# APPENDIX A

# 72-Hour Bi-Directional Volume Counts and Count Locations



Start Date:

June 9, 2015

Start Time:

00:00

Station:

ID:

0 0

Stop Date: City:

June 11, 2015

Stop Time: County:

24:00

Thonotosassa Location

US 301 south of Fowler Avenue

Hillsborough

Northbound Volume for Lane 1

Dav		

Duy Avelage		100					-					
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	18	9	10	9	6	15	30	54	47	52	59	81
30	12	8	5	7	6	24	34	63	65	61	66	62
45	12	7	9	11	11	18	51	54	70	57	75	67
00	10	11	7	7	10	29	57	64	54	61	72	66
Hr Total	52	35	31	34	33	86	172	234	237	230	272	277

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	79	72	80	102	164	188	155	70	44	42	22	22
30	71	68	76	112	179	193	126	70	51	30	33	28
45	77	60	96	122	157	215	119	58	49	29	27	18
00	71	80	97	153	193	230	90	58	40	35	22	21
Hr Total	297	281	349	489	693	826	490	256	184	136	104	88

24 Hour Total:

5,885

AM Peak Hour begins:

10:15

AM Peak Volume:

294 826

AM Peak Hour Factor:

0.91

PM Peak Hour begins:

17:00

PM Peak Volume:

PM PeaK Hour Factor:

0.90

#### Southbound Volume for Lane 2

av	A	-	-00	•

-Day Average						_						1
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	5	7	10	16	39	102	176	157	97	73	86
30	9	8	7	10	15	46	141	183	135	85	73	90
45	12	7	11	17	35	75	182	194	125	92	80	83
00	11	10	10	9	32	81	183	191	107	92	78	81
Hr Total	43	30	35	47	98	241	608	745	524	367	304	340

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	92	80	80	97	121	101	71	49	38	28	23	13
30	89	73	80	112	107	113	71	62	34	31	21	12
45	87	74	79	115	114	129	55	45	36	20	25	16
00	92	80	84	115	103	90	55	39	38	23	16	12
Hr Total	359	307	323	438	446	434	251	195	147	102	85	53

24 Hour Total:

6,521

AM Peak Hour begins: PM Peak Hour begins: 7:00 15:15 AM Peak Volume: PM Peak Volume: 745 462

AM Peak Hour Factor: PM PeaK Hour Factor: 0.96 0.96

Day Average												
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	29	15	17	19	22	54	132	230	204	150	131	167
30	21	16	12	18	22	70	175	246	200	146	139	152
45	24	13	20	28	45	93	232	248	195	149	155	150
00	21	21	17	16	42	110	240	255	161	153	150	148
Hr Total	95	65	66	81	131	327	780	979	760	597	576	617

Total Volume for All Lanes

Hr Total	656	588	672	927	1.139	1.260	741	451	331	237	189	141
00	162	160	181	268	296	320	144	97	78	58	38	33
45	164	135	175	237	271	344	174	103	85	48	52	, 33
30	159	141	156	224	286	307	197	132	85	60	54	40
15	171	153	160	199	285	289	226	120	82	71	45	35
End Time	12	13	14	15	16	17	18	19	20	21	22	23

24 Hour Total:

12,406

AM Peak Hour begins: PM Peak Hour begins: 7:00 17:00

AM Peak Volume: PM Peak Volume:

979 1,260

AM Peak Hour Factor: PM PeaK Hour Factor: 0.96 0.92

Start Date: Stop Date:

June 9, 2015 June 9, 2015 Start Time: Stop Time: 00:00 24:00

Station:

ID:

0

City:

Thonotosassa

County:

Hillsborough

Location

US 301 south of Fowler Avenue

#### Northbound Volume for Lane 1

# Tuesday, June 09, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	23	10	10	6	5	19	37	59	49	44	56	68
30	10	8	7	10	5	19	39	70	61	63	61	60
45	14	12	9	6	12	16	46	52	70	72	89	72
00	13	11	3	6	12	27	55	62	50	61	68	64
Hr Total	60	41	29	28	34	81	177	243	230	240	274	264

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	80	75	80	115	135	153	110	59	39	37	17	21
30	59	54	78	98	179	215	105	63	47	23	29	30
45	86	68	100	117	153	174	125	58	47	28	32	18
00	66	92	100	138	180	158	80	54	45	35	27	25
Hr Total	291	289	358	468	647	700	420	234	178	123	105	94

24 Hour Total:

5,608

AM Peak Hour begins: PM Peak Hour begins: 11:45 16:45

AM Peak Volume: PM Peak Volume:

289 722 AM Peak Hour Factor: PM PeaK Hour Factor: 0.84 0.84

Southbound Volume for Lane 2

Tuesday June 09 2015

Hr Total	36	38	43	62	107	225	609	791	528	342	317	331
00	13	14	13	16	31	76	186	201	94	91	84	78
45	11	10	17	29	36	74	188	195	134	76	86	90
30	6	9	5	10	21	42	143	206	145	66	68	83
15	6	5	8	7	19	33	92	189	155	109	79	80
End Time	00	01	02	03	04	05	06	07	08	09	10	11

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	80	94	62	65	80	94	63	54	42	25	21	12
30	102	62	83	85	79	99	66	66	41	32	18	7
45	89	94	78	70	71	135	56	48	32	25	22	14
00	80	71	79	95	62	83	53	37	46	25	15	11
Hr Total	351	321	302	315	292	411	238	205	161	107	76	44

24 Hour Total:

6,252

AM Peak Hour begins: PM Peak Hour begins:

7:00 17:00 AM Peak Volume: PM Peak Volume: 791 411 AM Peak Hour Factor: PM PeaK Hour Factor: 0.96 0.76

**Total Volume for All Lanes** 

#### Tuesday, June 09, 2015

desday, suffe 09, 2015						,				,		
End Time	00	01	02	03	04	05	06	07	80	09	10	11
15	29	15	18	13	24	52	129	248	204	153	135	148
30	16	17	12	20	26	61	182	276	206	129	129	143
45	25	22	26	35	48	90	234	247	204	148	175	162
00	26	25	16	22	43	103	241	263	144	152	152	142
Hr Total	96	79	72	90	141	306	786	1,034	758	582	591	595

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	160	169	142	180	215	247	173	113	81	62	38	33
30	161	116	161	183	258	314	171	129	88	55	47	37
45	175	162	178	187	224	309	181	106	79	53	54	32
00	146	163	179	233	242	241	133	91	91	60	42	36
Hr Total	642	610	660	783	939	1,111	658	439	339	230	181	138

24 Hour Total:

11,860

AM Peak Hour begins: PM Peak Hour begins: 7:00 16:45

AM Peak Volume: PM Peak Volume: 1,034 1,112 AM Peak Hour Factor: PM PeaK Hour Factor: 0.94 0.89

Start Date: Stop Date: June 10, 2015

Start Time: Stop Time: 00:00 24:00 Station: ID:

0 0

City: Location June 10, 2015 Thonotosassa

US 301 south of Fowler Avenue

County:

Hillsborough

## Northbound Volume for Lane 1

Wednesday, June 10, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	21	8	8	9	8	9	26	55	40	63	55	88
30	16	3	6	7	4	28	34	59	67	54	61	62
45	11	3	12	16	9	12	62	49	75	45	68	66
00	10	10	4	6	11	36	51	69	51	47	79	81
Hr Total	58	24	30	38	32	85	173	232	233	209	263	297

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	78	77	75	93	187	223	187	91	44	45	21	25
30	70	71	76	122	204	193	149	77	39	29	29	16
45	59	52	104	136	170	230	117	63	48	29	26	17
00	63	52	99	169	212	290	100	59	35	33	24	13
Hr Total	270	252	354	520	773	936	553	290	166	136	100	71

24 Hour Total:

6,095

AM Peak Hour begins:

10:30

AM Peak Volume:

297

AM Peak Hour Factor:

0.84

PM Peak Hour begins:

17:00

PM Peak Volume:

936

PM PeaK Hour Factor:

0.81

#### Southbound Volume for Lane 2

Wednesday June 10, 2015

15	13	2	6	16	15	39	108	172	151	94	79	89
30	12	6	8	5	14	48	119	180	127	89	85	91
45	9	3	10	8	37	81	185	202	111	100	75	87
00	10	10	7	6	38	86	172	201	107	89	74	83
Hr Total	44	21	31	35	104	254	584	755	496	372	313	350

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	109	76	82	150	175	127	70	43	28	24	27	13
30	87	80	101	172	156	127	71	55	27	29	18	12
45	81	61	67	172	160	133	53	40	37	16	25	13
00	104	88	107	163	143	90	49	40	31	28	11	14
Hr Total	381	305	357	657	634	477	243	178	123	97	81	52

24 Hour Total:

6,944

AM Peak Hour begins: PM Peak Hour begins:

7:00 15:15 AM Peak Volume: PM Peak Volume: 755 682

AM Peak Hour Factor: PM PeaK Hour Factor: 0.93 0.97

#### Total Volume for All Lanes

nesday, June 10, 2	015											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	34	10	14	25	23	48	134	227	191	157	134	177
30	28	9	14	12	18	76	153	239	194	143	146	153
45	20	6	22	24	46	93	247	251	186	145	143	153
00	20	20	11	12	49	122	223	270	158	136	153	164
Hr Total	102	45	61	73	136	339	757	987	729	581	576	647

Hr Total	651	557	711	1 177	1.407	1.413	796	468	289	233	181	123
00	167	140	206	332	355	380	149	99	66	61	35	27
45	140	113	171	308	330	363	170	103	85	45	51	30
30	157	151	177	294	360	320	220	132	66	58	47	28
15	187	153	157	243	362	350	257	134	72	69	48	38
End Time	12	13	14	15	16	17	18	19	20	21	22	23

24 Hour Total:

13,039

AM Peak Hour begins: PM Peak Hour begins:

7:00 17:00

AM Peak Volume: PM Peak Volume:

987 1,413 AM Peak Hour Factor: PM PeaK Hour Factor: 0.91 0.93

Start Date: Stop Date:

June 11, 2015

June 11, 2015

Start Time: Stop Time: 00:00 24:00 Station:

0

City:

Thonotosassa

County:

Hillsborough

ID:

0

Location US 301 south of Fowler Avenue

# Northbound Volume for Lane 1

#### Thursday, June 11, 2015

Hr Total	38	41	35	36	33	91	166	228	247	242	279	269
00	7	13	14	10	7	24	65	61	60	74	69	54
45	11	5	7	10	11	26	44	61	66	53	68	63
30	9	13	2	5	10	25	29	59	68	65	77	65
15	11	10	12	11	5	16	28	47	53	50	65	87
End Time	00	01	02	03	04	05	06	07	80	09	10	11

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	78	65	84	98	171	188	167	61	50	45	28	20
30	83	79	75	116	153	172	125	71	67	37	40	37
45	86	61	85	112	148	240	115	52	52	29	24	18
00	83	96	91	153	187	242	89	60	39	37	14	24
Hr Total	330	301	335	479	659	842	496	244	208	148	106	99

24 Hour Total:

5,952

AM Peak Hour begins:

10:15

AM Peak Volume:

301

AM Peak Hour Factor:

0.86

PM Peak Hour begins:

17:00

PM Peak Volume:

842 PM PeaK Hour Factor: 0.87

# Southbound Volume for Lane 2

#### Thursday, June 11, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	9	6	8	13	46	106	168	165	89	60	89
30	10	10	9	16	11	47	162	163	132	100	66	95
45	16	7	6	15	31	70	172	186	129	100	78	73
00	11	5	9	4	28	81	192	172	121	97	77	83
Hr Total	50	31	30	43	83	244	632	689	547	386	281	340

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	88	71	97	75	107	82	80	51	43	36	21	13
30	77	76	56	79	87	114	75	64	35	31	28	17
45	90	68	91	103	112	120	56	47	40	18	27	20
00	91	81	66	86	105	97	62	40	38	16	22	12
Hr Total	346	296	310	343	411	413	273	202	156	101	98	62

24 Hour Total:

AM Peak Hour begins: PM Peak Hour begins: 6,367 6:45 16:45

AM Peak Volume: PM Peak Volume: 709 421 AM Peak Hour Factor: PM PeaK Hour Factor: 0.92 0.88

Total Volume for All Lanes

00	18	18	23	14	35	105	257	233	181	171	146	137
	1	4.0		4.4	0.5	405	057	000	404	474	440	407
45	27	12	13	25	42	96	216	247	195	153	146	136
30	19	23	11	21	21	72	191	222	200	165	143	160
15	24	19	18	19	18	62	134	215	218	139	125	176
End Time	00	01	02	03	04	05	06	07	08	09	10	11

15 30	166 160	136 155	181 131	173 195	278 240	270 286	247 200	112 135	93 102	81 68	49 68	33 54
45	176	129	176	215	260	360	171	99	92	47	51	38
00	174	177	157	239	292	339	151	100	77	53	36	36
Hr Total	676	597	645	822	1.070	1 255	769	446	364	249	204	161

24 Hour Total:

12,319

AM Peak Hour begins: PM Peak Hour begins:

6:45 17:00

AM Peak Volume: PM Peak Volume:

941 1,255 AM Peak Hour Factor: PM PeaK Hour Factor: 0.92 0.87

Start Date:

June 9, 2015

Start Time:

00:00

Station:

ID:

Stop Date: City:

June 11, 2015

Stop Time: County:

