods, Fort Lee traffic should be segregated from the other approaches, by use of traffic cones, regardless of the number of toll lanes it is feeding, to reduce the risk of sideswipe crashes.

Shown here is Fort Lee traffic feeding the two right-most lanes of the toll plaza.



GWB UL Toll Plaza  
Modified AM Peak Period





Since the traffic flows are extremely congested during the morning peak periods, Fort Lee traffic should be segregated from the other approaches, by use of traffic cones, regardless of the number of toll lanes it is feeding, to reduce the risk of sideswipe crashes.

Shown here is two lanes of Fort Lee traffic feeding the right-most lanes of the toll plaza.

GWB UL Toll Plaza  
Modified AM Peak Period

World • United States • NJ • Bergen Co. • Fort Lee • Borough Center

**From:** Jacobs, Daniel  
**Sent:** Thursday, September 12, 2013 12:02 PM  
**To:** Durando, Robert  
**Subject:** I forgot to ask you ...

Bob:


Victor's estimates indicate that the queues for the local Fort Lee entrance to the UL of the bridge should abate around noon with the new configuration. Does that match your experience or do they abate earlier/later? I want to adjust my analysis for Cedrick based on real-life experience.

Thanks.

- Daniel

Daniel M. Jacobs, PP  
General Manager -- Transportation and Revenue  
Port Authority of NY & NJ  
Two Montgomery Street, 4th Floor  
Jersey City, NJ 07302  
Tel # (201) 395-3984  
[Djacobs@panynj.gov](mailto:Djacobs@panynj.gov)

Please call me after 6am txtfoye.txt

From: Foye, Patrick  
Sent: Friday, September 13, 2013 6:02 AM  
To: Durando, Robert  
Subject: Please call me after 6am  


**From:** Rechler, Scott [SRechler@RXRRealty.com]  
**Sent:** Friday, September 13, 2013 8:29 AM  
**To:** Foye, Patrick  
**Cc:** Fulton, Cedrick; Durando, Robert; Baroni, Bill; Dunne, Joseph P.; Koumoutsos, Louis; Zipf, Peter; Samson, David; Buchbinder, Darrell  
**Subject:** Re: Fort Lee eastbound access to GWB

This is terribly disturbing and incomprehensible to me. How can a decision like this be made without it being discussed and considered at the highest level? I am particularly disturbed that this was occurring without regard to this being the Jewish high holiday weekend.

Pat, please let us know what happened.

Thank you.

Scott

Scott Rechler  
CEO and Chairman  
RXR Realty  
[Srechler@rxrrealty.com](mailto:Srechler@rxrrealty.com)

On Sep 13, 2013, at 7:44 AM, "Foye, Patrick" <[pfoye@panynj.gov](mailto:pfoye@panynj.gov)> wrote:

After reading last night's media pendings, I made inquiries and received calls on this matter which is very troubling. Here is what I learned: reversing over 25 years of PA GWB operations, the three lanes in Fort Lee eastbound to the GWD were reduced to one lane on Monday of this week without notifying Fort Lee, the commuting public we serve, the ED or Media. A decision of this magnitude should be made only after careful deliberation and upon sign off by the ED. Reports are that Fort Lee has experienced severe traffic delays engulfing the entire Fort Lee area since Monday. I am appalled by the lack of process, failure to inform our customers and Fort Lee and most of all by the dangers created to the public interest, so I am reversing this decision now effective as soon as TBT and PAPD tell me it is safe to do so today.

I am making this decision for the following reasons:

1. This hasty and ill-advised decision has resulted in delays to emergency vehicles. I pray that no life has been lost or trip of a hospital- or hospice-bound patient delayed.
2. This hasty and ill-advised decision has undoubtedly had an adverse effect on economic activity in both states. That is contrary to the directive we have from our Governors to do everything possible to create jobs in both States.
3. I will not allow this hasty and ill-advised decision to delay the travels of those observing Yom Kippur tonight or the holidays to follow.
4. I believe this hasty and ill-advised decision violates Federal Law and the laws of both States.

To be clear, I will get to the bottom of this abusive decision which violates everything this agency stands for; I intend to learn how PA process was wrongfully subverted and the public interest damaged to say nothing of the credibility of this agency.

Finally, I am open to considering changes to each of our facilities if there is a case to be made that change will benefit the public interest. In the case of the Fort Lee eastbound access lanes, approval of this action will require:

1. Written sign off by TBT, Traffic Engineering and PAPD. That sign off was not sought or obtained

here.

2. Prior discussion with the local government and a communication plan and plenty of advance notice to the commuting public. That did not occur here.
3. Consideration of the effects on emergency vehicles and sign off by PAPD. That did not occur here.
4. Consideration of the financial impact on the PA in terms of O/T. That too did not occur here.

Cedric and Bob—please let this group know when access to three lanes in Fort Lee can be restored as soon as possible today. This is a matter of public safety and time is of the essence.

Pat

NOTICE: THIS E-MAIL AND ANY ATTACHMENTS CONTAIN INFORMATION FROM THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY AND AFFILIATES. IF YOU BELIEVE YOU HAVE RECEIVED THIS E-MAIL IN ERROR, PLEASE NOTIFY THE SENDER IMMEDIATELY, PERMANENTLY DELETE THIS E-MAIL (ALONG WITH ANY ATTACHMENTS), AND DESTROY ANY PRINTOUTS.

**From:** Foye, Patrick  
**Sent:** Friday, September 13, 2013 8:29 AM  
**To:** Durando, Robert; Fulton, Cedrick  
**Cc:** Baroni, Bill; Dunne, Joseph P.; Koumoutsos, Louis; Zipf, Peter; Samson, David; 'srechler@rxrrealty.com'; Buchbinder, Darrell; MacSpadden, Lisa  
**Subject:** Re: Fort Lee eastbound access to GWB

Thanks, Bob. I'll set up meeting to discuss this issue.  
 Looping Lisa--how do we get word out?

---

**From:** Durando, Robert  
**Sent:** Friday, September 13, 2013 08:04 AM  
**To:** Foye, Patrick; Fulton, Cedrick  
**Cc:** Baroni, Bill; Dunne, Joseph P.; Koumoutsos, Louis; Zipf, Peter; Samson, David; 'SRechler@RXRRealty.com' <SRechler@RXRRealty.com>; Buchbinder, Darrell  
**Subject:** Re: Fort Lee eastbound access to GWB

We have restored the 3 toll lanes to Ft Lee.

---

**From:** Foye, Patrick  
**Sent:** Friday, September 13, 2013 07:44 AM  
**To:** Fulton, Cedrick; Durando, Robert  
**Cc:** Baroni, Bill; Dunne, Joseph P.; Koumoutsos, Louis; Zipf, Peter; Samson, David; 'Rechler, Scott' <SRechler@RXRRealty.com>; Buchbinder, Darrell  
**Subject:** Fort Lee eastbound access to GWB

After reading last night's media pendings, I made inquiries and received calls on this matter which is very troubling. Here is what I learned: reversing over 25 years of PA GWB operations, the three lanes in Fort Lee eastbound to the GWB were reduced to one lane on Monday of this week without notifying Fort Lee, the commuting public we serve, the ED or Media. A decision of this magnitude should be made only after careful deliberation and upon sign off by the ED. Reports are that Fort Lee has experienced severe traffic delays engulfing the entire Fort Lee area since Monday. I am appalled by the lack of process, failure to inform our customers and Fort Lee and most of all by the dangers created to the public interest, so I am reversing this decision now effective as soon as TBT and PAPD tell me it is safe to do so today.

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3. Consideration of the effects on emergency vehicles and sign off by PAPD. That did not occur here.
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Cedric and Bob—please let this group know when access to three lanes in Fort Lee can be restored as soon as possible today. This is a matter of public safety and time is of the essence.

Pat

---

**From:** Durando, Robert  
**Sent:** Monday, September 09, 2013 1:13 PM  
**To:** Fulton, Cedrick  
**Subject:** RE: Angry Patron

DW is supposed to call later today to discuss. Mark and his staff are working on comparative look at traffic numbers. I was advised that by the FLPD Chief would be calling Bill Baroni to discuss today's operation. Specifically, traffic conditions required Ft Lee officers to remain out on corners, managing traffic instead of attending to public safety issues. He also expressed grave concern about the inability of emergency response vehicles, ambulance, FLFD to traverse the borough while responding to emergencies.

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**From:** Fulton, Cedrick  
**Sent:** Monday, September 09, 2013 1:08 PM  
**To:** Durando, Robert  
**Subject:** Re: Angry Patron

I am sorry. Is there a plan for tomorrow?

Sent from my BlackBerry 10 smartphone on the Verizon Wireless 4G LTE network.

---

**From:** Durando, Robert  
**Sent:** Monday, September 9, 2013 12:08 PM  
**To:** Fulton, Cedrick  
**Cc:** Ehler, Diannae; Muriello, Mark; Ramirez, Enrique; Sagrestano, Kenneth  
**Subject:** Fw: Angry Patron

Fyi, so you get a flavor of the complaints. We've gotten a half dozen calls + or -

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**From:** Herrera, Lisa  
**Sent:** Monday, September 09, 2013 12:06 PM  
**To:** Durando, Robert  
**Subject:** Angry Patron

Hi Bob:

I just got another call from a patron... she says that the Port Authority "doesn't care about their customers and they are playing God with people's jobs". Her husband was 40 minutes late to a job that he just got after being out of work for over a year. She said a lot of other things, but I will spare you her rant!

Lisa



---

**From:** Durando, Robert  
**Sent:** Wednesday, September 11, 2013 7:03 AM  
**To:** Crist, Paul; Antes, Vincent  
**Cc:** Rivera, Jose; Mehta, Dipak; Carleton, Robert; Fulton, Cedrick; Ehler, Diannae  
**Subject:** RE: Center & Lemoine Traffic Data- request to release traffic video files to Fort Lee police

I don't know why Ft Lee wants the video. I'd be interested to know who contacted Tom Harriot with the request. Thankfully, this request came to us before out "TL 24 Test".

---

**From:** Crist, Paul  
**Sent:** Tuesday, September 10, 2013 6:35 PM  
**To:** Antes, Vincent  
**Cc:** Rivera, Jose; Mehta, Dipak; Carleton, Robert; Durando, Robert; Fulton, Cedrick; Ehler, Diannae  
**Subject:** Re: Center & Lemoine Traffic Data- request to release traffic video files to Fort Lee police

Vinny

Why are we taking the traffic counts?

Bob - why does Ft Lee want them?

Paul

Paul V. Crist  
Port Authority of NY and NJ -----  
Sent from my BlackBerry Wireless Handheld

---

**From:** Antes, Vincent  
**Sent:** Tuesday, September 10, 2013 04:15 PM  
**To:** Crist, Paul  
**Cc:** Rivera, Jose; Mehta, Dipak; Carleton, Robert  
**Subject:** FW: Center & Lemoine Traffic Data- request to release traffic video files to Fort Lee police

Traffic counting data will be collected in the form of video, which Ft Lee Police have asked for a copy. Jose will obtain the traffic video data but it will not leave the PA until clearance is received from the department as well as the media types.

You may want to advise Cedrick the Ft Lee police had made a inquiry for the collect traffic count data. Concerned about invasion of privacy and potentially using traffic data for other purposes, I have already been assured that the video camera placement precludes reading license plate numbers.

Vinny

---

**From:** Rivera, Jose  
**Sent:** Tuesday, September 10, 2013 12:44 PM  
**To:** Harriott, Thomas  
**Cc:** Carleton, Robert; Mehta, Dipak; Durando, Robert; Antes, Vincent; Buchsbaum, Jack; Baig, Rizwan (Mirza); Lepore, Armando; Fraser, Craig  
**Subject:** RE: Center & Lemoine Traffic Data- request to release traffic video files to Fort Lee police

Tom,

The consult must NOT release videos from the traffic study directly to the Fort Lee Police Department. Any video from the data collection will be sent to TB&T when they are available. HOWEVER, before any videos are sent to Fort Lee Police I strongly suggest that TB&T advise Cedrick and also get clearance from GOCOR, Media Relations, PA Police, and possibly Law.

Jose

---

**From:** Harriott, Thomas  
**Sent:** Tuesday, September 10, 2013 11:23 AM  
**To:** Rivera, Jose  
**Cc:** Carleton, Robert; Mehta, Dipak  
**Subject:** RE: Center & Lemoine Traffic Data- request to release traffic video files to Fort Lee police

Jose -

In your discussions within Engineering, has there been a decision to share these traffic videos? Please let me know. Thank you.

Tom Harriott

---

**From:** Rivera, Jose  
**Sent:** Thursday, September 05, 2013 10:53 AM  
**To:** Harriott, Thomas  
**Cc:** Baig, Rizwan (Mirza); Lepore, Armando; Fraser, Craig; Caruth, David; Durando, Robert; Buchsbaum, Jack  
**Subject:** RE: Center & Lemoine Traffic Data- request to release traffic video files to FortLee police

Tom,

Let me discuss this within Engineering.

Would we need clearance from, or at a minimum advise, PA Police, GOCOR, Media Relations, etc.?

Jose

---

**From:** Harriott, Thomas  
**Sent:** Thursday, September 05, 2013 10:21 AM  
**To:** Rivera, Jose; Baig, Rizwan (Mirza)  
**Subject:** FW: Center & Lemoine Traffic Data- request to release traffic video files to FortLee police

Jose and Rizwan -

Would it be acceptable to you to share the traffic videos from the Center and Lemoine traffic counting program with the Fort Lee police department? Please see below emails. Bob Durando is ok with sharing. Please let me know. Thank you.

Tom Harriott

---

**From:** Jen, Ching  
**Sent:** Wednesday, September 04, 2013 4:10 PM

**To:** Harriott, Thomas  
**Cc:** Sloan, Stewart  
**Subject:** FW: Center & Lemoine Traffic Data- request to release traffic video files to FortLee police

om:  
I don't know you read this email or not,  
could you response his request to get permission from PA  
in order to release video files to Fort Lee Police?  
Thank you

Ching jen

---

**From:** beslinger@hardesty-hanover.com [mailto:beslinger@hardesty-hanover.com]  
**Sent:** Wednesday, September 04, 2013 9:07 AM  
**To:** Jen, Ching  
**Cc:** mmohrmann@hardesty-hanover.com; Sloan, Stewart; Job\_2781%Hardesty\_\_Hanover@hardesty-hanover.com;  
Harriott, Thomas; charlie@hardesty-hanover.com  
**Subject:** Fw: Center & Lemoine Traffic Data

Ching - please see below regarding the start of the traffic counts with cameras on September 9. The Fort Lee Police Department has requested copies of the traffic video files after the counts are complete and we would like to get formal approval from PA before we release these files.

Thanks,  
Bob  
Robert F. Eslinger, Jr, PE, Principal Associate

---

email: [beslinger@hardesty-hanover.com](mailto:beslinger@hardesty-hanover.com)  
address: 1501 Broadway, Suite 310, New York, NY 10036  
office: 212.944.1150  
direct: 646.428.8471  
cell: 917.860.4047  
fax: 212.391.0297



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----- Forwarded by Bob Eslinger/Hardesty\_Hanover on 09/04/2013 09:01 AM -----

**From:** "Westrick, Lisa" <LWestrick@chacompanies.com>  
**To:** "mmohrmann@hardesty-hanover.com" <mmohrmann@hardesty-hanover.com>,  
**Cc:** "beslinger@hardesty-hanover.com" <beslinger@hardesty-hanover.com>, "Kahlbaugh, Dave" <DKahlbaugh@chacompanies.com>  
**Date:** 09/04/2013 08:48 AM  
**Subject:** RE: Center & Lemoine Traffic Data

Hi Mark,  
We are all set and have been cleared by the Fort Lee Police to install the cameras on September 9<sup>th</sup>.  
However, the police department has requested copies of the video files after the counts are completed. Can you discuss with the PA  
to get their authorization to release the video files to the Fort Lee Police?  
Thanks, Lisa

Lisa M. Westrick, P.E., Associate  
CHA - design/construction solutions

**From:** Westrick, Lisa  
**Sent:** Wednesday, August 28, 2013 9:20 AM  
**To:** 'mmohrmann@hardesty-hanover.com'  
**Cc:** beslinger@hardesty-hanover.com; Rashford, Jim  
**Subject:** RE: Center & Lemoine Traffic Data

Hi Mark,

We have discussed the schedule for data collection with Craig Fraser of the Port Authority. Because of the upcoming Labor Day holiday and consideration of back-to-school conditions, we have agreed to schedule the counts to begin during the week of September 9<sup>th</sup>. Below is our updated schedule for the follow-up work products for the traffic analysis.

- Traffic Data Collection - 09/09/13 to 09/16/13
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- Submit Draft Tech Memo - 11/01/13

This schedule supposes that we will progress our work without PA review of interim submissions. If the PA would prefer to review interim stages (such as to review the volumes before we do the analysis, or to review the model of existing before we proceed with the detour analysis), then the schedule will be drawn out by the number of review milestones and the PA's turnaround time for review. However, unless I hear from you otherwise, I will assume that interim submissions/reviews will not be necessary.

Thank you, Lisa

**Lisa M. Westrick, P.E., Associate**  
**CHA** ~ *design/construction solutions*

---

**From:** Durando, Robert  
**Sent:** Wednesday, September 11, 2013 8:03 AM  
**To:** Antes, Vincent; Crist, Paul  
**Cc:** Rivera, Jose; Mehta, Dipak; Carleton, Robert; Fulton, Cedrick; Ehler, Diannae; Ramirez, Enrique; Sagrestano, Kenneth  
**Subject:** RE: Center & Lemoine Traffic Data- request to release traffic video files to Fort Lee police

We should also find out if said video would be discoverable via an FOI request.

---

**From:** Antes, Vincent  
**Sent:** Wednesday, September 11, 2013 7:59 AM  
**To:** Crist, Paul  
**Cc:** Rivera, Jose; Mehta, Dipak; Carleton, Robert; Durando, Robert; Fulton, Cedrick; Ehler, Diannae  
**Subject:** RE: Center & Lemoine Traffic Data- request to release traffic video files to Fort Lee police

Traffic counts are required for the project to rehab the Lemoine and Center Avenue deck.

Still trying to find out why Ft Lee police asked for copies of the video.

Vinny

---

**From:** Crist, Paul  
**Sent:** Tuesday, September 10, 2013 6:35 PM  
**To:** Antes, Vincent  
**Cc:** Rivera, Jose; Mehta, Dipak; Carleton, Robert; Durando, Robert; Fulton, Cedrick; Ehler, Diannae  
**Subject:** Re: Center & Lemoine Traffic Data- request to release traffic video files to Fort Lee police

Vinny

Why are we taking the traffic counts?

Bob - why does Ft Lee want them?

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Paul V. Crist  
Port Authority of NY and NJ -----  
Sent from my BlackBerry Wireless Handheld

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**Sent:** Tuesday, September 10, 2013 04:15 PM  
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You may want to advise Cedrick the Ft Lee police had made a inquiry for the collect traffic count data. Concerned about invasion of privacy and potentially using traffic data for other purposes, I have already been assured that the video camera placement precludes reading license plate numbers.

inny

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**From:** Rivera, Jose  
**Sent:** Tuesday, September 10, 2013 12:44 PM  
**To:** Harriott, Thomas  
**Cc:** Carleton, Robert; Mehta, Dipak; Durando, Robert; Antes, Vincent; Buchsbaum, Jack; Baig, Rizwan (Mirza); Lepore, Armando; Fraser, Craig  
**Subject:** RE: Center & Lemoine Traffic Data- request to release traffic video files to Fort Lee police

Tom,

The consult must NOT release videos from the traffic study directly to the Fort Lee Police Department. Any video from the data collection will be sent to TB&T when they are available. HOWEVER, before any videos are sent to Fort Lee Police I strongly suggest that TB&T advise Cedrick and also get clearance from GOCOR, Media Relations, PA Police, and possibly Law.

Jose

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**From:** Harriott, Thomas  
**Sent:** Tuesday, September 10, 2013 11:23 AM  
**To:** Rivera, Jose  
**Cc:** Carleton, Robert; Mehta, Dipak  
**Subject:** RE: Center & Lemoine Traffic Data- request to release traffic video files to Fort Lee police

Jose -

In your discussions within Engineering, has there been a decision to share these traffic videos? Please let me know. Thank you.

Tom Harriott

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**From:** Rivera, Jose  
**Sent:** Thursday, September 05, 2013 10:53 AM  
**To:** Harriott, Thomas  
**Cc:** Baig, Rizwan (Mirza); Lepore, Armando; Fraser, Craig; Caruth, David; Durando, Robert; Buchsbaum, Jack  
**Subject:** RE: Center & Lemoine Traffic Data- request to release traffic video files to FortLee police

Tom,

Let me discuss this within Engineering.

Would we need clearance from, or at a minimum advise, PA Police, GOCOR, Media Relations, etc.?

Jose

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**Sent:** Thursday, September 05, 2013 10:21 AM

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Subject: FW: Center & Lemoine Traffic Data- request to release traffic video files to FortLee police

Jose and Rizwan –

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Tom Harriott

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From: Jen, Ching

Sent: Wednesday, September 04, 2013 4:10 PM

To: Harriott, Thomas

Cc: Sloan, Stewart

Subject: FW: Center & Lemoine Traffic Data- request to release traffic video files to FortLee police

Tom:

I don't know you read this email or not,  
could you response his request to get permission from PA  
in order to release video files to Fort Lee Police?

Thank you

Ching jen

---

From: beslinger@hardesty-hanover.com [mailto:beslinger@hardesty-hanover.com]

Sent: Wednesday, September 04, 2013 9:07 AM

To: Jen, Ching

Cc: mmohrmann@hardesty-hanover.com; Sloan, Stewart; Job\_2781%Hardesty\_\_Hanover@hardesty-hanover.com; Harriott, Thomas; charlie@hardesty-hanover.com

Subject: Fw: Center & Lemoine Traffic Data

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Thanks,

Bob

Robert F. Eslinger, Jr, PE, Principal Associate

---

email: [beslinger@hardesty-hanover.com](mailto:beslinger@hardesty-hanover.com)  
address: 1501 Broadway, Suite 310, New York, NY 10036  
office: 212.944.1150  
direct: 646.428.8471  
cell: 917.860.4047  
fax: 212.391.0297



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[www.hardesty-hanover.com](http://www.hardesty-hanover.com)

----- Forwarded by Bob Eslinger/Hardesty\_Hanover on 09/04/2013 09:01 AM -----

From: "Westrick, Lisa" <LWestrick@chacompanies.com>

To: "mmohrmann@hardesty-hanover.com" <mmohrmann@hardesty-hanover.com>,

Cc: "beslinger@hardesty-hanover.com" <beslinger@hardesty-hanover.com>, "Kahlbaugh, Dave" <DKahlbaugh@chacompanies.com>

Date: 09/04/2013 08:48 AM

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Thanks, Lisa

**Lisa M. Westrick, P.E., Associate**  
**CHA** ~ design/construction solutions

**From:** Westrick, Lisa  
**Sent:** Wednesday, August 28, 2013 9:20 AM  
**To:** 'mmohrmann@hardesty-hanover.com'  
**Cc:** beslinger@hardesty-hanover.com; Rashford, Jim  
**Subject:** RE: Center & Lemoine Traffic Data

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- Develop detour volumes and conduct capacity analysis - complete by 10/25/13
- Submit Draft Tech Memo - 11/01/13

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Thank you, Lisa

**Lisa M. Westrick, P.E., Associate**  
**CHA** ~ design/construction solutions



---

**From:** Durando, Robert  
**Sent:** Thursday, September 12, 2013 8:28 AM  
**To:** Crist, Paul; Fulton, Cedrick  
**Cc:** Ehler, Diannae  
**Subject:** RE: Center & Lemoine Traffic Data- request to release traffic video files to Fort Lee police

I hope

---

**From:** Crist, Paul  
**Sent:** Thursday, September 12, 2013 8:22 AM  
**To:** Fulton, Cedrick; Durando, Robert  
**Cc:** Ehler, Diannae  
**Subject:** FW: Center & Lemoine Traffic Data- request to release traffic video files to Fort Lee police

Sounds like we could stretch a decision on this out until well into November, after we get a final product.