24:00 Hillsborough

0 0

Location

Thonotosassa

Fowler Avenue west of US 301

Eastbound Volume for Lane 1

3-Day Average

buj riverage												
End Time	00	01	02	03	04	05	06	07	80	09	10	11
15	22	11	10	3	4	22	50	105	92	89	81	88
30	16	8	11	8	6	24	70	114	82	92	95	97
45	15	11	11	9	16	30	86	116	59	79	102	97
00	11	8	14	6	22	40	105	129	85	95	102	106
Hr Total	63	38	46	26	48	116	311	464	318	355	380	388

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	107	107	111	181	255	308	183	96	63	54	37	26
30	106	118	124	211	280	349	162	100	71	56	37	24
45	121	121	117	229	252	327	124	82	69	54	22	28
00	114	113	163	261	266	276	113	76	63	40	28	24
Hr Total	447	459	515	882	1,052	1,260	582	354	265	204	123	102

24 Hour Total:

8,800

AM Peak Hour begins: PM Peak Hour begins: 7:00 17:00 AM Peak Volume: PM Peak Volume:

464 1,260 AM Peak Hour Factor: PM PeaK Hour Factor: 0.90 0.90

Westbound Volume for Lane 2

3-Day Average

ay Average						10.00					r	
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	6	7	10	6	25	104	156	151	111	108	103
30	14	7	6	9	10	49	118	194	174	126	109	100
45	8	8	12	11	17	56	145	208	183	109	103	97
00	8	8	7	9	18	76	164	189	132	112	114	101
Hr Total	40	29	32	39	52	206	531	747	640	458	435	401

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	111	106	93	91	123	127	107	63	54	45	36	17
30	108	94	96	99	109	132	117	58	51	46	37	23
45	107	104	90	114	107	129	79	56	50	39	38	19
00	101	103	87	96	92	119	73	52	48	34	24	14
Hr Total	427	407	366	400	432	508	376	230	202	164	135	73

24 Hour Total:

7,331

AM Peak Hour begins: PM Peak Hour begins:

7:00 17:00 AM Peak Volume: PM Peak Volume:

747 508 AM Peak Hour Factor: PM PeaK Hour Factor: 0.90 0.96

**Total Volume for All Lanes** 

Day Average												
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	33	17	17	13	10	47	154	262	243	200	189	191
30	30	16	17	16	17	72	188	309	256	217	204	197
45	23	19	23	20	33	86	232	324	242	188	205	194
00	18	16	20	15	41	116	269	317	218	208	216	207
Hr Total	104	67	78	65	100	321	842	1,212	958	813	814	789

Hr Total	874	866	882	1 282	1.485	1.769	958	584	468	368	258	175
00	214	216	250	358	358	395	186	129	110	75	52	38
45	228	225	207	343	359	456	203	138	119	93	60	46
30	214	212	220	310	389	481	279	158	121	102	74	47
15	218	214	204	271	378	436	290	159	117	99	73	43
End Time	12	13	14	15	16	17	18	19	20	21	22	23

24 Hour Total:

16,132

AM Peak Hour begins: PM Peak Hour begins: 7:00 17:00 AM Peak Volume: PM Peak Volume: 1,212 1,769 AM Peak Hour Factor: PM PeaK Hour Factor: 0.93 0.92

Start Date: Stop Date:

June 9, 2015 June 9, 2015 Start Time: Stop Time:

County:

00:00 24:00 Station: ID:

0 0

City:

Thonotosassa

Hillsborough

Fowler Avenue west of US 301 Location

Eastbound Volume for Lane 1

Tuesday, June 09, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	19	6	13	6	6	18	47	91	89	115	72	91
30	9	8	11	10	8	23	65	132	78	101	93	100
45	11	11	11	13	21	20	88	120	63	68	107	93
00	12	15	21	6	25	34	112	126	81	100	98	114
Hr Total	51	40	56	35	60	95	312	469	311	384	370	398

Hr Total	408	436	488	704	848	1.106	495	382	270	221	129	109
00	102	92	148	259	190	198	102	76	69	38	28	29
45	118	103	113	177	199	286	122	97	70	55	26	29
30	95	130	118	140	278	307	136	107	68	79	36	22
15	93	111	109	128	181	315	135	102	63	49	39	29
End Time	12	13	14	15	16	17	18	19	20	21	22	23

24 Hour Total:

8,177

AM Peak Hour begins: PM Peak Hour begins:

7:00 17:00 AM Peak Volume: PM Peak Volume:

469 1,106 AM Peak Hour Factor: PM PeaK Hour Factor: 0.89 0.88

Westbound Volume for Lane 2

Hr Total	44	31	36	55	49	222	554	756	620	474	400	390
00	8	10	6	13	17	86	172	195	146	113	108	91
45	10	8	11	17	13	59	149	220	183	114	96	95
30	15	7	10	15	12	46	112	194	155	131	98	113
15	11	6	9	10	7	31	121	147	136	116	98	91
End Time	00	01	02	03	04	05	06	07	08	09	10	11

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	120	114	84	82	115	129	96	70	60	53	32	17
30	115	90	107	105	112	116	106	68	55	48	39	16
45	105	100	86	125	108	136	70	56	50	46	36	15
00	89	108	90	92	91	120	76	53	51	32	21	20
Hr Total	429	412	367	404	426	501	348	247	216	179	128	68

24 Hour Total:

7,356

AM Peak Hour begins: PM Peak Hour begins:

7:00 17:00 AM Peak Volume: PM Peak Volume: 756 501 AM Peak Hour Factor: PM PeaK Hour Factor: 0.86 0.92

Total Volume for All Lanes

Tuesday, June 09, 2015

souay, Julie US, ZUIJ												
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	30	12	22	16	13	49	168	238	225	231	170	182
30	24	15	21	25	20	69	177	326	233	232	191	213
45	21	19	22	30	34	79	237	340	246	182	203	188
00	20	25	27	19	42	120	284	321	227	213	206	205
Hr Total	95	71	92	90	109	317	866	1,225	931	858	770	788

Hr Total	837	848	855	1,108	1,274	1,607	843	629	486	400	257	177
00	191	200	238	351	281	318	178	129	120	70	49	49
45	223	203	199	302	307	422	192	153	120	101	62	44
30	210	220	225	245	390	423	242	175	123	127	75	38
15	213	225	193	210	296	444	231	172	123	102	71	46
End Time	12	13	14	15	16	17	18	19	20	21	22	23

24 Hour Total:

15,533

AM Peak Hour begins: PM Peak Hour begins:

7:00 17:00

AM Peak Volume: PM Peak Volume:

1,225 1,607

AM Peak Hour Factor: PM PeaK Hour Factor: 0.90 0.90

Start Date:

June 10, 2015

Start Time: Stop Time: 00:00 24:00 Station:

0

Stop Date: City:

June 10, 2015 Thonotosassa

County:

Hillsborough

ID:

0

Location

Fowler Avenue west of US 301

## Eastbound Volume for Lane 1

Wednesday, June 10, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	31	12	8	3	0	23	39	118	104	80	90	93
30	20	9	11	5	9	19	72	109	79	83	104	98
45	14	14	16	7	12	31	82	123	53	96	79	104
00	9	5	13	5	28	43	112	145	90	83	98	98
Hr Total	74	40	48	20	49	116	305	495	326	342	371	393

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	124	100	139	268	407	365	155	88	64	48	29	27
30	116	124	147	347	377	388	163	82	76	39	32	29
45	132	143	126	356	364	353	109	70	66	46	17	27
00	130	142	223	360	371	301	106	82	53	44	23	19
Hr Total	502	509	635	1,331	1,519	1,407	533	322	259	177	101	102

24 Hour Total:

9,976

AM Peak Hour begins:

7:00

AM Peak Volume:

495 1,519 AM Peak Hour Factor:

0.85

PM Peak Hour begins:

16:00

PM Peak Volume:

PM PeaK Hour Factor:

0.93

#### Westbound Volume for Lane 2

Wednesday June 10, 2015

Hr Total	52	33	23	39	59	186	534	755	633	455	469	428
00	13	11	3	11	21	65	163	173	132	120	121	104
45	8	7	11	11	21	49	157	210	174	108	111	108
30	14	5	5	6	12	48	126	201	158	127	136	98
15	17	10	4	11	5	24	88	171	169	100	101	118
End Time	00	01	02	03	04	05	06	07	08	09	10	11

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	107	103	83	96	120	132	110	43	47	38	34	16
30	95	103	75	97	129	124	119	43	46	39	43	20
45	116	109	106	110	112	134	75	58	47	36	30	18
00	107	93	80	96	103	117	75	57	47	40	19	8
Hr Total	425	408	344	399	464	507	379	201	187	153	126	62

24 Hour Total:

7,321

AM Peak Hour begins: PM Peak Hour begins:

7:00 17:00 AM Peak Volume: PM Peak Volume:

755 507 AM Peak Hour Factor: PM PeaK Hour Factor: 0.90 0.95

#### Total Volume for All Lanes

dnesday, June 10, 2	015						The state of the s					
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	48	22	12	14	5	47	127	289	273	180	191	211
30	34	14	16	11	21	67	198	310	237	210	240	196
45	22	21	27	18	33	80	239	333	227	204	190	212
00	22	16	16	16	49	108	275	318	222	203	219	202
Hr Total	126	73	71	59	108	302	839	1,250	959	797	840	821

Hr Total	927	917	979	1 730	1.983	1.914	912	523	446	330	227	164
00	237	235	303	456	474	418	181	139	100	84	42	27
45	248	252	232	466	476	487	184	128	113	82	47	45
30	211	227	222	444	506	512	282	125	122	78	75	49
15	231	203	222	364	527	497	265	131	111	86	63	43
End Time	12	13	14	15	16	17	18	19	20	21	22	23

24 Hour Total:

17,297

AM Peak Hour begins: PM Peak Hour begins:

7:00 16:00

AM Peak Volume: PM Peak Volume:

1,250 1,983 AM Peak Hour Factor: PM PeaK Hour Factor: 0.94 0.94

Start Date: Stop Date:

June 11, 2015

June 11, 2015

Start Time: Stop Time: 00:00 24:00 Station: ID:

0 0

City: Location Thonotosassa

Fowler Avenue west of US 301

County:

Hillsborough

#### Eastbound Volume for Lane 1

Thursd	lav.	June	11,	201	5

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	15	9	1	6	25	63	107	84	72	81	81
30	19	8	11	8	2	29	74	102	89	91	88	92
45	20	7	6	7	14	38	89	105	60	74	119	94
00	11	4	7	8	14	44	91	115	85	103	110	105
Hr Total	65	34	33	24	36	136	317	429	318	340	398	372

Hr Total	431	432	423	612	790	1.268	718	358	267	213	139	95
00	109	105	117	165	237	329	131	71	66	39	33	25
45	112	117	112	155	192	342	140	78	71	60	22	27
30	107	99	108	146	184	352	187	111	68	50	42	22
15	103	111	86	146	177	245	260	98	62	64	42	21
End Time	12	13	14	15	16	17	18	19	20	21	22	23

24 Hour Total:

8,248

AM Peak Hour begins: PM Peak Hour begins: 7:00

AM Peak Volume:

429

AM Peak Hour Factor:

0.93

17:15

PM Peak Volume:

1,283

PM PeaK Hour Factor:

0.91

# Westbound Volume for Lane 2

Thursday June 11, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	3	9	9	6	21	103	151	147	116	125	100
30	13	10	3	5	7	52	116	188	208	119	93	89
45	5	9	14	6	17	60	130	194	193	105	103	88
00	2	2	11	3	17	76	156	198	119	104	114	108
Hr Total	25	24	37	23	47	209	505	731	667	444	435	385

30 45	115	90 102	106 79	95	87 102	157 118	127 92	63 54	51	50 35	30 48	33 23
00	106	102	92	107	83	121	68	47	45	31	32	14

24 Hour Total:

7,317

AM Peak Hour begins: PM Peak Hour begins:

7:30 17:00

AM Peak Volume: PM Peak Volume:

747 517 AM Peak Hour Factor: PM PeaK Hour Factor: 0.90 0.82

#### **Total Volume for All Lanes**

Thursday, June 11, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	20	18	18	10	12	46	166	258	231	188	206	181
30	32	18	14	13	9	81	190	290	297	210	181	181
45	25	16	20	13	31	98	219	299	253	179	222	182
00	13	6	18	11	31	120	247	313	204	207	224	213
Hr Total	90	58	70	47	83	345	822	1,160	985	784	833	757

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	209	213	197	240	312	366	374	175	117	109	84	39
30	222	189	214	241	271	509	314	174	119	100	72	55
45	213	219	191	262	294	460	232	132	124	95	70	50
00	215	212	209	266	320	450	199	118	111	70	65	39
Hr Total	859	833	811	1,009	1,197	1,785	1.119	599	471	374	291	183

24 Hour Total:

15,565

AM Peak Hour begins: 7:00 PM Peak Hour begins: 17:15 AM Peak Volume: PM Peak Volume:

1,160 1,793 AM Peak Hour Factor: PM PeaK Hour Factor:

0.93 0.88

Start Date:

June 9, 2015

Start Time:

00:00

Station:

0

Stop Date:

June 11, 2015

Stop Time:

24:00

ID:

0

City: Location Thonotosassa

County: US 301 north of Fowler Avenue

Hillsborough

Northbound Volume for Lane 1

3-Day	/ Ave	rage

,						(i)						
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	28	18	14	8	9	31	57	87	91	92	97	120
30	19	12	12	8	10	34	58	94	91	88	107	100
45	20	12	11	16	21	40	85	84	81	102	118	118
00	15	14	14	12	25	51	98	102	84	99	118	106
Hr Total	82	56	51	45	65	155	298	367	347	382	441	444

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	121	128	131	179	248	289	240	126	73	71	45	33
30	120	125	129	190	266	296	214	121	92	60	48	36
45	140	121	154	182	245	283	173	98	81	60	36	32
00	111	128	159	240	266	290	154	94	74	53	37	34
Hr Total	491	502	573	791	1,025	1,157	782	439	319	244	167	134

24 Hour Total:

9,357

AM Peak Hour begins: PM Peak Hour begins: 11:45 17:00 AM Peak Volume: PM Peak Volume:

487 1,157 AM Peak Hour Factor: PM PeaK Hour Factor: 0.87 0.98

Southbound Volume for Lane 2

3-Day Average

00	12	11	11	17	46	150	312	309	183	153	136	132
45	13	14	15	23	48	125	293	343	240	156	137	129
30	18	11	9	16	25	83	236	320	251	159	133	144
15	12	9	12	12	18	59	175	296	247	163	128	139
End Time	00	01	02	03	04	05	06	07	08	09	10	11

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	128	129	134	120	128	127	112	86	56	53	38	17
30	141	118	111	126	126	134	128	78	62	48	44	22
45	129	120	112	124	124	159	81	65	56	42	48	29
00	135	124	117	131	113	111	82	69	50	40	32	15
Hr Total	533	491	474	500	491	531	404	298	224	183	162	83

24 Hour Total:

AM Peak Hour begins:

PM Peak Hour begins:

10,057

6:45

AM Peak Volume:

1,272

AM Peak Hour Factor:

0.93

12:15

PM Peak Volume:

534

PM PeaK Hour Factor:

0.95

**Total Volume for All Lanes** 

Average												
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	40	27	26	21	28	90	233	383	338	255	225	259
30	37	23	21	24	35	117	294	414	342	247	240	244
45	33	26	26	38	69	164	378	428	320	258	256	247
00	27	25	25	30	70	201	409	411	267	252	254	238
Hr Total	137	101	98	113	202	572	1.313	1.636	1.268	1.011	976	988

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	249	257	265	299	376	416	353	212	129	124	83	50
30	261	242	240	315	393	430	342	199	153	108	92	58
45	268	241	266	306	369	442	254	163	137	102	84	61
00	246	252	276	371	379	401	237	162	124	93	69	49
Hr Total	1.024	992	1.047	1.292	1.516	1.688	1.186	737	544	426	329	21

24 Hour Total:

19,413

AM Peak Hour begins: PM Peak Hour begins:

7:00 17:00 AM Peak Volume: PM Peak Volume: 1,636 1,688 AM Peak Hour Factor: PM PeaK Hour Factor: 0.96 0.96

Start Date:

June 9, 2015

June 9, 2015

Start Time: Stop Time:

00:00 24:00 Station:

0

Stop Date: City: Location

Thonotosassa

US 301 north of Fowler Avenue

County:

Hillsborough

ID:

0

Northbound Volume for Lane 1

Tuesday, June 09, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	38	13	17	9	13	32	62	78	93	97	94	117
30	16	12	16	8	8	33	58	106	96	103	90	100
45	19	18	12	12	28	27	78	91	75	108	131	125
00	19	19	12	9	32	49	98	90	84	94	111	115
Hr Total	92	62	57	38	81	141	296	365	348	402	426	457

Hr Total	456	502	593	811	1 015	1 150	692	434	321	239	169	141
00	109	117	156	245	258	264	140	88	72	61	39	39
45	139	132	159	180	244	296	179	111	88	56	42	30
30	100	123	139	183	293	310	191	114	88	59	47	37
15	108	130	139	203	220	280	182	121	73	63	41	35
End Time	12	13	14	15	16	17	18	19	20	21	22	23

24 Hour Total:

9,288

AM Peak Hour begins:

11:45

AM Peak Volume:

462

AM Peak Hour Factor:

0.83

PM Peak Hour begins:

17:00

PM Peak Volume:

1,150

PM PeaK Hour Factor:

0.93

Southbound Volume for Lane 2

Tuesday June 09 2015

iesday, June 09, 2015	l.											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	8	15	10	25	54	179	277	228	158	117	129
30	16	13	11	19	31	82	239	337	258	150	106	142
45	14	18	22	32	41	132	288	348	253	146	148	142
00	13	16	11	25	45	151	338	341	175	145	122	104
Hr Total	55	55	59	86	142	419	1,044	1,303	914	599	493	517

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	130	143	116	103	129	114	104	84	65	57	40	14
30	150	128	131	133	122	126	117	78	60	49	50	13
45	127	129	117	127	115	168	73	75	51	50	40	28
00	115	125	126	130	120	105	89	65	60	38	33	13
Hr Total	522	525	490	493	486	513	383	302	236	194	163	68

24 Hour Total:

10,061

AM Peak Hour begins:

7:00

AM Peak Volume:

1,303

AM Peak Hour Factor:

0.94

PM Peak Hour begins:

12:15

PM Peak Volume:

535

PM PeaK Hour Factor:

0.89

**Total Volume for All Lanes** 

Tuesday, June 09, 2015

Suay, Julie 05, 2015												
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	50	21	32	19	38	86	241	355	321	255	211	246
30	32	25	27	27	39	115	297	443	354	253	196	242
45	33	36	34	44	69	159	366	439	328	254	279	267
00	32	35	23	34	77	200	436	431	259	239	233	219
Hr Total	147	117	116	124	223	560	1,340	1,668	1,262	1,001	919	974

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	238	273	255	306	349	394	286	205	138	120	81	49
30	250	251	270	316	415	436	308	192	148	108	97	50
45	266	261	276	307	359	464	252	186	139	106	82	58
00	224	242	282	375	378	369	229	153	132	99	72	52
Hr Total	978	1.027	1.083	1.304	1.501	1.663	1.075	736	557	433	332	209

24 Hour Total:

19,349

AM Peak Hour begins: PM Peak Hour begins: 6:45 16:45 AM Peak Volume: PM Peak Volume:

1,673 1,672 AM Peak Hour Factor: PM PeaK Hour Factor: 0.94 0.90

Start Date: Stop Date: June 10, 2015

June 10, 2015

Start Time: Stop Time:

00:00

24:00

Station: ID:

0

City: Location Thonotosassa

US 301 north of Fowler Avenue

County:

Hillsborough

# Northbound Volume for Lane 1

Wed	nesc	av .	lune	10.	2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	30	20	11	8	6	27	50	98	81	94	95	123
30	19	11	9	9	11	32	60	89	89	74	104	101
45	21	8	13	20	16	39	92	77	82	93	95	100
00	13	12	20	9	27	63	90	121	84	87	125	114
Hr Total	83	51	53	46	60	161	292	385	336	348	419	438

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	131	138	117	153	271	285	237	125	70	71	40	40
30	127	131	128	184	241	293	209	125	81	47	41	31
45	135	123	159	206	244	263	164	94	71	55	30	31
00	113	126	170	226	264	271	162	95	74	49	42	27
Hr Total	506	518	574	769	1.020	1.112	772	439	296	222	153	129

24 Hour Total:

AM Peak Hour begins:

9,182

11:45 17:00

AM Peak Volume:

507

AM Peak Hour Factor:

0.94

PM Peak Hour begins:

PM Peak Volume:

1,112

PM PeaK Hour Factor:

0.95

## Southbound Volume for Lane 2

Wednesday June 10, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	10	8	18	15	66	169	303	266	161	139	149
30	22	9	8	11	27	82	231	316	230	170	171	142
45	12	11	11	14	52	124	312	358	212	153	131	127
00	13	10	10	17	53	147	292	286	174	153	146	141
Hr Total	62	40	37	60	147	419	1,004	1,263	882	637	587	559

Hr Total	523	507	441	478	474	533	376	247	205	172	158	76
00	143	130	105	116	109	108	76	65	52	50	25	15
45	138	120	112	124	113	158	73	59	43	34	42	22
30	127	126	91	120	139	125	121	56	69	45	45	18
15	115	131	133	118	113	142	106	67	41	43	46	21
End Time	12	13	14	15	16	17	18	19	20	21	22	23

24 Hour Total:

9,887

AM Peak Hour begins: PM Peak Hour begins:

6:45 12:15

AM Peak Volume: PM Peak Volume: 1,269 539

AM Peak Hour Factor: PM PeaK Hour Factor: 0.89 0.94

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	45	30	19	26	21	93	219	401	347	255	234	272
30	41	20	17	20	38	114	291	405	319	244	275	243
45	33	19	24	34	68	163	404	435	294	246	226	227
00	26	22	30	26	80	210	382	407	258	240	271	255
Hr Total	145	91	90	106	207	580	1.296	1.648	1.218	985	1.006	997

**Total Volume for All Lanes** 

Hr Total	1,029	1,025	1,015	1,247	1,494	1,645	1,148	686	501	394	311	205
00	256	256	275	342	373	379	238	160	126	99	67	42
45	273	243	271	330	357	421	237	153	114	89	72	53
30	254	257	219	304	380	418	330	181	150	92	86	49
15	246	269	250	271	384	427	343	192	111	114	86	61
End Time	12	13	14	15	16	17	18	19	20	21	22	23

24 Hour Total:

19,069

AM Peak Hour begins: PM Peak Hour begins:

7:00 17:00 AM Peak Volume: PM Peak Volume:

1,648 1,645

AM Peak Hour Factor: PM PeaK Hour Factor: 0.95 0.96

Start Date: Stop Date: June 11, 2015

June 11, 2015

Start Time: Stop Time: County:

00:00 24:00

Station: ID:

0 0

City: Location Thonotosassa

US 301 north of Fowler Avenue

Hillsborough

#### Northbound Volume for Lane 1

Thursday, June 11, 2015

, aaj, ea,												
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	20	14	8	9	33	60	84	99	86	103	120
30	22	13	11	8	11	37	56	87	89	88	127	100
45	21	10	8	15	20	53	85	85	85	105	129	128
00	13	11	11	19	15	40	105	95	83	116	118	90
Hr Total	72	54	44	50	55	163	306	351	356	395	477	438

Hr Total	512	485	551	794	1.039	1.210	881	444	341	270	179	133
00	111	140	151	250	275	334	161	98	75	50	31	36
45	145	108	144	160	247	290	177	89	85	68	37	34
30	133	120	119	202	265	285	241	125	106	73	56	40
15	123	117	137	182	252	301	302	132	75	79	55	23
End Time	12	13	14	15	16	17	18	19	20	21	22	23

24 Hour Total:

9,600

AM Peak Hour begins:

10:15

AM Peak Volume:

494

AM Peak Hour Factor:

0.96

PM Peak Hour begins:

17:15

PM Peak Volume: 1,211

PM PeaK Hour Factor:

0.91

## Southbound Volume for Lane 2

Thursday June 11 2015

Hr Total	47	40	45	58	120	414	998	1,241	968	653	525	555
00	11	6	12	10	39	153	305	300	201	160	141	150
45	12	13	13	22	50	118	278	324	254	168	133	119
30	15	11	7	17	16	85	237	308	265	156	123	147
15	9	10	13	9	15	58	178	309	248	169	128	139
End Time	00	01	02	03	04	05	06	07	08	09	10	11

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	140	113	154	138	142	126	127	107	63	58	28	17
30	146	99	111	124	118	151	147	99	56	50	38	34
45	121	111	108	121	143	150	97	62	74	42	61	38
00	147	117	119	147	111	120	82	76	39	32	38	16
Hr Total	554	440	492	530	514	547	453	344	232	182	165	105

24 Hour Total:

10,222

AM Peak Hour begins: PM Peak Hour begins:

6:45 12:00

AM Peak Volume: PM Peak Volume: 1,246 554

AM Peak Hour Factor: PM PeaK Hour Factor: 0.96 0.94

hursday, June 11, 201	5											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	25	30	27	17	24	91	238	393	347	255	231	259
30	37	24	18	25	27	122	293	395	354	244	250	247
45	33	23	21	37	70	171	363	409	339	273	262	247
00	24	17	23	29	54	193	410	395	284	276	259	240
Hr Total	119	94	89	108	175	577	1,304	1.592	1,324	1.048	1,002	993

**Total Volume for All Lanes** 

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	263	230	291	320	394	427	429	239	138	137	83	40
30	279	219	230	326	383	436	388	224	162	123	94	74
45	266	219	252	281	390	440	274	151	159	110	98	72
00	258	257	270	397	386	454	243	174	114	82	69	52
Hr Total	1.066	925	1.043	1,324	1,553	1,757	1,334	788	573	452	344	238

24 Hour Total:

19,822

AM Peak Hour begins: PM Peak Hour begins:

6:45 17:15

AM Peak Volume: PM Peak Volume: 1,607 1,759 AM Peak Hour Factor: PM PeaK Hour Factor: 0.98 0.97

US 301 at Harney Road

Start Date:

June 9, 2015

Start Time:

00:00

Station:

0

Stop Date: City:

June 11, 2015

Stop Time: County:

24:00 Hillsborough ID:

0

Location

Thonotosassa

US 301 south of Harney Road

Northbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	25	16	16	8	8	29	47	76	83	81	87	105
30	17	12	11	7	9	31	52	81	77	81	96	88
45	18	12	10	13	20	40	73	77	77	96	103	104
00	13	11	14	13	20	37	85	84	75	91	99	108
Hr Total	73	51	51	41	58	137	258	319	312	348	385	406

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	104	110	116	168	234	276	233	119	67	67	41	30
30	105	120	118	173	261	279	205	112	83	57	44	29
45	125	104	131	175	238	276	165	89	68	54	30	31
00	99	114	148	222	258	282	146	86	69	53	37	30
Hr Total	434	448	513	738	992	1,113	749	406	288	231	152	120

24 Hour Total:

8,623

AM Peak Hour begins: PM Peak Hour begins: 11:45 17:00 AM Peak Volume: PM Peak Volume:

443 1,113 AM Peak Hour Factor: PM PeaK Hour Factor:

0.88 0.99

Southbound Volume for Lane 2

3-Day Average

Hr Total	46	42	45	61	134	423	979	1,200	847	584	494	484
00	10	12	12	15	42	154	285	289	167	133	120	115
45	12	12	11	18	47	116	274	315	215	152	129	120
30	13	9	11	18	28	87	241	305	240	147	127	123
15	10	9	11	10	18	65	179	291	225	151	118	126
End Time	00	01	02	03	04	05	06	07	08	09	10	11

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	120	112	111	114	111	114	102	72	44	43	34	16
30	126	107	108	107	115	123	112	67	46	37	40	19
45	119	108	92	107	110	144	72	56	44	40	39	22
00	114	115	102	121	96	94	79	59	44	39	28	12
Hr Total	479	442	413	450	431	475	365	254	179	159	141	69

24 Hour Total:

9,195

AM Peak Hour begins: PM Peak Hour begins:

7:00 12:00 AM Peak Volume: PM Peak Volume:

**Total Volume for All Lanes** 

1,200 479

AM Peak Hour Factor: PM PeaK Hour Factor:

0.95 0.95

ay Average												
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	34	26	27	17	26	94	226	367	308	232	206	231
30	30	21	22	26	37	119	293	386	316	228	223	211
45	31	25	21	31	67	156	347	392	293	248	232	224
00	24	23	26	28	62	191	370	374	242	224	219	223
Hr Total	119	94	96	102	192	560	1,237	1,519	1,159	932	880	890

Hr Total	913	890	926	1.188	1.423	1.588	1,114	660	466	390	293	189
00	214	229	250	343	354	376	225	145	113	91	65	42
45	245	212	223	283	348	420	236	145	113	95	69	53
30	231	227	226	281	376	402	317	179	129	94	83	48
15	224	222	227	282	345	390	335	191	112	110	75	46
End Time	12	13	14	15	16	17	18	19	20	21	22	23

24 Hour Total:

17,818

AM Peak Hour begins: PM Peak Hour begins:

7:00 17:00 AM Peak Volume: PM Peak Volume: 1,519 1,588 AM Peak Hour Factor: PM PeaK Hour Factor: 0.97 0.95

Start Date: Stop Date: June 9, 2015

June 9, 2015

Start Time: Stop Time: County:

00:00 24:00

Hillsborough

Station:

ID:

0 0

City: Location Thonotosassa

US 301 south of Harney Road

#### Northbound Volume for Lane 1

## Tuesday, June 09, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	32	12	19	8	9	29	49	66	79	77	84	96
30	12	11	14	6	9	35	56	96	79	93	91	88
45	17	19	12	11	28	25	67	79	78	105	115	110
00	16	15	13	9	28	37	83	73	75	87	91	114
Hr Total	77	57	58	34	74	126	255	314	311	362	381	408

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	94	104	128	191	212	270	189	109	66	54	40	31
30	93	119	114	168	279	296	171	112	75	50	37	29
45	124	111	141	173	227	289	170	96	75	55	35	35
00	101	105	140	227	250	257	138	84	72	56	32	34
Hr Total	412	439	523	759	968	1,112	668	401	288	215	144	129

24 Hour Total:

8,515

AM Peak Hour begins:

11:45

AM Peak Volume:

425

AM Peak Hour Factor:

0.86

PM Peak Hour begins:

17:00

PM Peak Volume: 1,112

PM PeaK Hour Factor:

0.94

#### Southbound Volume for Lane 2

Tuesday June 09 2015

Hr Total	47	57	49	79	142	423	997	1,254	852	561	444	462
00	10	21	10	23	41	158	311	309	168	132	104	88
45	15	15	16	26	42	115	255	336	216	160	140	124
30	11	16	13	21	35	87	239	309	260	126	105	129
15	11	5	10	9	24	63	192	300	208	143	95	121
End Time	00	01	02	03	04	05	06	07	08	09	10	11

Hr Total	481	464	420	449	421	465	357	264	185	169	138	55
00	108	119	102	119	101	87	88	54	44	38	23	11
45	112	112	107	119	95	148	71	70	39	39	35	23
30	130	120	125	104	113	120	108	66	50	39	42	12
15	131	113	86	107	112	110	90	74	52	53	38	9
End Time	12	13	14	15	16	17	18	19	20_	21	22	23

24 Hour Total:

9,235

AM Peak Hour begins: PM Peak Hour begins:

6:45 12:00 AM Peak Volume: PM Peak Volume: 1,256 481

AM Peak Hour Factor: PM PeaK Hour Factor: 0.93 0.92

#### **Total Volume for All Lanes**

Tuesday, June 09, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	43	17	29	17	33	92	241	366	287	220	179	217
30	23	27	27	27	44	122	295	405	339	219	196	217
45	32	34	28	37	70	140	322	415	294	265	255	234
00	26	36	23	32	69	195	394	382	243	219	195	202
Hr Total	124	114	107	113	216	549	1,252	1,568	1,163	923	825	870

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	225	217	214	298	324	380	279	183	118	107	78	40
30	223	239	239	272	392	416	279	178	125	89	79	41
45	236	223	248	292	322	437	241	166	114	94	70	58
00	209	224	242	346	351	344	226	138	116	94	55	45
Hr Total	893	903	943	1,208	1,389	1,577	1,025	665	473	384	282	184

24 Hour Total:

17,750

AM Peak Hour begins: PM Peak Hour begins: 6:45 16:45

AM Peak Volume: PM Peak Volume:

1,580 1,584 AM Peak Hour Factor: PM PeaK Hour Factor: 0.95 0.91

Start Date: Stop Date:

June 10, 2015

June 10, 2015

Start Time: Stop Time:

00:00 24:00

Station:

0

City: Location Thonotosassa

US 301 south of Harney Road

County:

Hillsborough

0

## Northbound Volume for Lane 1

Wednesday, Jur	ne 10, 2015
----------------	-------------

neoday, vano 10, z	0.10											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	31	22	14	7	5	26	49	89	77	86	87	116
30	16	8	9	9	8	29	47	73	77	68	88	95
45	17	8	10	15	16	43	81	69	75	83	87	89
00	12	9	18	13	22	44	80	104	75	78	102	114
Hr Total	76	47	51	44	51	142	257	335	304	315	364	414

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	109	116	104	140	241	273	226	124	69	70	36	34
30	117	132	126	169	244	279	208	122	76	56	39	26
45	115	114	137	195	240	265	151	90	53	48	27	29
00	101	105	164	229	270	261	152	90	71	51	43	25
Hr Total	442	467	531	733	995	1,078	737	426	269	225	145	114

24 Hour Total:

8,562

AM Peak Hour begins: PM Peak Hour begins: 11:45 16:45

AM Peak Volume: PM Peak Volume:

455 1,087 AM Peak Hour Factor:

0.97

PM PeaK Hour Factor:

0.97

#### Southbound Volume for Lane 2

Wednesday, June 10, 2015

Fad Time	00	04	02	03	04	05	06	07	08	09	10	11
End Time	00	01	02	. 03	04	05	00	07	00	09	10	1.1
15	11	14	8	12	16	69	162	275	239	144	135	137
30	20	4	9	14	27	83	247	298	216	178	158	122
45	13	9	9	11	50	122	301	325	201	143	117	122
00	9	9	15	15	51	157	271	268	151	135	133	143
Hr Total	53	36	41	52	144	431	981	1,166	807	600	543	524

Hr Total	457	466	379	428	425	472	342	216	175	155	140	64
00	118	116	88	109	101	92	71	51	48	45	25	12
45	122	108	83	103	100	139	64	49	42	42	35	15
30	122	105	90	92	128	120	102	54	48	30	41	19
15	95	137	118	124	96	121	105	62	37	38	39	18
End Time	12	13	14	15	16	17	18	19	20	21	22	23

24 Hour Total:

9,097

AM Peak Hour begins: PM Peak Hour begins:

6:45 12:15

AM Peak Volume: PM Peak Volume: 1,169 499

AM Peak Hour Factor: PM PeaK Hour Factor: 0.90 0.91

#### Total Volume for All Lanes

esday, June 10, 2												
End Time	00	01	02	03	04	05	06	07	- 08	09	10	11
15	42	36	22	19	21	95	211	364	316	230	222	253
30	36	12	18	23	35	112	294	371	293	246	246	217
45	30	17	19	26	66	165	382	394	276	226	204	211
00	21	18	33	28	73	201	351	372	226	213	235	257
Hr Total	129	83	92	96	195	573	1.238	1.501	1.111	915	907	938

Hr Total	899	933	910	1 161	1 420	1.550	1.079	642	444	380	285	178
00	219	221	252	338	371	353	223	141	119	96	68	37
45	237	222	220	298	340	404	215	139	95	90	62	44
30	239	237	216	261	372	399	310	176	124	86	80	45
15	204	253	222	264	337	394	331	186	106	108	75	52
End Time	12	13	14	15	16	17	18	19	20	21	22	23

24 Hour Total:

17,659

AM Peak Hour begins: PM Peak Hour begins:

7:00 16:45

AM Peak Volume: PM Peak Volume:

1,501 1,568 AM Peak Hour Factor: PM PeaK Hour Factor: 0.95 0.97

Start Date: Stop Date:

June 11, 2015

June 11, 2015

Start Time: Stop Time:

00:00

24:00

Station:

ID:

0 0

City: Location Thonotosassa

US 301 south of Harney Road

Hillsborough County:

Northbound Volume for Lane 1

Thursday, June 11, 2015

roddy, bullo 11, zer							-					
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	15	15	8	10	31	44	73	92	79	91	103
30	22	16	10	7	11	30	54	75	74	82	109	82
45	21	10	8	14	17	52	71	84	79	100	108	114
00	12	9	10	17	11	30	93	76	76	107	103	96
Hr Total	66	50	43	46	49	143	262	308	321	368	411	395

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	110	111	116	172	250	285	283	125	67	76	47	24
30	106	108	114	183	261	263	236	103	98	65	55	33
45	137	87	115	158	247	273	173	80	77	60	29	29
00	96	132	140	209	254	328	149	84	64	51	35	31
Hr Total	449	438	485	722	1,012	1,149	841	392	306	252	166	117

24 Hour Total:

8,791

AM Peak Hour begins: PM Peak Hour begins: 11:45 17:00

AM Peak Volume:

449

AM Peak Hour Factor:

0.82

PM Peak Volume: 1,149

PM PeaK Hour Factor:

0.88

Southbound Volume for Lane 2

Thursday, June 11, 2015

Hr Total	37	34	45	52	117	415	958	1,179	881	590	496	466
00	12	5	11	8	33	148	272	291	181	132	124	114
45	9	13	8	16	48	112	267	284	229	154	129	114
30	9	7	11	20	22	92	237	307	243	138	118	118
15	7	9	15	8	14	63	182	297	228	166	125	120
End Time	00	01	02	03	04	05	06	07	08	09	10	11

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	133	85	130	112	124	110	112	80	44	38	26	21
30	125	97	110	126	103	128	127	80	41	42	36	25
45	124	104	86	100	134	146	80	49	52	40	46	29
00	117	109	115	136	86	104	78	72	39	33	37	12
Hr Total	499	395	441	474	447	488	397	281	176	153	145	87

24 Hour Total:

9,253

AM Peak Hour begins: PM Peak Hour begins:

7:00 12:00 AM Peak Volume: PM Peak Volume: 1,179 499

AM Peak Hour Factor: PM PeaK Hour Factor: 0.96 0.94

Total Volume for All Lanes

day, June 11, 201	5					100-10-000	201000000000000000000000000000000000000					
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	18	24	30	16	24	94	226	370	320	245	216	223
30	31	23	21	27	33	122	291	382	317	220	227	200
45	30	23	16	30	65	164	338	368	308	254	237	228
00	24	14	21	25	44	178	365	367	257	239	227	210
Hr Total	103	84	88	98	166	558	1,220	1,487	1,202	958	907	861

00	213	241	255	345	340	432	227	156	103	84	72	43
45	261	191	201	258	381	419	253	129	129	100	75	58
30	231	205	224	309	364	391	363	183	139	107	91	58
15	243	196	246	284	374	395	395	205	111	114	73	45
End Time	12	13	14	15	16	17	18	19	20	21	22	23

24 Hour Total:

18,044

AM Peak Hour begins: PM Peak Hour begins:

7:00 17:00

AM Peak Volume: PM Peak Volume:

1,487 1,637

AM Peak Hour Factor: PM PeaK Hour Factor: 0.97 0.95

Start Date:

June 9, 2015

Start Time:

00:00

Station:

ID:

0 0

Stop Date: City:

June 11, 2015

Stop Time: County:

24:00 Hillsborough

Location

Thonotosassa Harney Road south (east) of US 301

Northbound Volume for Lane 1

3-Day Average

Day Average				acon management and management			70					
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	0	1	0	0	1	6	3	4	4	5
30	0	0	0	0	0	0	2	1	4	3	6	5
45	0	0	1	0	0	1	8	3	2	4	6	6
00	0	0	0	0	1	1	7	3	3	2	3	7
Hr Total	1	1	1	1	1	2	18	13	13	13	19	23

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	8	4	4	7	15	17	10	5	3	3	1	1
30	6	5	4	9	13	25	9	4	1	1	1	0
45	3	7	5	7	11	19	9	4	0	4	0	1
00	4	4	4	6	13	24	4	4	3	1	2	0
Hr Total	21	21	17	29	52	84	32	18	8	8	4	2

24 Hour Total:

403

AM Peak Hour begins:

11:30

AM Peak Volume:

28

AM Peak Hour Factor:

0.86

PM Peak Hour begins:

17:00

PM Peak Volume:

84

PM PeaK Hour Factor:

0.84

Southbound Volume for Lane 2

3-Day Average

ay Average												
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	1	1	5	3	4	2	3
30	0	0	0	0	0	2	3	9	4	2	4	3
45	1	0	0	0	2	1	9	12	3	2	3	4
00	0	0	0	0	1	1	6	5	3	2	2	3
Hr Total	1	0	1	0	3	4	19	31	13	10	11	13

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	5	4	4	4	4	6	5	3	1	2	0	1
30	5	4	3	1	7	4	8	3	1	0	1	0
45	3	3	4	4	8	5	4	3	2	1	1	0
00	3	3	2	4	7	5	4	2	1	0	0	1
Hr Total	16	14	13	13	25	20	22	12	4	4	2	2

24 Hour Total:

252

6:45

AM Peak Volume:

32

AM Peak Hour Factor:

0.69

AM Peak Hour begins: PM Peak Hour begins:

16:15

PM Peak Volume:

27 PM PeaK Hour Factor: 0.84

Average												
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	0	1	0	1	2	11	7	7	7	8
30	0	0	0	0	0	2	5	11	9	5	10	8
45	1	0	1	0	2	2	16	14	5	6	8	10
00	0	0	0	0	1	2	13	8	6	5	5	10
Hr Total	2	1	2	1	4	6	37	44	26	23	29	36

**Total Volume for All Lanes** 

00	7	7	6	10	20	29	9	6	4	1	2	1
45	6	11	9	11	19	23	13	8	2	5	1	1
30	11	9	7	10	19	29	16	7	3	1	2	1
15	13	9	8	11	19	22	16	9	4	4	1	1
End Time	12	13	14	15	16	17	18	19	20	21	22	23

24 Hour Total:

AM Peak Hour begins: PM Peak Hour begins:

654 6:30 17:00

AM Peak Volume: PM Peak Volume:

51 104 AM Peak Hour Factor: PM PeaK Hour Factor:

0.79 0.89

Start Date: Stop Date: June 9, 2015

June 9, 2015

Start Time:

00:00 24:00 Station:

0

City: Location Thonotosassa

Harney Road south (east) of US 301

Stop Time: County:

Hillsborough

ID:

0

Northbound Volume for Lane 1

Tuesday, June 09, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	0	1	0	0	0	6	3	4	4	5
30	0	0	0	0	0	0	5	2	4	3	8	5
45	0	0	1	0	1	2	6	3	0	3	3	4
00	0	0	0	0	1	1	7	1	2	4	2	7
Hr Total	0	1	1	1	2	3	18	12	9	14	17	21

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	8	1	4	7	12	13	11	3	6	2	0	1
30	7	4	3	7	11	25	6	7	1	1	1	1
45	3	9	8	1	10	17	6	7	1	5	0	1
00	2	4	4	6	11	23	4	2	2	2	1	0
Hr Total	20	18	19	21	44	78	27	19	10	10	2	3

24 Hour Total:

370 11:30

AM Peak Volume:

26

AM Peak Hour Factor:

0.81

AM Peak Hour begins: PM Peak Hour begins:

17:00

PM Peak Volume:

78

PM PeaK Hour Factor:

0.78

Southbound Volume for Lane 2

Tuesday, June 09, 2015

45	1	0	0	0	6	1	8	10	1 3	1	1	5
30	0	0	0	0	0	3	4	8	5	3	3	0
15	0	0	0	0	0	2	1	7	4	1	2	3
End Time	00	01	02	03	04	05	06	07	08	09	10	11

Hr Total	8	14	13	15	24	16	21	11	4	6	0	3
00	1	3	4	4	5	4	5	1	1	0	0	1
45	2	3	4	5	6	4	2	6	1	3	0	0
30	1	2	2	1	10	3	8	1	2	1	0	0
15	4	6	3	5	3	5	6	3	0	2	0	2
End Time	12	13	14	15	16	17	18	19	20	21	22	2

24 Hour Total:

236

AM Peak Hour begins: PM Peak Hour begins:

6:45 16:15

AM Peak Volume: PM Peak Volume: 31 26 AM Peak Hour Factor: PM PeaK Hour Factor: 0.78 0.65

**Total Volume for All Lanes** Tuesday, June 09, 2015 00 01 02 03 04 05 06 07 08 09 10 11 End Time

15	0	1	0	1	0	2	1	13	7	5	6	8
30	0	0	0	0	0	3	9	10	9	6	11	5
45	1	0	1	0	7	2	14	13	1	4	4	9
00	0	0	0	0	2	2	13	6	5	6	3	10
Hr Total	1	1	1	1	9	9	37	42	22	21	24	32

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	12	7	7	12	15	18	17	6	6	4	0	3
30	8	6	5	8	21	28	14	8	3	2	1	1
45	5	12	12	6	16	21	8	13	2	8	0	1
00	3	7	8	10	16	27	9	3	3	2	1	1
Hr Total	28	32	32	36	68	94	48	30	14	16	2	6

24 Hour Total: AM Peak Hour begins: 606

6:30

AM Peak Volume: PM Peak Volume: 50 94 AM Peak Hour Factor: PM PeaK Hour Factor:

0.89 0.84

Start Date: Stop Date:

June 10, 2015 June 10, 2015

Start Time: 00:00 24:00 Stop Time:

Station:

ID:

City:

Thonotosassa

County:

Hillsborough

0 0

Harney Road south (east) of US 301 Location

Northbound Volume for Lane 1

Wednesday, June 10, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	0	0	0	0	2	6	2	3	8	7
30	1	0	0	1	0	0	0	1	2	2	5	8
45	0	0	1	0	0	0	9	2	4	5	4	7
00	0	0	0	0	0	2	5	4	4	1	1	9
Hr Total	3	0	1	1	0	2	16	13	12	11	18	31

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	6	4	4	10	15	19	10	4	1	2	3	0
30	5	9	0	11	12	23	11	2	1	1	2	0
45	2	8	4	9	13	17	8	3	0	4	1	2
00	5	3	2	5	15	27	3	7	3	0	1	0
Hr Total	18	24	10	35	55	86	32	16	5	7	7	2

24 Hour Total:

405

11:00

AM Peak Volume:

31 86 AM Peak Hour Factor:

0.86

AM Peak Hour begins: PM Peak Hour begins:

17:00

PM Peak Volume:

PM PeaK Hour Factor:

0.80

Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	2	3	2	5	4	1
30	0	0	0	0	0	1	3	10	3	0	5	5
45	1	0	1	0	0	2	7	16	4	2	5	4
00	1	1	1	0	1	0	6	5	3	4	2	4
Hr Total	2	1	2	0	1	3	18	34	12	11	16	14

Hr Total	18	15	9	8	24	19	21	9	6	3	4	1
00	3	4	0	5	9	10	4	3	0	0	0	0
45	1	3	3	3	7	5	5	3	2	0	2	0
30	7	5	2	0	4	2	6	2	2	0	1	1
15	7	3	4	0	4	2	6	1	2	3	1	0
End Time	12	13	14	15	16	17	18	19	20	21	22	23

24 Hour Total:

251

AM Peak Hour begins: PM Peak Hour begins:

6:45 17:30 AM Peak Volume: PM Peak Volume: 35 27 AM Peak Hour Factor: PM PeaK Hour Factor: 0.55 0.68

**Total Volume for All Lanes** 

Wednesday, June 10, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	0	0	0	0	4	9	4	8	12	8
30	1	0	0	1	0	1	3	11	5	2	10	13
45	1	0	2	0	0	2	16	18	8	7	9	11
00	1	1	1	0	1	2	11	9	7	5	3	13
Hr Total	5	1	3	1	1	5	34	47	24	22	34	45

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	13	7	8	10	19	21	16	5	3	5	4	0
30	12	14	2	11	16	25	17	4	3	1	3	1
45	3	11	7	12	20	22	13	6	2	4	3	2
00	8	7	2	10	24	37	7	10	3	0	1	0
Hr Total	36	39	19	43	79	105	53	25	11	10	11	3

24 Hour Total:

656

AM Peak Hour begins: 11:15 PM Peak Hour begins: 17:00 AM Peak Volume: PM Peak Volume:

50 105 AM Peak Hour Factor: PM PeaK Hour Factor: 0.96 0.71

Start Date: Stop Date:

June 11, 2015

Start Time: Stop Time: 00:00 24:00 Station:

ID:

0 0

City:

June 11, 2015 Thonotosassa

County:

Hillsborough

Location

Harney Road south (east) of US 301

Northbound Volume for Lane 1

Thursday, June 11, 2015

End Time 15	00	01	02	1	04	05	2	6	08 5	09	10	2
30	0	0	1	0	0	0	0	1	7	4	4	3
45	0	0	0	0	0	2	8	3	3	3	10	8
00	0	0	0	1	1	0	9	5	4	2	6	5
Hr Total	0	1	1	2	1	2	19	15	19	13	21	18

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	10	8	3	5	18	18	10	9	3	4	0	1
30	7	2	9	8	15	27	9	2	2	1	0	0
45	4	5	3	10	10	22	13	3	0	3	0	0
00	5	5	6	7	14	21	6	4	4	0	4	1
Hr Total	26	20	21	30	57	88	38	18	9	8	4	2

24 Hour Total:

433

AM Peak Hour begins:

11:30

AM Peak Volume:

30

AM Peak Hour Factor:

0.75

PM Peak Hour begins:

17:00

PM Peak Volume:

88

PM PeaK Hour Factor:

0.81

Southbound Volume for Lane 2

Thursday, June 11, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	5	4	5	1	5
30	0	0	0	0	0	2	2	10	5	3	4	4
45	0	0	0	0	0	0	11	9	3	3	2	2
00	0	0	0	0	0	1	7	5	2	1	2	2
Hr Total	0	0	0	0	0	3	20	29	14	12	9	13

Hr Total	22	14	18	15	27	25	23	15	3	2	2	2
00	4	2	3	2	6	2	4	2	1	1	0	1
45	6	4	4	4	11	5	6	1	2	1	0	1
30	7	4	5	3	6	8	9	6	0	0	2	0
15	5	4	6	6	4	10	4	6	0	0	0	0
End Time	12	13	14	15	16	17	18	19	20	21	22	23

24 Hour Total:

268

AM Peak Hour begins: PM Peak Hour begins:

6:30 16:30 AM Peak Volume: PM Peak Volume:

33 35

AM Peak Hour Factor: PM PeaK Hour Factor: 0.75 0.80

Total Volume for All Lanes

Thursday, June 11, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	0	1	0	0	2	11	9	9	2	7
30	0	0	1	0	0	2	2	11	12	7	8	7
45	0	0	0	0	0	2	19	12	6	6	12	10
00	0	0	0	1	1	1	16	10	6	3	8	7
Hr Total	0	1	1	2	1	5	39	44	33	25	30	31

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	15	12	9	11	22	28	14	15	3	4	0	1
30	14	6	14	11	21	35	18	8	2	1	2	0
45	10	9	7	14	21	27	19	4	2	4	0	1
00	9	7	9	9	20	23	10	6	5	1	4	2
Hr Total	48	34	39	45	84	113	61	33	12	10	6	4

24 Hour Total:

701 6:30 17:00

AM Peak Hour begins: PM Peak Hour begins: AM Peak Volume: PM Peak Volume:

57 113 AM Peak Hour Factor: PM PeaK Hour Factor: 0.75 0.81

Start Date:

June 9, 2015

Start Time:

00:00

Station:

0

Stop Date: City:

June 11, 2015

Stop Time: County:

24:00 Hillsborough ID:

0

Location

Thonotosassa

US 301 north of Harney Road

Northbound Volume for Lane 1

3-Day Average

y Average						10 - 10 - 100 - 100		0.00				
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	25	18	16	8	9	28	47	76	79	81	90	107
30	18	12	10	9	8	30	52	85	82	86	95	93
45	18	12	10	14	18	40	72	81	77	100	108	106
00	12	11	13	12	20	37	79	90	76	91	100	109
Hr Total	73	53	50	42	56	136	250	333	314	358	393	415