Paul

---

**From:** Harriott, Thomas  
**Sent:** Wednesday, September 11, 2013 4:09 PM  
**To:** Crist, Paul; Antes, Vincent; Mehta, Dipak  
**Cc:** Carleton, Robert  
**Subject:** FW: Center & Lemoine Traffic Data- request to release traffic video files to Fort Lee police

Paul, Vinnie and Dipak –

Rob and I spoke to Jose about his responses. The reason the data collection will need to be retaken after the "TL24 Test" is complete is that after the test, the toll lanes will be reopened and normal traffic patterns will return to Center and Lemoine Avenues. Now, with the test in progress, traffic is queuing at the toll plaza and onto Center and Lemoine Avenues, which is not representative of regular operations, and we are getting skewed traffic data in this area. We need the traffic data to be collected under regular toll plaza operations to develop construction staging plans and maintenance of traffic plans during the Center and Lemoine Avenue Bridge Deck Replacement project. We could instruct the consultant to pick up the cameras now, but with the end of the counting program in a few days, it may be safer to just let the counting program continue.

The consultant has two activities to complete after 9/27/13, namely to develop detour volumes and conduct capacity analysis (by 10/25/13) and to submit the Draft Tech Memo (by 11/01/13). These dates will be pushed out, pending the completion of "TL24 Test."

Tom Harriott

---

**From:** Rivera, Jose  
**Sent:** Wednesday, September 11, 2013 3:23 PM  
**To:** Crist, Paul; Antes, Vincent  
**Cc:** Mehta, Dipak; Carleton, Robert; Durando, Robert; Fulton, Cedrick; Ehler, Diannae; Stickelman, Timothy; Harriott, Thomas; Muriello, Mark; Baig, Rizwan (Mirza); Lepore, Armando  
**Subject:** RE: Center & Lemoine Traffic Data- request to release traffic video files to Fort Lee police

All,

- anything been said to Ft Lee police yet? - No.
- when did Ft lee make the request? - Fort Lee Police made the request for the video on September 3rd
- are the cameras operating yet? If yes, when did they start and when do they finish? If no, when do we plan on starting and finishing? - Yes; data collection is ongoing - 09/09/13 to 09/16/13. HOWEVER, due to the "TL24 Test", all data collection will have to be retaken when the "test" is complete.
- once they complete the video, how long will it take before they send us an analysis? - Data processing and develop base Synchro network - complete by 09/27/13; however will be delayed to ongoing "TL24 Test".

Jose

---

**From:** Crist, Paul  
**Sent:** Wednesday, September 11, 2013 1:53 PM  
**To:** Antes, Vincent  
**Cc:** Rivera, Jose; Mehta, Dipak; Carleton, Robert; Durando, Robert; Fulton, Cedrick; Ehler, Diannae; Stickelman, Timothy; Harriott, Thomas; Muriello, Mark  
**Subject:** Re: Center & Lemoine Traffic Data- request to release traffic video files to Fort Lee police

Thanks, a few questions:

- anything been said to Ft Lee police yet?
- when did Ft lee make the request?
- are the cameras operating yet? If yes, when did they start and when do they finish? If no, when do we plan on starting and finishing?
- once they complete the video, how long will it take before they send us an analysis?

Thanks

Paul

Paul V. Crist  
Port Authority of NY and NJ -----  
Sent from my BlackBerry Wireless Handheld

---

**From:** Antes, Vincent  
**Sent:** Wednesday, September 11, 2013 01:46 PM  
**To:** Crist, Paul  
**Cc:** Rivera, Jose; Mehta, Dipak; Carleton, Robert; Durando, Robert; Fulton, Cedrick; Ehler, Diannae; Stickelman, Timothy; Harriott, Thomas  
**Subject:** RE: Center & Lemoine Traffic Data- request to release traffic video files to Fort Lee police

The request for copies of the video traffic count info was made by Ft Lee police to the consultant installing the video equipment. The consultant passed off the request to us.

The reason video traffic counts are being made is a result of repeated vandalism to the traffic count tubes first employed. The tubes were being cut by someone on the street.

Bob D also asked a question regarding traffic videos being discoverable as a result of FOI's. After discussing with Tim Stickelman, the answer is yes. The PA may deem such requested information of a sensitive nature and elect to not send.

Finny

---

**From:** Crist, Paul

**Sent:** Tuesday, September 10, 2013 6:35 PM

**To:** Antes, Vincent

**Cc:** Rivera, Jose; Mehta, Dipak; Carleton, Robert; Durando, Robert; Fulton, Cedrick; Ehler, Diannae

**Subject:** Re: Center & Lemoine Traffic Data- request to release traffic video files to Fort Lee police

Vinny

Why are we taking the traffic counts?

Bob - why does Ft Lee want them?

Paul

Paul V. Crist

Port Authority of NY and NJ -----

Sent from my BlackBerry Wireless Handheld

---

**From:** Antes, Vincent

**Sent:** Tuesday, September 10, 2013 04:15 PM

**To:** Crist, Paul

**Cc:** Rivera, Jose; Mehta, Dipak; Carleton, Robert

**Subject:** FW: Center & Lemoine Traffic Data- request to release traffic video files to Fort Lee police

Traffic counting data will be collected in the form of video, which Ft Lee Police have asked for a copy. Jose will obtain the traffic video data but it will not leave the PA until clearance is received from the department as well as the media types.

You may want to advise Cedrick the Ft Lee police had made a inquiry for the collect traffic count data. Concerned about invasion of privacy and potentially using traffic data for other purposes, I have already been assured that the video camera placement precludes reading license plate numbers.

Vinny

---

**From:** Rivera, Jose

**Sent:** Tuesday, September 10, 2013 12:44 PM

**To:** Harriott, Thomas

**Cc:** Carleton, Robert; Mehta, Dipak; Durando, Robert; Antes, Vincent; Buchsbaum, Jack; Baig, Rizwan (Mirza); Lepore, Armando; Fraser, Craig

**Subject:** RE: Center & Lemoine Traffic Data- request to release traffic video files to Fort Lee police

Tom,

The consult must NOT release videos from the traffic study directly to the Fort Lee Police Department. Any video from the data collection will be sent to TB&T when they are available. HOWEVER, before any videos are sent to Fort Lee Police I strongly suggest that TB&T advise Cedrick and also get clearance from GOCOR, Media Relations, PA Police, and possibly Law.

Jose

---

**From:** Harriott, Thomas  
**Sent:** Tuesday, September 10, 2013 11:23 AM  
**To:** Rivera, Jose  
**Cc:** Carleton, Robert; Mehta, Dipak  
**Subject:** RE: Center & Lemoine Traffic Data- request to release traffic video files to Fort Lee police

Jose –

In your discussions within Engineering, has there been a decision to share these traffic videos? Please let me know. Thank you.

Tom Harriott

---

**From:** Rivera, Jose  
**Sent:** Thursday, September 05, 2013 10:53 AM  
**To:** Harriott, Thomas  
**Cc:** Baig, Rizwan (Mirza); Lepore, Armando; Fraser, Craig; Caruth, David; Durando, Robert; Buchsbaum, Jack  
**Subject:** RE: Center & Lemoine Traffic Data- request to release traffic video files to FortLee police

Tom,

Let me discuss this within Engineering.

Would we need clearance from, or at a minimum advise, PA Police, GOCOR, Media Relations, etc.?

Jose

---

**From:** Harriott, Thomas  
**Sent:** Thursday, September 05, 2013 10:21 AM  
**To:** Rivera, Jose; Baig, Rizwan (Mirza)  
**Subject:** FW: Center & Lemoine Traffic Data- request to release traffic video files to FortLee police

Jose and Rizwan –

Would it be acceptable to you to share the traffic videos from the Center and Lemoine traffic counting program with the Fort Lee police department? Please see below emails. Bob Durando is ok with sharing. Please let me know. Thank you.

Tom Harriott

---

**From:** Jen, Ching  
**Sent:** Wednesday, September 04, 2013 4:10 PM  
**To:** Harriott, Thomas  
**Cc:** Sloan, Stewart  
**Subject:** FW: Center & Lemoine Traffic Data- request to release traffic video files to FortLee police

Tom:

I don't know you read this email or not,  
could you response his request to get permission from PA  
in order to release video files to Fort Lee Police?

Thank you

Ching jen

---

**From:** beslinger@hardesty-hanover.com [mailto:beslinger@hardesty-hanover.com]

**Sent:** Wednesday, September 04, 2013 9:07 AM

**To:** Jen, Ching

**Cc:** mmohrmann@hardesty-hanover.com; Sloan, Stewart; Job\_2781%Hardesty\_\_Hanover@hardesty-hanover.com; Harriott, Thomas; charlie@hardesty-hanover.com

**Subject:** Fw: Center & Lemoine Traffic Data

Ching - please see below regarding the start of the traffic counts with cameras on September 9. The Fort Lee Police Department has requested copies of the traffic video files after the counts are complete and we would like to get formal approval from PA before we release these files.

Thanks,  
Bob

Robert F. Eslinger, Jr, PE, Principal Associate

---

email: [beslinger@hardesty-hanover.com](mailto:beslinger@hardesty-hanover.com)  
address: 1501 Broadway, Suite 310, New York, NY 10036  
office: 212.944.1150  
direct: 646.428.8471  
cell: 917.860.4047  
fax: 212.391.0297



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[www.hardesty-hanover.com](http://www.hardesty-hanover.com)

----- Forwarded by Bob Eslinger/Hardesty\_Hanover on 09/04/2013 09:01 AM -----

**From:** "Westrick, Lisa" <LWestrick@chacompanies.com>

**To:** "mmohrmann@hardesty-hanover.com" <mmohrmann@hardesty-hanover.com>

**Cc:** "beslinger@hardesty-hanover.com" <beslinger@hardesty-hanover.com>, "Kahlbaugh, Dave" <DKahlbaugh@chacompanies.com>

**Date:** 09/04/2013 08:48 AM

**Subject:** RE: Center & Lemoine Traffic Data

Hi Mark,

We are all set and have been cleared by the Fort Lee Police to install the cameras on September 9<sup>th</sup>. However, the police department has requested copies of the video files after the counts are completed. Can you discuss with the PA to get their authorization to release the video files to the Fort Lee Police?

Thanks, Lisa

Lisa M. Westrick, P.E., Associate  
CHA ~ design/construction solutions

**From:** Westrick, Lisa

**Sent:** Wednesday, August 28, 2013 9:20 AM

**To:** 'mmohrmann@hardesty-hanover.com'

**Cc:** beslinger@hardesty-hanover.com; Rashford, Jim

**Subject:** RE: Center & Lemoine Traffic Data

Hi Mark,

We have discussed the schedule for data collection with Craig Fraser of the Port Authority. Because of the upcoming Labor Day holiday and consideration of back-to-school conditions, we have agreed to schedule the counts to begin during the week of September 9<sup>th</sup>. Below is our updated schedule for the follow-up work products for the traffic analysis.