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	107	116	117	170	243	291	242	131	73	68	41	30
30	107	120	117	176	271	299	213	110	84	59	46	28
45	125	110	130	177	243	300	172	93	70	55	30	30
00	98	115	151	229	266	299	143	86	71	52	40	33
Hr Total	437	461	515	751	1,023	1,188	770	420	298	235	158	121

24 Hour Total:

8,850

AM Peak Hour begins:

11:45

AM Peak Volume:

448

AM Peak Hour Factor:

0.90

PM Peak Hour begins:

17:00

PM Peak Volume:

1,188

PM PeaK Hour Factor:

0.99

Southbound Volume for Lane 2

3-Day Average

Day Average					1							r
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	11	10	10	18	66	181	295	229	156	118	126
30	12	8	11	17	29	86	248	313	242	149	129	125
45	14	12	10	17	47	119	278	326	214	150	127	118
00	8	12	12	16	40	154	293	289	165	137	122	120
Hr Total	45	42	43	60	133	426	1,000	1,223	849	591	496	489

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	114	114	114	112	109	113	103	70	46	43	35	16
30	121	107	104	109	114	123	108	66	47	38	40	19
45	120	108	92	107	114	145	74	53	42	41	40	21
00	118	116	103	122	97	95	77	59	44	40	28	14
Hr Total	473	445	413	450	435	475	361	248	180	162	142	70

24 Hour Total:

9,250

AM Peak Hour begins: PM Peak Hour begins: 6:45 16:45

AM Peak Volume: PM Peak Volume:

1,227 477

AM Peak Hour Factor: PM PeaK Hour Factor: 0.94 0.82

**Total Volume for All Lanes** 

Average												
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	36	28	27	18	27	94	228	371	308	236	209	233
30	30	20	21	26	37	117	300	399	324	234	223	218
45	32	24	20	30	65	160	350	407	291	250	235	224
00	20	23	25	28	60	191	372	379	240	228	222	229
Hr Total	118	95	93	102	189	562	1,250	1,557	1.163	949	889	904

Hr Total	910	906	928	1.201	1.457	1.663	1.131	668	478	397	300	191
00	216	231	255	351	363	394	219	145	116	93	68	47
45	245	218	222	284	357	444	246	145	113	95	70	51
30	228	227	221	285	385	422	321	177	131	97	86	48
15	221	230	231	282	352	403	345	201	118	111	76	46
End Time	12	13	14	15	16	17	18	19	20	21	22	23

24 Hour Total:

AM Peak Hour begins:

PM Peak Hour begins:

18,100 7:00 17:00

AM Peak Volume: PM Peak Volume: 1,557 1,663 AM Peak Hour Factor: PM PeaK Hour Factor: 0.96 0.94

Start Date: Stop Date:

June 9, 2015

June 9, 2015

Start Time: Stop Time:

00:00 24:00 Station: ID:

0 0

City: Location Thonotosassa

US 301 north of Harney Road

County: Hillsborough

## Northbound Volume for Lane 1

Tuesday,	June	09.	2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	33	17	20	6	9	25	52	69	73	86	86	99
30	12	12	13	9	7	39	56	102	90	92	89	87
45	17	18	12	12	24	24	64	86	75	111	117	113
00	12	15	13	9	29	36	73	72	74	89	89	115
Hr Total	74	62	58	36	69	124	245	329	312	378	381	414

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	98	99	128	197	227	285	198	123	75	56	38	33
30	99	125	108	172	278	308	176	114	77	54	43	29
45	123	120	142	168	238	313	178	101	74	57	33	36
00	99	106	145	223	255	272	126	83	71	56	34	35
Hr Total	419	450	523	760	998	1.178	678	421	297	223	148	133

24 Hour Total:

8,710

AM Peak Hour begins: PM Peak Hour begins: 11:45 17:00 AM Peak Volume:

435

AM Peak Hour Factor:

0.88

PM Peak Volume: 1,178

PM PeaK Hour Factor:

0.94

#### Southbound Volume for Lane 2

Tuesday, June 09, 2015

30	9	14	14	18	39	89	248	318	258	126	108	129
45	17	14	14	25	43	117	272	352	223	160	134	11
00	8	19	11	25	39	153	310	311	167	135	107	104
00	8	19	11	25	39	153	310	311	167	135	107	L
Hr Total	48	55	49	80	143	422	1,024	1,281	855	564	442	

Hr Total	457	472	418	441	429	459	354	257	188	178	137	57
00	104	115	106	117	103	88	86	53	47	40	23	14
45	115	117	107	115	100	149	73	63	34	44	36	20
30	124	113	120	108	112	117	103	67	54	40	40	15
15	114	127	85	101	114	105	92	74	53	54	38	8
End Time	12	13	14	15	16	17	18	19	20	21	22	23

24 Hour Total:

9,282

AM Peak Hour begins: PM Peak Hour begins:

7:00 16:45 AM Peak Volume: PM Peak Volume:

1,281 474

AM Peak Hour Factor: PM PeaK Hour Factor: 0.91 0.80

#### **Total Volume for All Lanes**

Hr Total	122	117	107	116	212	546	1.269	1.610	1.167	942	823	886
00	20	34	24	34	68	189	383	383	241	224	196	219
45	34	32	26	37	67	141	336	438	298	271	251	230
30	21	26	27	27	46	128	304	420	348	218	197	216
15	47	25	30	18	31	88	246	369	280	229	179	221
End Time	00	01	02	03	04	05	06	07	08	09	10	11

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	212	226	213	298	341	390	290	197	128	110	76	41
30	223	238	228	280	390	425	279	181	131	94	83	44
45	238	237	249	283	338	462	251	164	108	101	69	56
00	203	221	251	340	358	360	212	136	118	96	57	49
Hr Total	876	922	941	1 201	1.427	1 637	1.032	678	485	401	285	19

24 Hour Total:

17,992

6:45 AM Peak Hour begins: PM Peak Hour begins: 17:00 AM Peak Volume: PM Peak Volume:

1,610 1,637 AM Peak Hour Factor: PM PeaK Hour Factor: 0.92 0.89

Start Date: Stop Date:

June 10, 2015

June 10, 2015

Start Time: Stop Time: 00:00 24:00

Station:

0 0

City: Location Thonotosassa

US 301 north of Harney Road

County:

Hillsborough

ID:

Northbound Volume for Lane 1

Wednesday, June 10, 2015

recarredady, carre ro, E	010											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	31	21	14	7	6	27	50	86	75	79	90	118
30	19	9	7	10	7	27	42	76	80	76	91	103
45	16	8	11	15	14	41	81	74	77	88	92	91
00	12	9	18	11	21	46	77	105	75	80	106	112
Hr Total	78	47	50	43	48	141	250	341	307	323	379	424

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	109	123	108	144	248	291	246	138	74	71	40	35
30	114	130	128	168	258	298	212	118	76	57	41	23
45	118	120	129	201	249	288	161	88	56	45	28	30
00	99	102	168	242	275	276	150	90	75	51	44	27
Hr Total	440	475	533	755	1.030	1.153	769	434	281	224	153	115

24 Hour Total:

8,793

AM Peak Hour begins: PM Peak Hour begins:

11:45 17:00

AM Peak Volume: PM Peak Volume:

453 1,153 AM Peak Hour Factor: PM PeaK Hour Factor: 0.96 0.97

Southbound Volume for Lane 2

Wednesday, June 10, 2015

edilesday, Julie 10, 2												
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	15	9	10	16	72	163	286	252	155	133	136
30	19	3	8	15	28	79	254	303	216	177	160	129
45	14	9	9	10	51	127	298	339	193	140	114	123
00	8	10	14	13	46	162	281	256	156	141	135	138
Hr Total	52	37	40	48	141	440	996	1,184	817	613	542	526

Hr Total	466	459	374	435	423	462	337	208	173	152	144	63
00	131	119	89	113	104	90	69	52	48	44	26	12
45	121	105	80	104	103	133	63	47	42	38	36	14
30	115	111	85	94	124	118	104	50	44	32	40	19
15	99	124	120	124	92	121	101	59	39	38	42	18
End Time	12	13	14	15	16	17	18	19	20	21	22	23

24 Hour Total:

9,132

AM Peak Hour begins: PM Peak Hour begins:

6:45 12:15 AM Peak Volume: PM Peak Volume: 1,209 491

AM Peak Hour Factor: PM PeaK Hour Factor: 0.89 0.94

**Total Volume for All Lanes** 

Hr Total	130	84	90	91	189	581	1.246	1.525	1.124	936	921	950
00	20	19	32	24	67	208	358	361	231	221	241	250
45	30	17	20	25	65	168	379	413	270	228	206	214
30	38	12	15	25	35	106	296	379	296	253	251	232
15	42	36	23	17	22	99	213	372	327	234	223	254
End Time	00	01	02	03	04	05	06	07	08	09	10	11

Hr Total	906	934	907	1 190	1.453	1 615	1.106	642	454	376	297	178
00	230	221	257	355	379	366	219	142	123	95	70	39
45	239	225	209	305	352	421	224	135	98	83	64	44
30	229	241	213	262	382	416	316	168	120	89	81	42
15	208	247	228	268	340	412	347	197	113	109	82	53
End Time	12	13	14	15	16	17	18	19	20	21	22	23

24 Hour Total:

17,925

AM Peak Hour begins: PM Peak Hour begins: 7:00 16:45

AM Peak Volume: PM Peak Volume:

1,525 1,628 AM Peak Hour Factor: PM PeaK Hour Factor: 0.92 0.97

Start Date:

June 11, 2015

June 11, 2015

Start Time:

00:00 24:00

Station:

0

Stop Date: City:

Thonotosassa

Stop Time:

County:

Hillsborough

ID:

0

Location US 301 north of Harney Road

# Northbound Volume for Lane 1

Thursday, June 11, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	15	15	10	12	32	39	74	90	77	95	103
30	23	16	10	8	11	25	58	78	77	89	104	90
45	21	10	7	14	17	56	71	84	79	101	114	113
00	11	9	9	16	10	30	87	94	78	105	105	101
Hr Total	67	50	41	48	50	143	255	330	324	372	418	407

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	115	126	114	168	254	296	282	133	69	78	46	23
30	107	104	116	188	278	291	252	99	99	67	55	33
45	134	90	119	161	241	298	176	89	81	62	29	23
00	95	138	141	222	267	349	152	84	68	50	42	37
Hr Total	451	458	490	739	1,040	1,234	862	405	317	257	172	116

24 Hour Total:

9,046

AM Peak Hour begins:

11:45

AM Peak Volume:

457

AM Peak Hour Factor:

0.85

PM Peak Hour begins:

17:00

PM Peak Volume: 1,234

PM PeaK Hour Factor:

0.88

#### Southbound Volume for Lane 2

Thursday, June 11, 2015

suay, Julie 11, 201												
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	9	12	8	15	63	186	299	227	169	129	121
30	8	7	10	. 19	19	91	241	319	252	143	118	117
45	10	13	8	15	47	114	265	287	225	149	133	114
00	9	6	11	9	34	147	288	300	171	135	124	117
Hr Total	35	35	41	51	115	415	980	1,205	875	596	504	469

Hr Total	497	404	446	474	452	503	392	279	178	156	146	89
00	119	113	115	136	85	106	75	72	38	37	35	15
45	125	102	88	103	140	152	86	48	51	40	48	29
30	125	98	106	124	105	133	116	82	44	42	39	24
15	128	91	137	111	122	112	115	77	45	37	24	2'
End Time	12	13	14	15	16	17	18	19	20	21	22	23

24 Hour Total:

9,337

AM Peak Hour begins: PM Peak Hour begins:

7:00 17:15 AM Peak Volume: PM Peak Volume:

1,205 506

AM Peak Hour Factor: PM PeaK Hour Factor: 0.94 0.83

#### Total Volume for All Lanes

Hr Total	102	85	82	99	165	558	1.235	1,535	1,199	968	922	876
00	20	15	20	25	44	177	375	394	249	240	229	218
45	31	23	15	29	64	170	336	371	304	250	247	22
30	31	23	20	27	30	116	299	397	329	232	222	20
15	20	24	27	18	27	95	225	373	317	246	224	224
End Time	00	01	02	03	04	05	06	07	08	09	10	11

Hr Total	948	862	936	1 213	1.492	1.737	1.254	684	495	413	318	205
00	214	251	256	358	352	455	227	156	106	87	77	52
45	259	192	207	264	381	450	262	137	132	102	77	52
30	232	202	222	312	383	424	368	181	143	109	94	57
15	243	217	251	279	376	408	397	210	114	115	70	44
End Time	12	13	14	15	16	17	18	19	20	21	22	23

24 Hour Total:

18,383

AM Peak Hour begins: PM Peak Hour begins: 7:00 17:00

AM Peak Volume: PM Peak Volume:

1,535 1,737 AM Peak Hour Factor: PM PeaK Hour Factor:

0.97 0.95



Start Date:

June 9, 2015

Start Time:

00:00

Station:

ID:

Stop Date: City:

June 11, 2015 Thonotosassa Stop Time:

24:00

Location

US 301 south of CR 579

County:

Hillsborough

0 0

3-Day Average

Northbound Volume for Lane 1

Hr Total	69	52	54	38	58	115	228	294	267	311	333	347
00	13	13	12	10	21	34	62	86	61	70	86	91
45	18	12	12	12	20	29	68	67	64	92	92	85
30	15	13	12	9	9	29	52	78	76	80	78	82
15	24	15	18	7	8	23	45	63	67	68	76	89
End Time	00	01	02	03	04	05	06	07	80	09	10	11