- Traffic Data Collection - 09/09/13 to 09/16/13
- Data Processing and develop base Synchro network - complete by 09/27/13
- Develop detour volumes and conduct capacity analysis - complete by 10/25/13

• Submit Draft Tech Memo - 11/01/13

This schedule supposes that we will progress our work without PA review of interim submissions. If the PA would prefer to review interim stages (such as to review the volumes before we do the analysis, or to review the model of existing before we proceed with the detour analysis), then the schedule will be drawn out by the number of review milestones and the PA's turnaround time for review. However, unless I hear from you otherwise, I will assume that interim submissions/reviews will not be necessary.

Thank you, Lisa

Lisa M. Westrick, P.E., Associate  
CHA - design/construction solutions

---

**From:** Durando, Robert  
**Sent:** Friday, September 13, 2013 8:04 AM  
**To:** Foye, Patrick; Fulton, Cedrick  
**Cc:** Baroni, Bill; Dunne, Joseph P.; Koumoutsos, Louis; Zipf, Peter; Samson, David; 'SRechler@RXRRealty.com'; Buchbinder, Darrell  
**Subject:** Re: Fort Lee eastbound access to GWB

We have restored the 3 toll lanes to Ft Lee.

---

**From:** Foye, Patrick  
**Sent:** Friday, September 13, 2013 07:44 AM  
**To:** Fulton, Cedrick; Durando, Robert  
**Cc:** Baroni, Bill; Dunne, Joseph P.; Koumoutsos, Louis; Zipf, Peter; Samson, David; 'Rechler, Scott' <SRechler@RXRRealty.com>; Buchbinder, Darrell  
**Subject:** Fort Lee eastbound access to GWB

After reading last night's media pendings, I made inquiries and received calls on this matter which is very troubling. Here is what I learned: reversing over 25 years of PA GWB operations, the three lanes in Fort Lee eastbound to the GWB were reduced to one lane on Monday of this week without notifying Fort Lee, the commuting public we serve, the ED or Media. A decision of this magnitude should be made only after careful deliberation and upon sign off by the ED. Reports are that Fort Lee has experienced severe traffic delays engulfing the entire Fort Lee area since Monday. I am appalled by the lack of process, failure to inform our customers and Fort Lee and most of all by the dangers created to the public interest, so I am reversing this decision now effective as soon as TBT and PAPD tell me it is safe to do so today.

I am making this decision for the following reasons:

1. This hasty and ill-advised decision has resulted in delays to emergency vehicles. I pray that no life has been lost or trip of a hospital- or hospice-bound patient delayed.
2. This hasty and ill-advised decision has undoubtedly had an adverse effect on economic activity in both states. That is contrary to the directive we have from our Governors to do everything possible to create jobs in both States.
3. I will not allow this hasty and ill-advised decision to delay the travels of those observing Yom Kippur tonight or the holidays to follow.
4. I believe this hasty and ill-advised decision violates Federal Law and the laws of both States.

To be clear, I will get to the bottom of this abusive decision which violates everything this agency stands for; I intend to learn how PA process was wrongfully subverted and the public interest damaged to say nothing of the credibility of this agency.

Finally, I am open to considering changes to each of our facilities if there is a case to be made that change will benefit the public interest. In the case of the Fort Lee eastbound access lanes, approval of this action will require:

1. Written sign off by TBT, Traffic Engineering and PAPD. That sign off was not sought or obtained here.
2. Prior discussion with the local government and a communication plan and plenty of advance notice to the commuting public. That did not occur here.
3. Consideration of the effects on emergency vehicles and sign off by PAPD. That did not occur here.
4. Consideration of the financial impact on the PA in terms of O/T. That too did not occur here.

Cedric and Bob—please let this group know when access to three lanes in Fort Lee can be restored as soon as possible today. This is a matter of public safety and time is of the essence.





**From:** Durando, Robert  
**Sent:** Tuesday, September 10, 2013 1:41 PM  
**To:** Shabih, Raheel  
**Cc:** Rivera, Jose; Baig, Rizwan (Mirza); Diculescu, Michael; Patel, Umang; Bates, Jennifer; Fulton, Cedrick; Ehler, Diannae; Muriello, Mark  
**Subject:** RE: GWB Fort Lee Approach

Thank you to all

-----Original Message-----

**From:** Shabih, Raheel  
**Sent:** Tuesday, September 10, 2013 12:07 PM  
**To:** Durando, Robert  
**Cc:** Rivera, Jose; Baig, Rizwan (Mirza); Diculescu, Michael; Patel, Umang; Bates, Jennifer  
**Subject:** RE: GWB Fort Lee Approach

Bob,

We looked at the travel time data from yesterday, but because of the incident at CBX the travel times recorded are not suitable to assess the impacts of the new traffic pattern. Since no incident occurred during the morning peak period today, the comparison of today's travel times with the typical travel time on a Tuesday will be more indicative of traffic impacts. We will perform that analysis and share it with the group tomorrow morning.

Raheel A. Shabih, P.E., PTOE  
Principal Traffic Engineer - ITS Group  
Port Authority of NY & NJ  
2 Gateway Ctr, 14th Fl, Newark, NJ 07102  
(W) 973 565 7841  
(C) 201 953 1714  
(F) 973 565 7648

----- Original Message -----

**From:** Durando, Robert  
**Sent:** Tuesday, September 10, 2013 07:52 AM  
**To:** Diculescu, Michael  
**Subject:** RE: GWB Fort Lee Approach

When do you think your travel time summary will be completed?

-----Original Message-----

**From:** Diculescu, Michael  
**Sent:** Tuesday, September 10, 2013 7:50 AM  
**To:** Durando, Robert  
**Subject:** Re: GWB Fort Lee Approach

Thanks Bob.

Michael Diculescu, P.E.  
Principal Traffic Engineer

Sent from my BlackBerry Wireless Device

----- Original Message -----

**From:** Durando, Robert  
**Sent:** Tuesday, September 10, 2013 07:25 AM  
**To:** Diculescu, Michael

Subject: RE: GWB Fort Lee Approach

Started at 0745 and cleared at 0952

-----Original Message-----

From: Diculescu, Michael  
Sent: Monday, September 09, 2013 4:16 PM  
To: Durando, Robert  
Subject: FW: GWB Fort Lee Approach

Bob,

Sorry to keep bugging you.

We're pulling together some travel times/delay information and it would be helpful to get a little bit more info on the CBX incident. Do you know when it occurred and when it was cleared?

Thanks,  
Mike

-----Original Message-----

From: Patel, Umang  
Sent: Monday, September 09, 2013 4:10 PM  
To: Diculescu, Michael  
Cc: Shabih, Raheel; Laub, Ryan  
Subject: RE: GWB Fort Lee Approach

Mike,  
Per Bob's e-mail below there was an incident on CBX.  
Can you please find out from facility, what time the incident occurred on CBX and what time it was cleared?

Thanks  
Umang

-----Original Message-----

From: Durando, Robert  
Sent: Monday, September 09, 2013 12:35 PM  
To: Diculescu, Michael  
Cc: Bates, Jennifer  
Subject: RE: GWB Fort Lee Approach

East bound traffic broke at about 11:30 this morning, however, there was an incident on the CBX that contributed. We fielded 10 or so angry customers regarding there being only 1 toll lane available for Fort Lee and I had an unpleasant interaction with FL Police Chief and Asst Chief about congesting the Borough, and preventing the smooth flow of emergency response vehicles throughout the Borough. Their characterization was that the "test" was a monumental failure. Fort Lee is not happy. Our PD spent an extended period working the intersections and implemented diversions that further congested the borough. Traffic travelling north on Central were not permitted to make a left hand turn onto BRB. They were forced to make a right to Hudson Terrace and get on the end of the queue approaching from Martha Washington Way. I don't know whether this will continue tomorrow. Mr Wildstein will be reaching out to me later to discuss. TBT 2 Mont staff are looking at numbers.

-----Original Message-----

From: Rivera, Jose  
Sent: Monday, September 09, 2013 12:22 PM  
To: Diculescu, Michael; Bates, Jennifer  
Cc: Baig, Rizwan (Mirza); Shabih, Raheel  
Subject: GWB Fort Lee Approach

Mike,

Please provide me a summary of what were the effects of reducing the Fort Lane approach to one lane this morning. Generally, what were traffic conditions like? Delays? Queues? Did PA Police have to respond to any Fort Lee intersection for additional traffic control. Please reach out to Bob Durando; was this a one-day thing? How long will it go on for.

eter would like a summary.

Jose M. Rivera, Jr., P.E.  
Chief Traffic Engineer  
Port Authority of NY & NJ  
Tel: 973-565-7866  
BB: 862-754-4781

---

Please excuse any typos; sent from my BlackBerry

---

**From:** Durando, Robert  
**Sent:** Thursday, September 12, 2013 2:11 PM  
**To:** Fulton, Cedrick  
**Subject:** RE: GWB toll booths from Bruce Reynolds Blvd

I have a call into him. I've been speaking with Tina; I haven't talked with Chris

---

**From:** Fulton, Cedrick  
**Sent:** Thursday, September 12, 2013 1:57 PM  
**To:** Durando, Robert  
**Subject:** Fw: GWB toll booths from Bruce Reynolds Blvd

You Talk to Chris prior to this.?

Sent from my BlackBerry 10 smartphone on the Verizon Wireless 4G LTE network.

---

**From:** Valens, Chris  
**Sent:** Thursday, September 12, 2013 1:40 PM  
**To:** Durando, Robert; Ramirez, Enrique  
**Cc:** Fulton, Cedrick; Lado, Tina  
**Subject:** Fw: GWB toll booths from Bruce Reynolds Blvd

Bob,

Do you have details on the inquiry from our good buddy below?

Chris

---

**From:** Cichowski, John [mailto:Cichowski@northjersey.com]  
**Sent:** Thursday, September 12, 2013 01:17 PM  
**To:** Valens, Chris  
**Subject:** GWB toll booths from Bruce Reynolds Blvd

Hi, Chris: I've been getting several calls and emails like the one below about fewer toll booths being open to the GWB from Bruce Reynolds Blvd. Can you respond to these complaints, especially the 5 questions posed by the reader below? I'm at 973-586-8153. My cell is: 973-476-6333. Much appreciated.  
-john

John Cichowski  
The Road Warrior  
The Record, Herald News & northjersey.com  
100 Commons Way  
Rockaway, NJ 07866

On Monday Sept 9, the local Ft Lee approach to the GWB via Bruce Reynolds Blvd and Martha Washington Way changed dramatically. What used to be 3 toll booths from the local approach has turned into one toll booth, creating a large traffic backup that stretches back onto Hudson Terrace all the way to Englewood Cliffs. Our commute to midtown Manhattan from Tenafly used to take 30 - 35 minutes. On Monday, it took 2 hours and 15 minutes and on Tuesday it took 90 minutes. At the advice of the Ft Lee Police Dept, we got onto Rt 4 in Englewood and merged onto 95 and the last two mornings the commute took over an hour.

The Fort Lee Police do not have any answers, they claim it's the Port Authority's decision to close the local toll booths and that I should complain to them. I tried to call the PA but I can't get a live person on the phone. My questions to you are why didn't the Port Authority warn commuters about this change? Why did they do this? How long will it last? What is the goal of these local tollbooth closures?

---

**From:** Durando, Robert  
**Sent:** Monday, September 09, 2013 6:05 PM  
**To:** Fulton, Cedrick  
**Subject:** Re:

Ok. I'll make the necessary notifications.

---

**From:** Fulton, Cedrick  
**Sent:** Monday, September 09, 2013 06:03 PM  
**To:** Durando, Robert  
**Subject:** Re:

We spoke. The test will continue. Good luck.

Sent from my BlackBerry 10 smartphone on the Verizon Wireless 4G LTE network.

---

**From:** Durando, Robert  
**Sent:** Monday, September 9, 2013 5:24 PM  
**To:** Fulton, Cedrick  
**Subject:**

Not to be a pest but were you able to talk to DW about advising the borough that we'll be continuing the TL 24 operation tomorrow?

**From:** Durando, Robert  
**Sent:** Monday, September 09, 2013 7:00 AM  
**To:** Fulton, Cedrick  
**Subject:** Re:

Toll lane 24 has had the highest 15 minute counts on the plaza for the last 45 minutes. Even more tha dedicated ezpass. Wildstein is here. Upper plaza is running well except for tl 24

---

**From:** Fulton, Cedrick  
**Sent:** Monday, September 09, 2013 06:57 AM  
**To:** Durando, Robert  
**Subject:**

How is test going?

Sent from my BlackBerry 10 smartphone on the Verizon Wireless 4G LTE network.

**From:** Durando, Robert  
**Sent:** Wednesday, September 11, 2013 8:02 AM  
**To:** Lado, Tina  
**Cc:** Fulton, Cedrick  
**Subject:** RE:

Good Morning Tina,

Same as the last two days. The mainline on I-95 is running very well. The borough continues to be congested, but it is 0800. Police are diverting traffic to provide alternate access to the Bridge.

-----Original Message-----

**From:** Lado, Tina  
**Sent:** Wednesday, September 11, 2013 7:59 AM  
**To:** Durando, Robert  
**Cc:** Fulton, Cedrick  
**Subject:**

Bob-- How's it going this morning?

-----  
Please excuse any typos; sent using BlackBerry handheld device.

[tlado@panynj.gov](mailto:tlado@panynj.gov)



**From:** Durando, Robert  
**Sent:** Wednesday, September 11, 2013 8:06 AM  
**To:** Lado, Tina  
**Cc:** Fulton, Cedrick  
**Subject:** RE:

I haven't rec'd any calls yet. Don't jinx me

-----Original Message-----

**From:** Lado, Tina  
**Sent:** Wednesday, September 11, 2013 8:05 AM  
**To:** Durando, Robert  
**Cc:** Fulton, Cedrick  
**Subject:** Re:

Well that's a good thing here's to a better day hoping. .

-----  
Please excuse any typos; sent using BlackBerry handheld device.  
[tlado@panynj.gov](mailto:tlado@panynj.gov)

----- Original Message -----

**From:** Durando, Robert  
**Sent:** Wednesday, September 11, 2013 08:03 AM  
**To:** Lado, Tina  
**Cc:** Fulton, Cedrick  
**Subject:** RE:

Yes, same diversion as yesterday. On another note, fyi, the flag is flying

-----Original Message-----

**From:** Lado, Tina  
**Sent:** Wednesday, September 11, 2013 8:03 AM  
**To:** Durando, Robert  
**Cc:** Fulton, Cedrick  
**Subject:** Re:

So same diversion as yesterday? Any calls yet? I've not received any yet ?

-----  
Please excuse any typos; sent using BlackBerry handheld device.  
[tlado@panynj.gov](mailto:tlado@panynj.gov)

----- Original Message -----

**From:** Durando, Robert  
**Sent:** Wednesday, September 11, 2013 08:01 AM  
**To:** Lado, Tina  
**Cc:** Fulton, Cedrick  
**Subject:** RE:

Good Morning Tina,

Same as the last two days. The mainline on I-95 is running very well. The borough continues to be congested, but it is 0800. Police are diverting traffic to provide alternate access to the Bridge.

-----Original Message-----

From: Lado, Tina

Sent: Wednesday, September 11, 2013 7:59 AM

To: Durando, Robert

Cc: Fulton, Cedrick

Subject:

Bob- How's it going this morning?

-----  
Please excuse any typos; sent using BlackBerry handheld device.

[tlado@panynj.gov](mailto:tlado@panynj.gov)

**From:** Durando, Robert  
**Sent:** Wednesday, September 11, 2013 8:04 AM  
**To:** Lado, Tina  
**Cc:** Fulton, Cedrick  
**Subject:** RE:

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**Sent:** Wednesday, September 11, 2013 8:03 AM  
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**Cc:** Fulton, Cedrick  
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Please excuse any typos; sent using BlackBerry handheld device.  
[tlado@panynj.gov](mailto:tlado@panynj.gov)

----- Original Message -----

**From:** Durando, Robert  
**Sent:** Wednesday, September 11, 2013 08:01 AM  
**To:** Lado, Tina  
**Cc:** Fulton, Cedrick  
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-----Original Message-----

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**Sent:** Wednesday, September 11, 2013 7:59 AM  
**To:** Durando, Robert  
**Cc:** Fulton, Cedrick  
**Subject:**

Bob-- How's it going this morning?

-----  
Please excuse any typos; sent using BlackBerry handheld device.  
[tlado@panynj.gov](mailto:tlado@panynj.gov)

**From:** Durando, Robert  
**Sent:** Thursday, September 12, 2013 11:23 AM  
**To:** Lado, Tina  
**Cc:** Fulton, Cedrick  
**Subject:** RE:

That's what we're telling them to do

---

**From:** Lado, Tina  
**Sent:** Thursday, September 12, 2013 11:22 AM  
**To:** Durando, Robert  
**Cc:** Fulton, Cedrick  
**Subject:** RE:

Thanks Bob. They are still going to the central #?

---

**From:** Durando, Robert  
**Sent:** Thursday, September 12, 2013 11:22 AM  
**To:** Lado, Tina  
**Cc:** Fulton, Cedrick  
**Subject:**

Good Morning Tina,  
Just an fyi- staff here have rec'd two calls from very upset customers regarding the tl 24 test

Robert M. Durando  
General Manager  
George Washington Bridge and  
Bus Station

**From:** Durando, Robert  
**Sent:** Monday, September 09, 2013 6:09 PM  
**To:** Fulton, Cedrick  
**Subject:** Re:

Yes. All my staff are aware.

---

**From:** Fulton, Cedrick  
**Sent:** Monday, September 09, 2013 06:07 PM  
**To:** Durando, Robert  
**Subject:** Re:

Just to your staff - right?

On Sep 9, 2013, at 6:04 PM, "Durando, Robert" <[rdurando@panynj.gov](mailto:rdurando@panynj.gov)> wrote:

Ok. I'll make the necessary notifications.

---

**From:** Fulton, Cedrick  
**Sent:** Monday, September 09, 2013 06:03 PM  
**To:** Durando, Robert  
**Subject:** Re:

We spoke. The test will continue. Good luck.

Sent from my BlackBerry 10 smartphone on the Verizon Wireless 4G LTE network.

---

**From:** Durando, Robert  
**Sent:** Monday, September 9, 2013 5:24 PM  
**To:** Fulton, Cedrick  
**Subject:**

Not to be a pest but were you able to talk to DW about advising the borough that we'll be continuing the TL 24 operation tomorrow?

**From:**  
**Sent:**  
**To:**

Durando, Robert  
Monday, September 09, 2013 5:24 PM  
Fulton, Cedrick

ot to be a pest but were you able to talk to DW about advising the borough that we'll be continuing the TL 24 operation tomorrow?

**From:** Foye, Patrick  
**Sent:** Friday, September 13, 2013 7:44 AM  
**To:** Fulton, Cedrick; Durando, Robert  
**Cc:** Baroni, Bill; Dunne, Joseph P.; Koumoutsos, Louis; Zipf, Peter; Samson, David; 'Rechler, Scott'; Buchbinder, Darrell  
**Subject:** Fort Lee eastbound access to GWB

**Importance:** High

After reading last night's media pendings, I made inquiries and received calls on this matter which is very troubling. Here is what I learned: reversing over 25 years of PA GWB operations, the three lanes in Fort Lee eastbound to the GWB were reduced to one lane on Monday of this week without notifying Fort Lee, the commuting public we serve, the ED or Media. A decision of this magnitude should be made only after careful deliberation and upon sign off by the ED. Reports are that Fort Lee has experienced severe traffic delays engulfing the entire Fort Lee area since Monday. I am appalled by the lack of process, failure to inform our customers and Fort Lee and most of all by the dangers created to the public interest, so I am reversing this decision now effective as soon as TBT and PAPD tell me it is safe to do so today.

I am making this decision for the following reasons:

1. This hasty and ill-advised decision has resulted in delays to emergency vehicles. I pray that no life has been lost or trip of a hospital- or hospice-bound patient delayed.
2. This hasty and ill-advised decision has undoubtedly had an adverse effect on economic activity in both states. That is contrary to the directive we have from our Governors to do everything possible to create jobs in both States.
3. I will not allow this hasty and ill-advised decision to delay the travels of those observing Yom Kippur tonight or the holidays to follow.
4. I believe this hasty and ill-advised decision violates Federal Law and the laws of both States.

To be clear, I will get to the bottom of this abusive decision which violates everything this agency stands for; I intend to learn how PA process was wrongfully subverted and the public interest damaged to say nothing of the credibility of this agency.

Finally, I am open to considering changes to each of our facilities if there is a case to be made that change will benefit the public interest. In the case of the Fort Lee eastbound access lanes, approval of this action will require:

1. Written sign off by TBT, Traffic Engineering and PAPD. That sign off was not sought or obtained here.
2. Prior discussion with the local government and a communication plan and plenty of advance notice to the commuting public. That did not occur here.
3. Consideration of the effects on emergency vehicles and sign off by PAPD. That did not occur here.
4. Consideration of the financial impact on the PA in terms of O/T. That too did not occur here.

Cedric and Bob—please let this group know when access to three lanes in Fort Lee can be restored as soon as possible today. This is a matter of public safety and time is of the essence.

Pat

**From:** Foye, Patrick  
**Sent:** Friday, September 13, 2013 6:01 AM  
**To:** Fulton, Cedrick  
**Subject:** Please call me after 6am





**From:** Lado, Tina  
**Sent:** Tuesday, September 10, 2013 9:22 AM  
**To:** Durando, Robert; Fulton, Cedrick

How did the AM go today?

Tina Lado  
NJ Director, Government & Community Relations  
**THE PORT AUTHORITY OF NY & NJ**  
[tlado@panynj.gov](mailto:tlado@panynj.gov)  
212-435-6903  
<http://www.panynj.gov>

**From:** Lado, Tina  
**Sent:** Friday, September 13, 2013 9:58 AM  
**To:** Fulton, Cedrick

[http://www.northjersey.com/news/bergen/223580381\\_Closed\\_tollbooths\\_a\\_commuting\\_disaster.html?page=all](http://www.northjersey.com/news/bergen/223580381_Closed_tollbooths_a_commuting_disaster.html?page=all)

**From:** Lado, Tina  
**Sent:** Monday, September 09, 2013 11:24 AM  
**To:** Baroni, Bill; Wildstein, David  
**Cc:** Fulton, Cedrick  
**Subject:** Ft Lee

Wanted you both have a heads up--Peggy Thomas, Borough Administrator, called me regarding the increased volume and congestion of AM rush traffic throughout the Borough as a result of the GWB toll lanes adjustment that occurred.

She mentioned that there were 2 incidents that Ft Lee PD and EMS had difficulty responding to; a missing child (later found) and a cardiac arrest.

She stated additionally that the Borough and PD had no advance notice of the planned change. Also, Bill the Mayor had placed calls to your office.

If there is anything you need me to do, let me know. Thank you.

Please excuse any typos; sent using BlackBerry handheld device.  
[tlado@panynj.gov](mailto:tlado@panynj.gov)

**From:** Lado, Tina  
**Sent:** Thursday, September 12, 2013 11:22 AM  
**To:** Durando, Robert  
**Subject:** Fulton, Cedrick  
RE:

Thanks Bob. They are still going to the central #?