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	90	96	100	148	213	256	206	102	64	56	32	22
30	92	100	93	156	235	276	186	96	72	46	37	26
45	103	92	104	154	226	264	161	69	61	53	30	26
00	76	101	112	198	234	263	120	73	59	44	30	27
Hr Total	361	389	408	656	907	1,058	673	340	256	200	130	101

24 Hour Total:

7,645

AM Peak Hour begins: PM Peak Hour begins: 11:45

AM Peak Volume:

375

AM Peak Hour Factor:

0.91

17:00

PM Peak Volume:

1,058

PM PeaK Hour Factor:

0.96

Southbound Volume for Lane 2

3-Day Average

-Day Average												
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	11	9	11	17	61	176	265	205	145	107	116
30	11	6	11	18	26	83	235	290	221	144	115	113
45	13	10	10	15	43	115	268	304	190	130	103	107
00	8	11	12	16	38	143	273	273	151	129	111	105
Hr Total	41	38	41	59	124	402	952	1,133	767	547	436	440

Hr Total	415	395	372	383	371	411	314	222	156	138	130	67
00	107	104	93	102	88	91	69	53	34	28	27	15
45	103	99	87	93	93	131	70	47	41	36	35	14
30	107	91	97	94	95	101	84	59	37	34	40	20
15	98	102	95	95	94	88	90	63	44	40	28	17
End Time	12	13	14	15	16	17	18	19	20	21	22	23

24 Hour Total:

8,355

AM Peak Hour begins: PM Peak Hour begins: 7:00 12:15 AM Peak Volume:

1,133 PM Peak Volume: 418

AM Peak Hour Factor: PM PeaK Hour Factor: 0.93 0.98

# Total Volume for All Lanes

-Day Average												
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	33	26	27	18	25	84	221	328	272	213	183	205
30	26	19	23	27	35	112	288	368	296	224	193	195
45	31	22	21	26	63	145	336	371	254	222	195	192
00	21	24	24	26	59	177	335	360	212	199	197	196
Hr Total	110	90	95	97	182	517	1,180	1.427	1.034	858	769	787

Hr Total	776	784	780	1.039	1.279	1.469	987	562	412	338	260	167
00	183	205	205	300	323	354	189	126	93	72	57	41
45	206	191	190	247	319	394	231	117	101	89	66	40
30	198	191	190	249	330	377	271	155	110	80	77	46
15	188	198	195	243	307	344	296	165	108	96	60	39
End Time	12	13	14	15	16	17	18	19	20	21	22	23

24 Hour Total:

16,000

AM Peak Hour begins: PM Peak Hour begins: 7:00 17:00

AM Peak Volume: PM Peak Volume:

1,427 1,469 AM Peak Hour Factor: PM PeaK Hour Factor: 0.96 0.93

Start Date: Stop Date: June 9, 2015 June 9, 2015

Start Time: Stop Time: 00:00 24:00 Station:

0 0

City:

Thonotosassa

County:

Hillsborough

ID:

Location

US 301 south of CR 579

#### Northbound Volume for Lane 1

Tuesday, June 09, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	29	12	18	7	9	28	48	55	67	70	79	78
30	10	10	14	5	6	38	52	86	75	87	79	74
45	14	17	10	8	22	25	60	74	70	98	106	88
00	13	13	12	9	27	32	60	68	62	80	80	93
Hr Total	66	52	54	29	64	123	220	283	274	335	344	333

Hr Total	347	378	455	649	907	1.058	603	336	237	198	132	114
00	78	92	129	196	237	246	101	67	63	49	30	30
45	104	96	118	145	215	282	162	77	55	54	33	32
30	89	104	92	159	252	281	156	92	62	44	35	24
15	76	86	116	149	203	249	184	100	57	51	34	28
End Time	12	13	14	15	16	17	18	19	20	21	22	23

24 Hour Total:

7,591

AM Peak Hour begins: PM Peak Hour begins: 11:45 17:00

AM Peak Volume:

362

AM Peak Hour Factor:

0.87

PM Peak Volume:

1,058

PM PeaK Hour Factor:

0.94

## Southbound Volume for Lane 2

Tuesday, June 09, 2015

accuraj, cuito ce, me . c						****						
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	7	11	12	21	57	188	263	186	130	83	101
30	8	11	14	20	39	85	230	293	230	112	97	117
45	16	15	11	23	41	110	263	315	192	144	105	101
00	9	16	10	24	34	139	283	278	145	114	101	88
Hr Total	43	49	46	79	135	391	964	1,149	753	500	386	407

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	91	115	66	82	92	78	81	56	40	47	36	7
30	102	93	104	91	91	102	84	58	37	37	42	15
45	86	106	96	90	83	124	59	49	36	38	33	16
00	93	99	88	98	92	83	72	43	35	35	20	13
Hr Total	372	413	354	361	358	387	296	206	148	157	131	51

24 Hour Total:

8,136

AM Peak Hour begins: PM Peak Hour begins:

6:45 13:00 AM Peak Volume: PM Peak Volume: 1,154 413

AM Peak Hour Factor: PM PeaK Hour Factor: 0.92 0.90

Tuesday, June 09, 2015	6											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	39	19	29	19	30	85	236	318	253	200	162	179
30	18	21	28	25	45	123	282	379	305	199	176	191
45	30	32	21	31	63	135	323	389	262	242	211	189
00	22	29	22	33	61	171	343	346	207	194	181	181
Hr Total	109	101	100	108	199	514	1,184	1,432	1,027	835	730	740

**Total Volume for All Lanes** 

Hr Total	719	791	809	1,010	1,265	1,445	899	542	385	355	263	165
00	171	191	217	294	329	329	173	110	98	84	50	43
45	190	202	214	235	298	406	221	126	91	92	66	48
30	191	197	196	250	343	383	240	150	99	81	77	39
15	167	201	182	231	295	327	265	156	97	98	70	35
End Time	12	13	14	15	16	17	18	19	20	21	22	23

24 Hour Total:

15,727

AM Peak Hour begins: PM Peak Hour begins:

7:00 16:45 AM Peak Volume: PM Peak Volume:

1,432 1,445

AM Peak Hour Factor: PM PeaK Hour Factor: 0.92 0.89

Start Date: Stop Date: June 10, 2015

June 10, 2015

Start Time: Stop Time: 00:00 24:00 Station:

0

City:

Thonotosassa

County:

Hillsborough

ID:

0

Location

US 301 south of CR 579

Northbound Volume for Lane 1

Wednesday, June 10, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	29	19	12	6	5	26	49	69	68	63	75	102
30	15	7	5	9	7	25	39	69	69	60	74	84
45	14	5	10	12	16	42	67	59	62	78	76	72
00	11	9	16	10	20	40	71	94	64	63	93	92
Hr Total	69	40	43	37	48	133	226	291	263	264	318	350

30	96	107	93	140	215	284	182	106	67	43	25	23
45	97	108	91	179	238	251	172	65	61	49	34	23
00	85	88	87	198	232	236	127	87	59	39	30	-

24 Hour Total:

7,439

AM Peak Hour begins:

11:45

AM Peak Volume:

382

AM Peak Hour Factor:

0.98

PM Peak Hour begins:

17:00

PM Peak Volume:

1,026 PM PeaK Hour Factor: 0.90

Southbound Volume for Lane 2

Wednesday, June 10, 2015

Hr Total	43	35	38	45	134	413	924	1,064	718	541	450	460
00	6	10	13	13	41	150	250	245	142	128	109	117
45	11	9	8	7	50	125	278	295	166	113	96	105
30	16	3	9	15	27	74	241	276	200	160	131	111
15	10	13	8	10	16	64	155	248	210	140	114	127
End Time	00	01	02	03	04	05	06	07	08	09	10	11

Hr Total	407	381	350	347	348	401	304	214	159	107	123	83
00	113	104	81	86	89	93	62	53	31	12	26	18
45	112	91	86	80	77	125	74	44	45	31	31	9
30	96	86	83	79	98	89	77	51	34	23	41	28
15	86	100	100	102	84	94	91	66	49	41	25	28
End Time	12	13	14	15	16	17	18	19	20	21	22	23

24 Hour Total:

8,089

AM Peak Hour begins:

6:45

AM Peak Volume:

1,069

AM Peak Hour Factor:

0.91

PM Peak Hour begins:

12:15

PM Peak Volume:

421

1,355

1,427

PM PeaK Hour Factor:

0.93

**Total Volume for All Lanes** 

Wednesday, June 10, 2015

esuay, Julie 10, 2	013											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	39	32	20	16	21	90	204	317	278	203	189	229
30	31	10	14	24	34	99	280	345	269	220	205	195
45	25	14	18	19	66	167	345	354	228	191	172	177
00	17	19	29	23	61	190	321	339	206	191	202	209
Hr Total	112	75	81	82	182	546	1,150	1,355	981	805	768	810

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	183	195	184	247	291	349	255	164	125	90	48	52
30	192	193	176	219	313	373	259	157	101	66	66	51
45	209	199	177	259	315	376	246	109	106	80	65	32
00	198	192	168	284	321	329	189	140	90	51	56	41
Hr Total	782	779	705	1.009	1,240	1,427	949	570	422	287	235	176

24 Hour Total:

15,528

AM Peak Hour begins: 7:00 PM Peak Hour begins: 17:00 AM Peak Volume: PM Peak Volume: AM Peak Hour Factor: PM PeaK Hour Factor: 0.96 0.95

Start Date:

June 11, 2015

June 11, 2015

Start Time: Stop Time:

00:00 24:00

Station: ID:

0

Stop Date: City: Location

Thonotosassa

US 301 south of CR 579

County:

Hillsborough

## Northbound Volume for Lane 1

Thursday, June 11, 2015

		0.4	00	00	0.4	0.5	0.0	07	1 00	00	1 40	4.4
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	14	23	8	9	14	39	64	66	72	75	87
30	20	21	17	14	14	23	66	79	83	94	82	87
45	25	14	15	15	23	21	77	69	59	101	94	96
00	14	16	9	12	15	31	56	97	57	66	85	87
Hr Total	73	65	64	49	61	89	238	309	265	333	336	357

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	97	108	100	149	228	264	270	109	60	69	40	14
30	90	88	93	168	237	262	221	90	88	52	50	31
45	108	72	102	139	224	258	149	66	66	57	24	23
00	65	123	120	200	234	306	131	64	54	45	31	27
Hr Total	360	391	415	656	923	1.090	771	329	268	223	145	95

24 Hour Total:

7,905

AM Peak Hour begins:

11:45

AM Peak Volume:

382

AM Peak Hour Factor:

88.0

PM Peak Hour begins:

17:15

PM Peak Volume:

1,096 PM PeaK Hour Factor: 0.90

#### Southbound Volume for Lane 2

Thursday June 11, 2015

suay, Julie 11, 201												
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	12	8	10	15	62	185	285	219	164	124	119
30	8	5	10	19	12	90	235	302	232	159	117	111
45	13	6	10	14	37	111	264	302	212	132	109	114
00	10	7	12	10	40	140	285	297	166	145	123	110
Hr Total	37	30	40	53	104	403	969	1,186	829	600	473	454

Hr Total	466	392	411	442	408	445	341	246	160	149	137	66
00	114	108	110	121	84	98	74	63	36	36	35	13
45	112	100	78	108	120	143	78	49	41	39	42	18
30	122	94	104	111	97	112	92	68	41	42	38	18
15	118	90	119	102	107	92	97	66	42	32	22	17
End Time	12	13	14	15	16	17	18	19	20	21	22	23

24 Hour Total:

8,841

AM Peak Hour begins: PM Peak Hour begins:

7:00 12:00

20

23

95

25

21

104

38

24

110

AM Peak Volume: PM Peak Volume: 1,186 466

341

341

1,207

371

394

1,495

271

223

1,094

AM Peak Hour Factor: PM PeaK Hour Factor:

233

211

933

203

208

0.98 0.95

11

206

198

210

197

811

45

00

Hr Total

Total Volume for All Lanes Thursday, June 11, 2015 00 02 03 04 05 06 07 08 09 10 End Time 01 20 26 31 18 24 76 224 349 285 236 199 15 27 315 253 33 26 113 301 381 199 28 26 30

29

22

102

Hr Total	826	783	826	1.098	1 331	1.535	1 112	575	428	372	282	16
00	179	231	230	321	318	404	205	127	90	81	66	40
45	220	172	180	247	344	401	227	115	107	96	66	4
30	212	182	197	279	334	374	313	158	129	94	88	4
15	215	198	219	251	335	356	367	175	102	101	62	3
End Time	12	13	14	15	16	17	18	19	20	21	22	2

60

55

165

132

171

492

24 Hour Total:

16,746

AM Peak Hour begins: PM Peak Hour begins:

7:00 17:15 AM Peak Volume: PM Peak Volume:

1,495 1,546

AM Peak Hour Factor: PM PeaK Hour Factor:

0.95 0.96

Start Date:

June 9, 2015

Start Time:

00:00

Station:

0

Stop Date:

June 11, 2015

Stop Time:

24:00

ID:

0

City: Location Thonotosassa

County: CR 579 south (east) of US 301

Hillsborough

Northbound Volume for Lane 1

3-Day Average

Aveluge				27				000	26 20112012	100	20 35	
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	4	4	3	3	10	18	24	43	31	25	28
30	6	6	8	4	5	6	30	30	31	31	28	26
45	3	4	4	4	5	5	34	40	29	34	35	25
00	1	3	1	1	7	11	35	35	19	26	42	19
Hr Total	16	17	18	12	21	32	117	129	122	122	130	97