---

**From:** Durando, Robert  
**Sent:** Thursday, September 12, 2013 11:22 AM  
**To:** Lado, Tina  
**Cc:** Fulton, Cedrick  
**Subject:**

Good Morning Tina,  
Just an fyi- staff here have rec'd two calls from very upset customers regarding the tl 24 test

Robert M. Durando  
General Manager  
George Washington Bridge and  
Bus Station

**From:** Lado, Tina  
**Sent:** Wednesday, September 11, 2013 8:03 AM  
**To:** Durando, Robert  
Fulton, Cedrick  
**Subject:** Re:

So same diversion as yesterday? Any calls yet? I've not received any yet ?

-----  
Please excuse any typos; sent using BlackBerry handheld device.  
[tlado@panynj.gov](mailto:tlado@panynj.gov)

----- Original Message -----

**From:** Durando, Robert  
**Sent:** Wednesday, September 11, 2013 08:01 AM  
**To:** Lado, Tina  
**Cc:** Fulton, Cedrick  
**Subject:** RE:

Good Morning Tina,

Same as the last two days. The mainline on I-95 is running very well. The borough continues to be congested, but it is 0800. Police are diverting traffic to provide alternate access to the Bridge.

-----Original Message-----

**From:** Lado, Tina  
**Sent:** Wednesday, September 11, 2013 7:59 AM  
**To:** Durando, Robert  
**Cc:** Fulton, Cedrick  
**Subject:**

Bob-- How's it going this morning?

-----  
Please excuse any typos; sent using BlackBerry handheld device.  
[tlado@panynj.gov](mailto:tlado@panynj.gov)

---

**From:** Muriello, Mark  
**Sent:** Friday, September 13, 2013 7:04 AM  
**To:** Fulton, Cedrick  
**Cc:** Miuccio, Emily  
**Subject:** Fort Lee Trial

Nothing in the Weekly Report on the Fort Lee toll lane configuration. Is silence golden, or do you want a fact-based item?

**Mark F. Muriello**  
**Assistant Director**  
**Tunnels, Bridges and Terminals Department**  
**The Port Authority of New York and New Jersey**  
**Two Montgomery Street - 4th Floor**  
**Jersey City, New Jersey 07302 USA**  
**Phone: 201-395-3936**  
**Fax: 201-395-7407**  
**Email: [mmuriello@panynj.gov](mailto:mmuriello@panynj.gov)**

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**From:** Muriello, Mark  
**Sent:** Friday, September 13, 2013 7:38 AM  
**To:** Fulton, Cedrick  
**Cc:** Miuccio, Emily  
**Subject:** RE: Fort Lee Trial

Got it. Thx

**Mark F. Muriello**  
**Assistant Director**  
**Tunnels, Bridges and Terminals Department**  
**The Port Authority of New York and New Jersey**  
**Two Montgomery Street - 4th Floor**  
**Jersey City, New Jersey 07302 USA**  
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---

**From:** Fulton, Cedrick  
**Sent:** Friday, September 13, 2013 7:38 AM  
**To:** Muriello, Mark  
**Cc:** Miuccio, Emily  
**Subject:** Re: Fort Lee Trial

Nothing. I spoke with Pat this morning.

Sent from my BlackBerry 10 smartphone on the Verizon Wireless 4G LTE network.

---

**From:** Muriello, Mark  
**Sent:** Friday, September 13, 2013 7:03 AM  
**To:** Fulton, Cedrick  
**Cc:** Miuccio, Emily  
**Subject:** Fort Lee Trial

Nothing in the Weekly Report on the Fort Lee toll lane configuration. Is silence golden, or do you want a fact-based item?

**Mark F. Muriello**  
**Assistant Director**  
**Tunnels, Bridges and Terminals Department**  
**The Port Authority of New York and New Jersey**  
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# ***Reallocation of Toll Lanes at the GWB***

An EARLY assessment of the benefits of the trial

September 12, 2013

**THE PORT AUTHORITY OF NY & NJ**

PA - CF - 000166



## **Background**

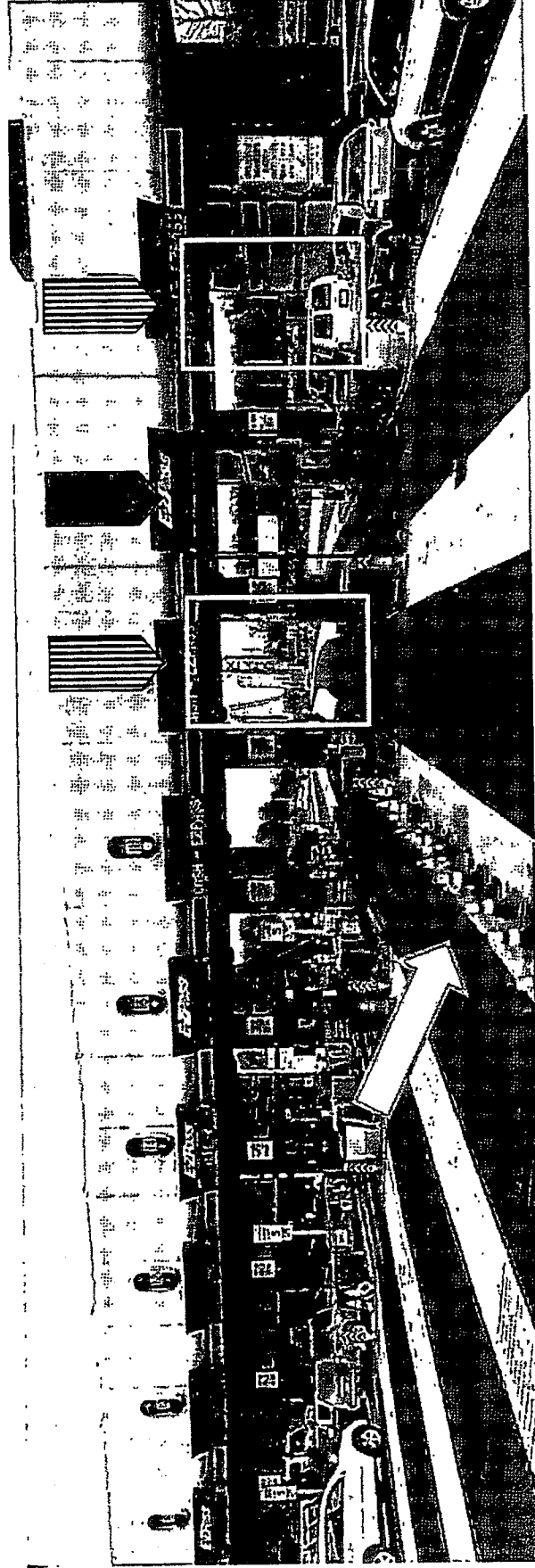
---

***On September 9, 2013, the PANYNJ initiated a "trial" at the  
GWB toll plaza:***

- Prior to the trial, Toll lanes #20, #22, and #24 were reserved for "local" Fort Lee traffic entering from Martha Washington Way and Bruce Reynolds Blvd.
- Lane #22 operated as an E-ZPass only lane, while the other two were dual purpose (Cash/E-ZPass).
- These booths were separated from "mainline" traffic on I-95 by a cone line, which was removed after the AM peak (aprx. 10 AM).
- During the trial, the cone line was pulled back to limit "local" traffic to just Toll lane #24, operated as a dual purpose lane.

# ***Trial: Reallocate Toll Lanes Presently Dedicated to Ft. Lee Traffic During the AM Peak***

Lanes 20, 22, and 24 were dedicated to "local" traffic during the AM peak using a cone line.



## ***Mainline Throughput***

---

***By assigning an additional two toll lanes to the highway (I-95) approach, that approach can handle additional traffic:***

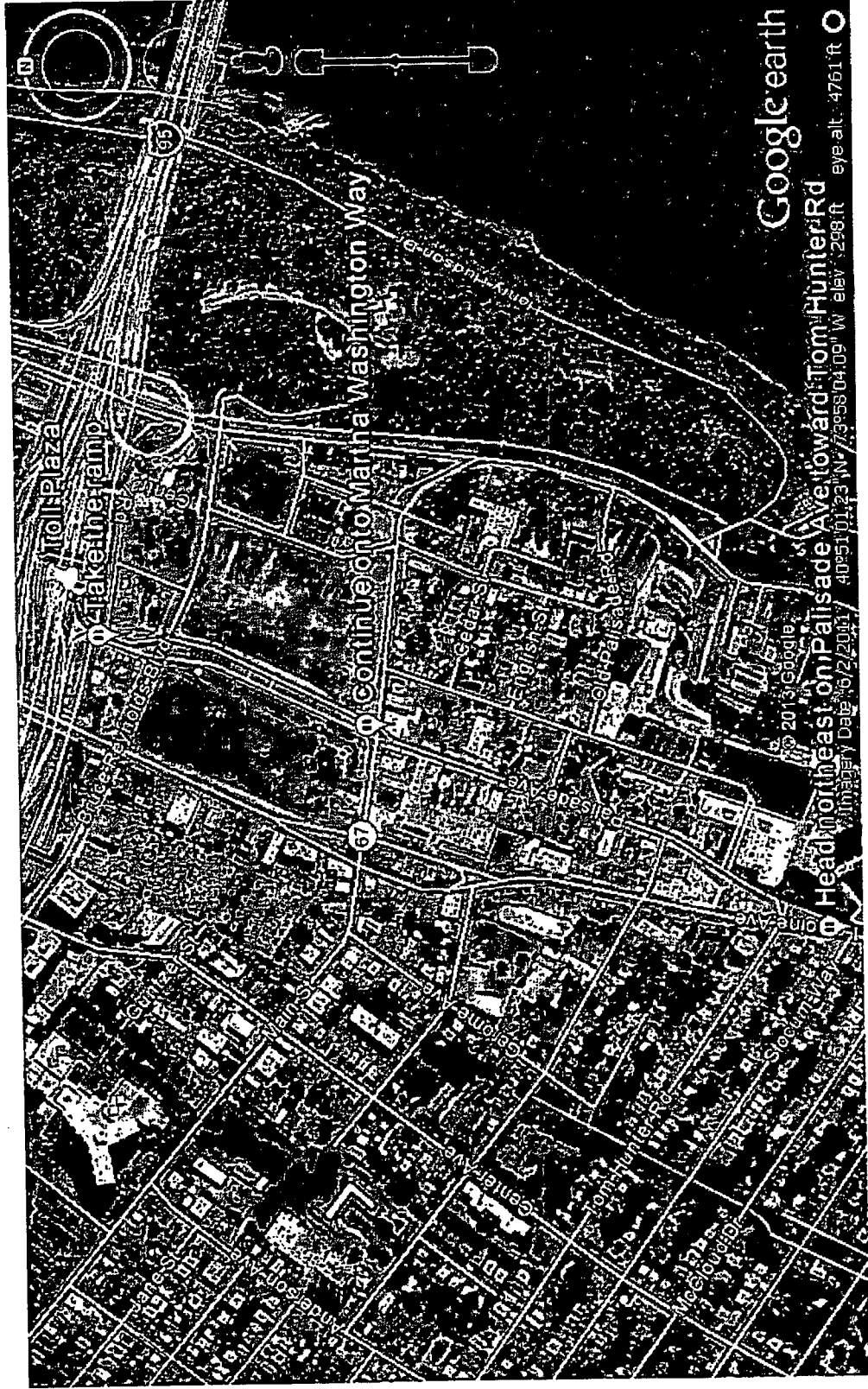
- On 9-11-13 the highway tollbooths handled an additional 2,114 vehicles over the AM peak period (6 AM-10AM) as compared to 9-4-13
- In contrast, the Ft. Lee lane (#24) handled 1,707 FEWER vehicles as compared to the three toll lanes previously dedicated during AM peak
- Therefore the net increase in plaza throughput was approximately 400 vehicles, or 100 vehicles per hour
  - This may overestimate the additional throughput, since PAPD has rerouted some “local” traffic to the mainline plaza via the bus slip ramp

## ***Local Traffic Throughput***

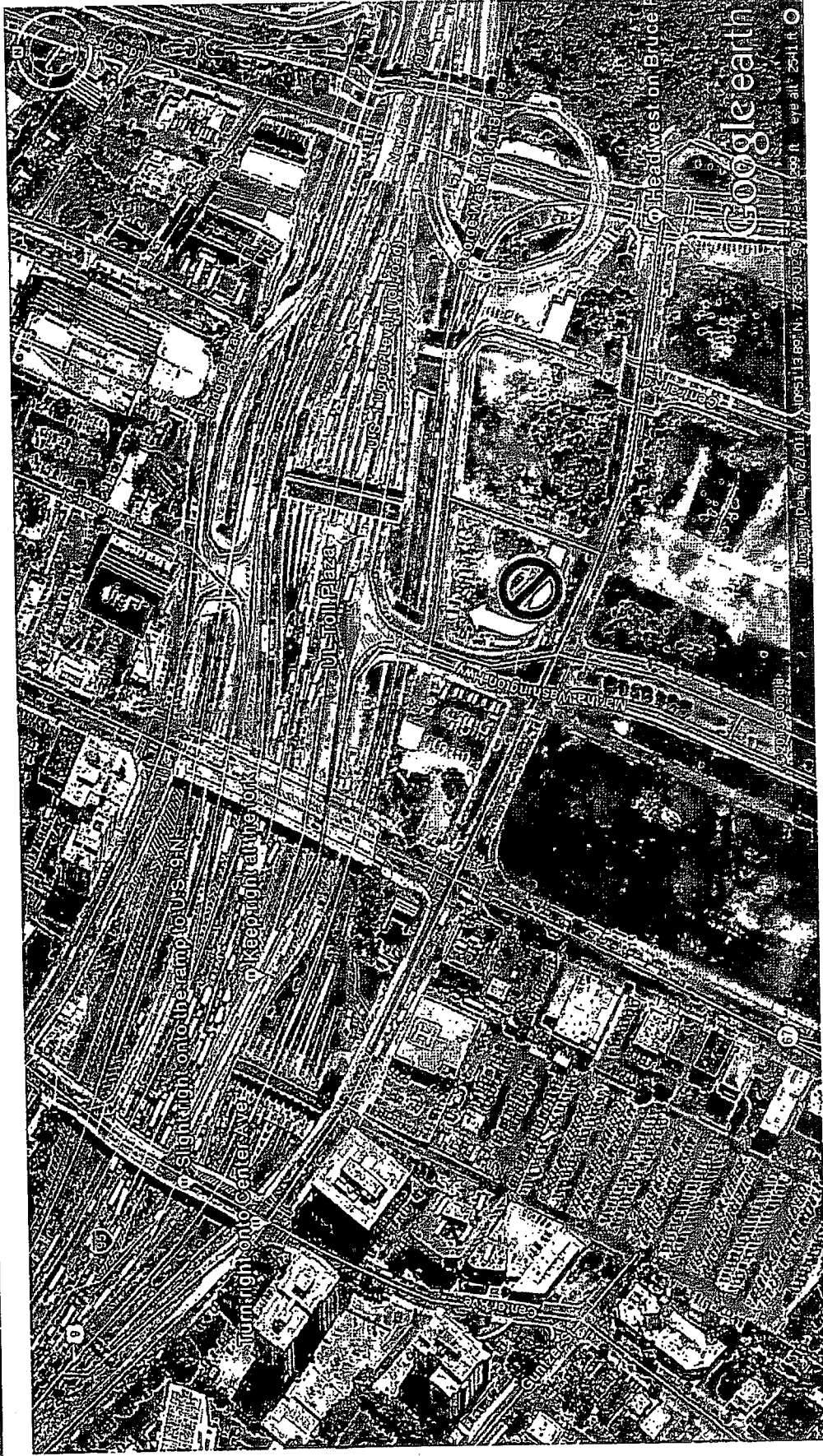
***By eliminating two of the toll lanes dedicated to “local” traffic from Ft. Lee, this traffic was forced to queue on local streets:***

- An analysis of traffic prior to implementation assumed that unprocessed demand could reach over 600 vehicles
  - This analysis was based on the assumption that only traffic originating in Ft. Lee would use the local ramp after trial implementation
- Validation: Two separate queues set up in Ft. Lee each stretch for over 0.5 miles (equivalent to over 260 vehicles)
- Validation: Queues were predicted to continue until around noon,
  - This matches actual performance observed by GWB management
- “Local” E-ZPass traffic lost its dedicated E-ZPass lane, requiring this traffic to join the CASH queues
  - Prior to the trial, “local” traffic had an E-ZPass market share of around 87% during the AM peak period . . .

# Route A: Local Queues in Fort Lee



# Route B: Local Queues in Fort Lee (PAPD Detour)



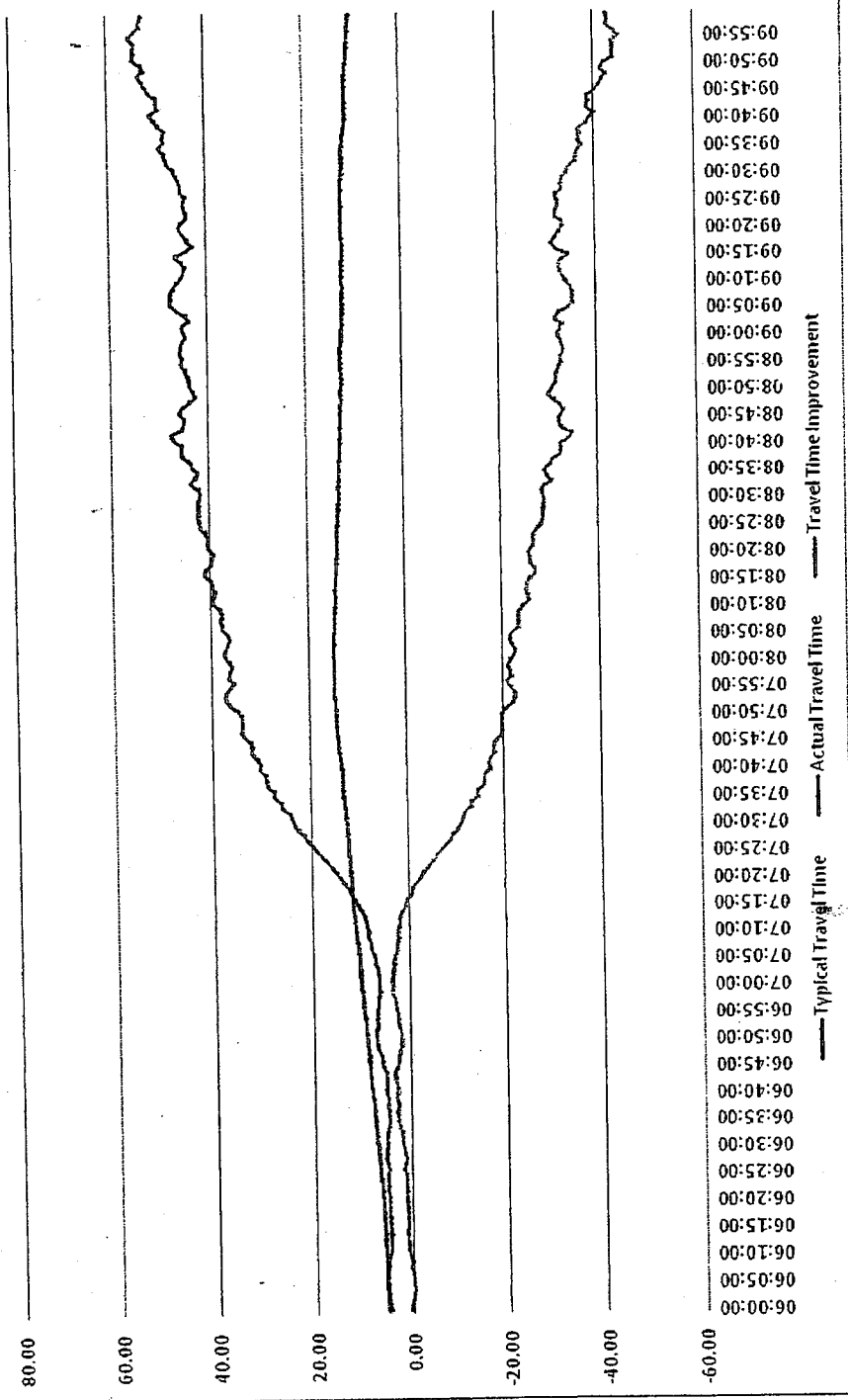
## ***Travel Speeds/Travel Times***

***By reviewing TRANSMIT travel time data for the I-95 approach to the GWB from Jones Rd across the UL to NYC, TB&T found:***

- AM Peak Period travel speed improvements for mainline traffic varied by day:
  - -4 MPH on 9-9-13
  - +7 MPH on 9-11-13
  - +10 MPH on 9-12-13
  - -1 MPH on 9-13-13
- AM Peak period travel times improvements were positive on only two of the four trial days and the improvements were modest
- Travel time savings averaged between 4.5 and 5.5 minutes as compared to typical times during the two “good” trial days
  - On the other two days mainline travel times over the GWB were poorer than typical days (by an average of 3 minutes during the AM peak on 9-12)

# AM Peak Highway Approach Travel Times on 9/9/2013

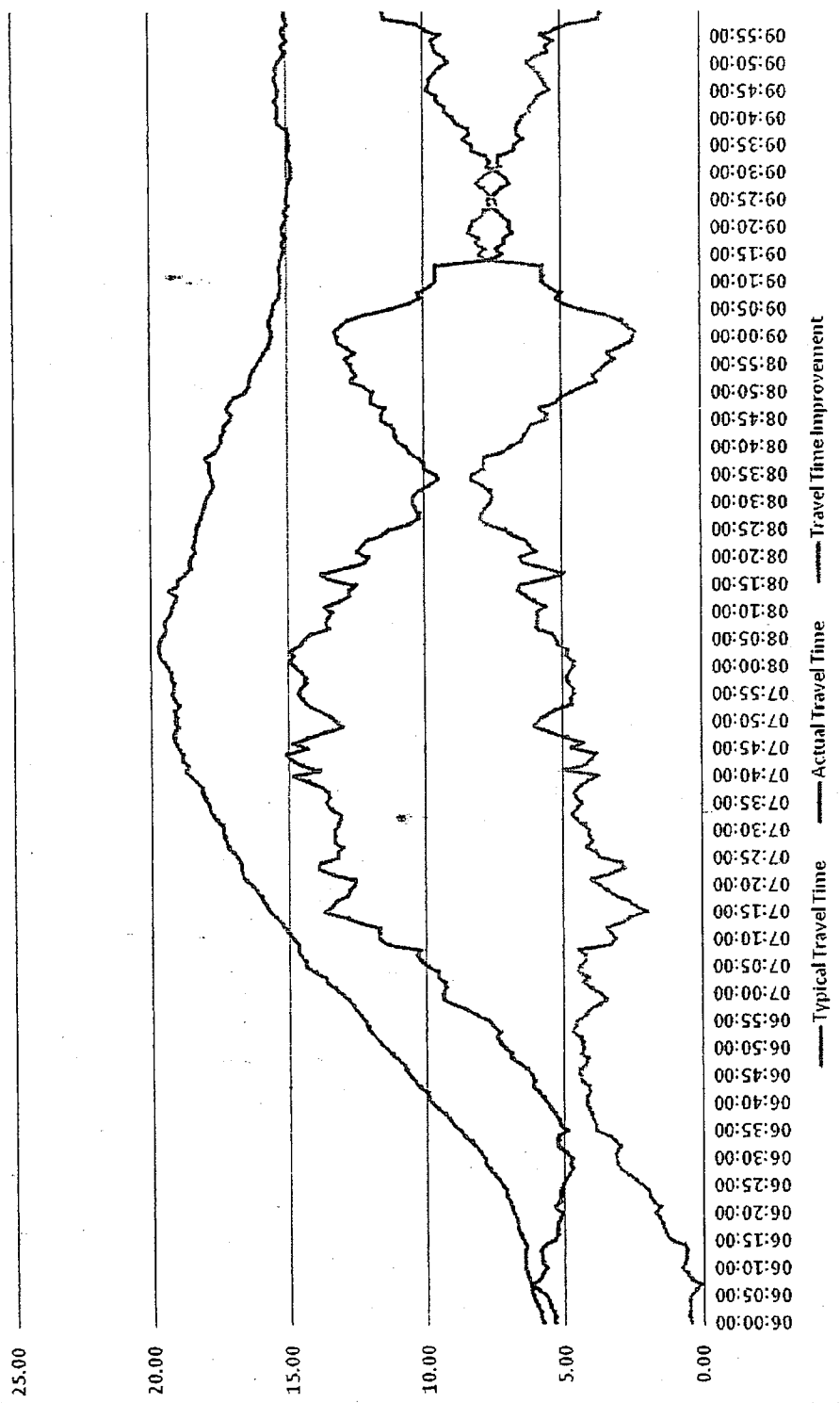
Mainline (I-95) Travel Time Comparison to Typical Travel Times @ GWB  
(w/New Fort Lee Toll Lane Configuration)  
Sep 9th 2013: 6 - 10 AM





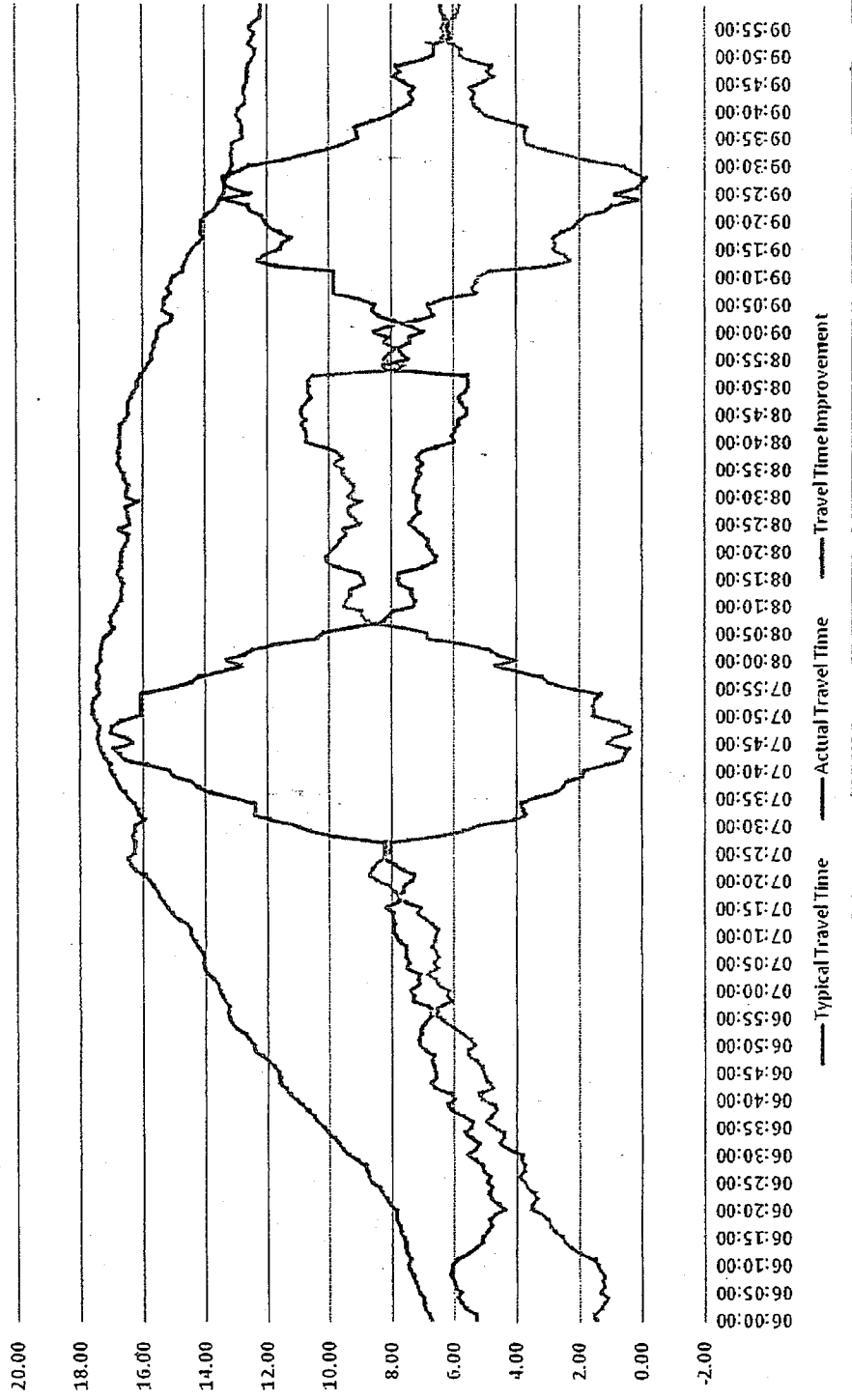
# AM Peak Highway Approach Travel Times on 9/10/2013

Mainline (I-95) Travel Time Comparison to Typical Travel Times @ GWB  
(w/New Fort Lee Toll Lane Configuration)  
Sep 10th 2013: 6 - 10 AM



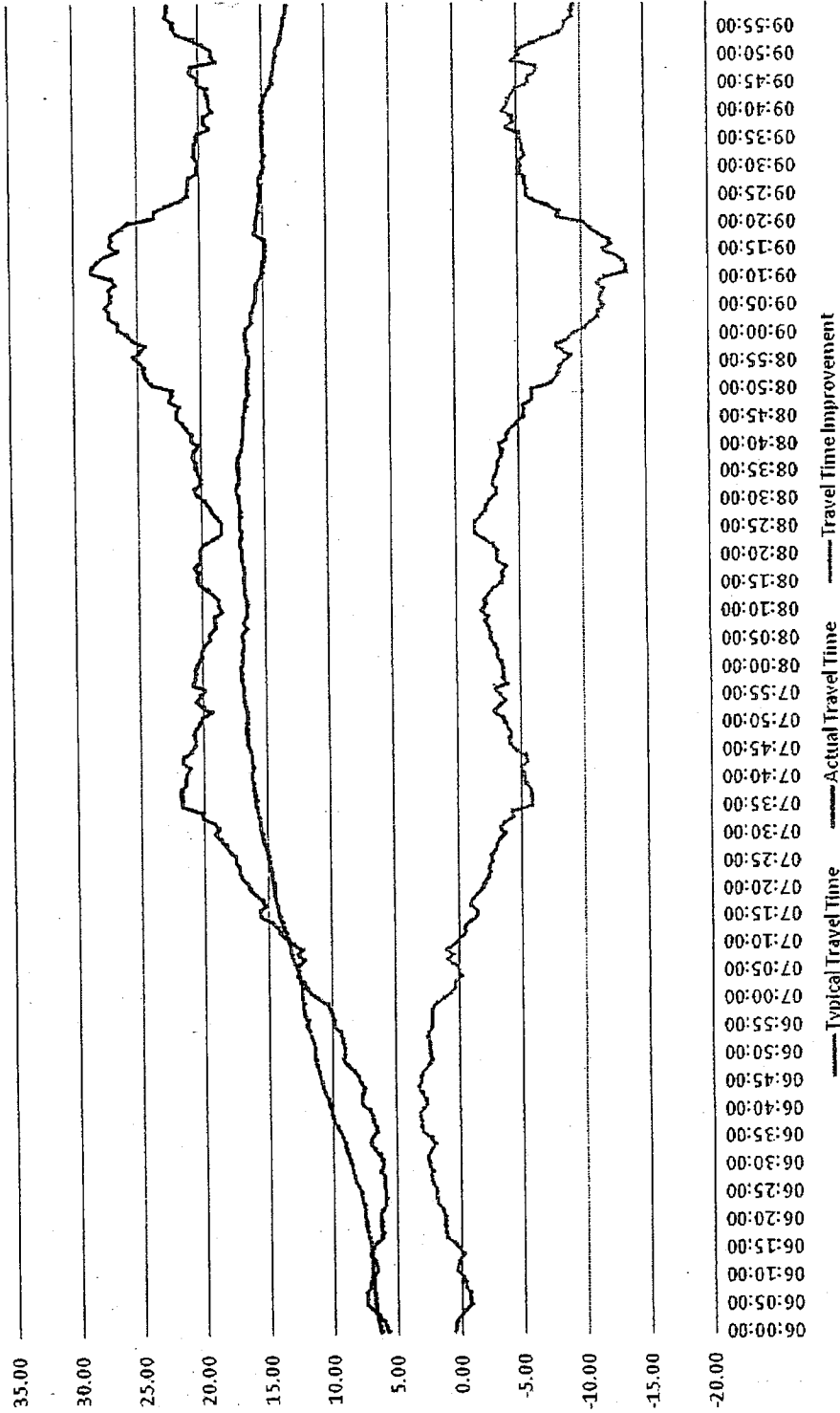
# AM Peak Highway Approach Travel Times on 9/11/2013

Mainline (I-95) Travel Time Comparison to Typical Travel Times @ GWB  
(w/New Fort Lee Toll Lane Configuration)  
Sep 11th 2013: 6 - 10 AM



# AM Peak Highway Approach Travel Times on 9/12/2013

Mainline (I-95) Travel Time Comparison to Typical Travel Times @ GWB  
(w/New Fort Lee Toll Lane Configuration)  
Sep 12th 2013: 6 - 10 AM



## **Vehicle Hours of Delay**

***The trial results in a trade-off between travel time savings for highway approach traffic and delays for "local" traffic:***

- Assuming the 11,592 vehicles using the mainline toll lanes after implementation of the trial each saved 5 minutes, the total savings would be approximately 966 vehicle hours of reduced delay.
- Based on estimated Fort Lee queues of approximately 600 vehicles over the course of four hours, local traffic is experiencing an additional 2,800 vehicle hours of delay.
  - Even if queues are half those originally estimated, the additional delay would still far exceed the savings of mainline traffic . . .
- Based on estimated Fort Lee queues of approximately 550 vehicles at 10 AM, many of these vehicles will pay the off-peak toll
  - At an E-ZPass market share of 84% during the 9 o'clock hour, this works out to a revenue loss of around \$1000 per day or \$250k per year.

## **Operating Costs**

---

***The trial imposes certain new operating costs on the GWB facility:***

- Toll collector coverage for Lane #24:
- PAPD weekend coverage for local streets in Fort Lee:
- Overtime for Weekday PAPD Administrative Functions:

## **Conclusions**

:

- TBD

**From:** Muriello, Mark  
**Sent:** Monday, December 09, 2013 5:43 PM  
**To:** Ma, John  
**Cc:** Fulton, Cedrick; markmuriello@gmail.com  
**Subject:** RE: GWB Ft Lee Lane Closure/Diversion presentation  
**Attachments:** Fort Lee Trial Review 2013-0912.ppt

John -- As requested, attached is the early analysis that we prepared in TB&T to assess the impacts of the GWB Fort Lee lane closures that were put in a s trial in early September. Please keep in mind that this was an early analysis that was not completed at the time the trial was ended. If you have any questions, please feel free to give me a call at 917-710-5132.

- Mark

---

**From:** Ma, John  
**Sent:** Monday, December 09, 2013 4:53 PM  
**To:** Muriello, Mark  
**Cc:** Fulton, Cedrick  
**Subject:** GWB Ft Lee Lane Closure/Diversion presentation

Please send me powerpoint "Early Report" dated Sept 12th prepared for you as soon as possible