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	21	27	24	34	43	49	44	24	20	17	30	10
30	21	18	26	24	34	50	53	26	15	16	28	6
45	21	16	24	40	31	54	31	21	22	16	35	9
00	19	25	23	37	42	53	27	13	15	28	17	8
Hr Total	82	87	96	135	150	206	156	84	72	77	111	33

24 Hour Total:

2,122

AM Peak Hour begins: PM Peak Hour begins:

7:30 17:00 AM Peak Volume: PM Peak Volume: 149 206 AM Peak Hour Factor: PM PeaK Hour Factor: 0.87 0.95

Southbound Volume for Lane 2

3-Day Average

-Day Average												
End Time	00	01	02	03	04	05	06	07	80	09	10	11
15	2	3	2	0	4	11	18	30	29	19	21	16
30	2	4	2	3	3	8	27	40	21	24	17	13
45	3	6	1	2	6	12	40	33	18	21	20	15
00	3	3	3	3	10	18	40	39	16	16	20	15
Hr Total	11	15	9	8	24	49	125	142	84	80	77	59

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	19	12	17	18	13	17	23	13	10	9	5	3
30	13	13	14	18	19	13	22	10	7	6	3	3
45	17	9	17	16	15	30	15	12	7	4	1	2
00	15	15	15	16	17	26	14	7	10	6	7	5
Hr Total	64	50	63	68	64	87	75	43	34	25	16	13

24 Hour Total:

1,283

AM Peak Hour begins: PM Peak Hour begins:

6:30 17:30 AM Peak Volume: PM Peak Volume: 150 102

AM Peak Hour Factor: PM PeaK Hour Factor:

0.94 0.85

**Total Volume for All Lanes** 

y Average												
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	7	6	3	7	21	35	54	72	50	46	44
30	8	10	10	8	9	13	57	70	52	55	45	40
45	6	9	6	5	11	17	73	74	47	54	54	40
00	4	6	4	3	17	30	75	74	35	43	62	33
Hr Total	27	32	26	20	44	81	241	271	206	202	207	157

Hr Total	146	136	159	203	214	292	231	127	106	102	127	46
00	34	40	38	53	59	80	42	20	24	33	24	13
45	38	25	40	56	47	84	46	33	29	21	36	11
30	33	31	40	42	53	63	76	36	22	22	32	9
15	40	40	41	51	56	66	67	38	31	26	35	13
End Time	12	13	14	15	16	17	18	19	20	21	22	23

24 Hour Total:

3,404

AM Peak Hour begins: PM Peak Hour begins:

7:15 17:30

AM Peak Volume: PM Peak Volume: 289 306 AM Peak Hour Factor: PM PeaK Hour Factor: 0.98 0.91

Start Date: Stop Date: June 9, 2015

June 9, 2015

Start Time: Stop Time: 00:00 24:00 Station:

0

City:

Thonotosassa

County:

Hillsborough

ID:

Location

CR 579 south (east) of US 301

Northbound Volume for Lane 1

Tuesuay, Julie US, ZU	Tuesday,	June	09,	20	15
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End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	5	3	3	3	13	23	20	49	39	22	29
30	5	7	11	4	3	7	25	31	35	35	28	21
45	2	5	6	6	8	4	41	51	19	39	37	21
00	0	3	2	0	9	6	29	26	17	25	50	18
Hr Total	23	20	22	13	23	30	118	128	120	138	137	89

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	33	35	17	27	45	40	35	19	19	19	31	0
30	21	13	30	22	26	39	44	23	8	13	30	5
45	16	25	17	21	19	41	23	19	19	18	44	7
00	13	22	19	48	38	44	38	10	13	18	17	20
Hr Total	83	95	83	118	128	164	140	71	59	68	122	32

24 Hour Total:

2,024

AM Peak Hour begins:

7:30

AM Peak Volume:

161

AM Peak Hour Factor:

0.79

PM Peak Hour begins:

17:00

PM Peak Volume:

164

PM PeaK Hour Factor:

0.93

Southbound Volume for Lane 2

Tuesday, June 09, 2015

Hr Total	6	15	11	10	29	41	112	156	98	84	84	62
00	1	4	3	5	16	14	39	45	16	16	23	17
45	2	7	1	0	6	11	31	44	26	23	18	16
30	3	3	1	5	2	10	27	41	23	27	20	12
15	0	1	6	0	5	6	15	26	33	18	23	17
End Time	00	01	02	03	04	05	06	07	08	09	10	11

Hr Total	67	49	68	58	50	88	78	38	30	27	11	8
00	17	16	13	11	15	25	13	8	6	8	6	1
45	25	11	21	15	8	37	13	13	8	4	2	0
30	13	14	15	14	17	10	25	8	3	7	2	0
15	12	8	19	18	10	16	27	9	13	8	1	7
End Time	12	13	14	15	16	17	18	19	20	21	22	23

24 Hour Total:

1,280

AM Peak Hour begins: PM Peak Hour begins:

7:15 17:30 AM Peak Volume: PM Peak Volume: 163 114 AM Peak Hour Factor: PM PeaK Hour Factor: 0.91 0.77

**Total Volume for All Lanes** 

Hr Total	20	35	22	22	52	74	230	284	218	222	221	151
00	1	7	5	5	25	20	68	71	33	41	73	35
45	4	12	7	6	14	15	72	95	45	62	55	37
30	8	10	12	9	5	17	52	72	58	62	48	33
15	16	6	9	3	8	19	38	46	82	57	45	46
End Time	00	01	02	03	04	05	06	07	08	09	10	11

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	45	43	36	45	55	56	62	28	32	27	32	7
30	34	27	45	36	43	49	69	31	11	20	32	5
45	41	36	38	36	27	78	36	32	27	22	46	7
00	30	38	32	59	53	69	51	18	19	26	23	21
Hr Total	150	144	151	176	178	252	218	109	89	95	133	40

24 Hour Total:

3,304

AM Peak Hour begins: PM Peak Hour begins:

7:15 17:30

AM Peak Volume: PM Peak Volume:

320 278 AM Peak Hour Factor: PM PeaK Hour Factor: 0.84 0.89

Start Date:

June 10, 2015

Start Time:

00:00

Hillsborough

Station:

Stop Date:

June 10, 2015

Stop Time:

24:00

ID:

0 0

City: Location Thonotosassa

County: CR 579 south (east) of US 301

# Northbound Volume for Lane 1

Wednesday, June 10, 2015	Wednesd	lav. Ju	ne 10.	2015
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End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	2	2	3	5	4	16	32	37	35	35	32
30	0	5	6	8	9	3	34	29	39	31	26	45
45	6	2	5	4	2	7	37	34	36	28	36	29
00	2	4	2	1	8	10	54	30	15	40	43	19
Hr Total	10	13	15	16	24	24	141	125	127	134	140	125

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	17	28	32	44	55	53	49	26	19	14	35	13
30	20	27	30	33	47	51	58	30	15	20	36	2
45	25	10	31	61	46	75	34	29	17	22	30	5
00	30	31	22	33	50	71	19	17	24	29	8	2
Hr Total	92	96	115	171	198	250	160	102	75	85	109	22

24 Hour Total:

2,369

AM Peak Hour begins: PM Peak Hour begins:

6:15 17:30 AM Peak Volume:

157

AM Peak Hour Factor:

0.73

PM Peak Volume: 253 PM PeaK Hour Factor:

0.84

#### Southbound Volume for Lane 2

Wednesday, June 10, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	4	1	1	2	11	28	37	32	14	24	19
30	2	3	2	4	3	7	21	36	17	22	13	14
45	4	4	2	4	7	12	44	21	10	23	24	15
00	9	2	5	2	9	25	47	38	16	14	22	22
Hr Total	20	13	10	11	21	55	140	132	75	73	83	70

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	19	14	15	20	21	20	16	20	8	11	10	1
30	12	17	14	18	28	10	24	14	13	5	1	3
45	16	8	20	19	19	24	22	10	3	3	1	6
00	13	16	22	18	25	23	18	8	13	2	9	3
Hr Total	60	55	71	75	93	77	80	52	37	21	21	13

24 Hour Total:

1,358

AM Peak Hour begins: PM Peak Hour begins:

6:30 16:00

AM Peak Volume: PM Peak Volume: 164

AM Peak Hour Factor: PM PeaK Hour Factor: 0.87 0.83

#### Total Volume for All Lanes

Hr Total	30	26	25	27	45	79	281	257	202	207	223	195
00	11	6	7	3	17	35	101	68	31	54	65	41
45	10	6	7	8	9	19	81	55	46	51	60	44
30	2	8	8	12	12	10	55	65	56	53	39	59
15	7	6	3	4	7	15	44	69	69	49	59	51
End Time	00	01	02	03	04	05	06	07	08	09	10	11

Hr Total	152	151	186	246	291	327	240	154	112	106	130	35
00	43	47	44	51	75	94	37	25	37	31	17	5
45	41	18	51	80	65	99	56	39	20	25	31	11
30	32	44	44	51	75	61	82	44	28	25	37	5
15	36	42	47	64	76	73	65	46	27	25	45	14
End Time	12	13	14	15	16	17	18	19	20	21	22	23

24 Hour Total:

3,727

6:30 AM Peak Hour begins: PM Peak Hour begins: 17:30 AM Peak Volume: PM Peak Volume: 316 340

AM Peak Hour Factor: PM PeaK Hour Factor:

0.78 0.86

Start Date: Stop Date:

June 11, 2015

June 11, 2015

CR 579 south (east) of US 301

Start Time: Stop Time:

00:00 24:00 Station:

0

City: Location Thonotosassa

County:

Hillsborough

ID:

0

Northbound Volume for Lane 1

Thursday June 11 2015

day, build it, Lot	All reserves and a second		The second secon									
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	6	7	3	2	13	14	20	43	20	18	22
30	12	7	7	1	4	7	31	29	18	27	31	13
45	1	4	2	1	5	5	23	36	32	34	31	24
00	1	1	0	1	4	18	23	49	26	14	33	19
Hr Total	16	18	16	6	15	43	91	134	119	95	113	78

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	13	19	22	30	28	53	48	28	23	18	24	16
30	21	15	18	17	30	59	58	25	22	16	19	11
45	22	13	23	38	29	46	37	14	29	9	31	15
00	15	22	28	31	38	45	25	13	7	36	27	2
Hr Total	71	69	91	116	125	203	168	80	81	79	101	44

24 Hour Total:

1,972

AM Peak Hour begins:

7:15

AM Peak Volume:

157

AM Peak Hour Factor:

0.80

PM Peak Hour begins:

17:00

PM Peak Volume:

203

PM PeaK Hour Factor:

0.86

Southbound Volume for Lane 2

Thursday, June 11, 2015

00	0	3	1	1	6	16	34 122	34 139	16	19 <b>82</b>	14 63	5 46
45	4	6	1	1	5	12	44	35	19	16	17	15
30	1	5	3	1	5	6	34	43	23	23	17	14
15	2	4	0	0	5	17	10	27	21	24	15	12
End Time	00	01	02	03	04	05	06	07	08	09	10	11

Hr Total	64	45	49	70	49	95	66	38	35	27	17	19
00	14	13	11	18	10	31	12	5	10	7	5	10
45	11	9	9	14	19	29	10	14	11	6	1	1
30	13	8	12	23	12	19	18	8	4	5	7	6
15	26	15	17	15	8	16	26	11	10	9	4	2
End Time	12	13	14	15	16	17	18	19	20	21	22	2:

24 Hour Total:

1,210

AM Peak Hour begins: PM Peak Hour begins:

6:30 17:15 AM Peak Volume: PM Peak Volume: 148 105 AM Peak Hour Factor: PM PeaK Hour Factor: 0.84 0.85

Total Volume for All Lanes

sday, June 11, 201	5			5000	Devices Name							
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	10	7	3	7	30	24	47	64	44	33	34
30	13	12	10	2	9	13	65	72	41	50	48	27
45	5	10	3	2	10	17	67	71	51	50	48	39
00	1	4	1	2	10	34	57	83	42	33	47	24
Hr Total	23	36	21	9	36	94	213	273	198	177	176	124

Hr Total	135	114	140	186	174	298	234	118	116	106	118	63
00	29	35	39	49	48	76	37	18	17	43	32	12
45	33	22	32	52	48	75	47	28	40	15	32	16
30	34	23	30	40	42	78	76	33	26	21	26	17
15	39	34	39	45	36	69	74	39	33	27	28	18
End Time	12	13	14	15	16	17	18	19	20	21	22	23

24 Hour Total:

3,182

AM Peak Hour begins: PM Peak Hour begins:

7:15 17:15

AM Peak Volume: PM Peak Volume:

290 303 AM Peak Hour Factor: PM PeaK Hour Factor:

0.87 0.97

Start Date:

June 9, 2015

Start Time:

00:00 24:00 Station:

ID:

0 0

Stop Date: City: Location

June 11, 2015 Thonotosassa

Stop Time: US 301 north of CR 579

County:

Hillsborough

Northbound Volume for Lane 1

3-Day Average

Hr Total	61	45	43	35	46	119	202	274	269	285	324	339
00	10	11	13	10	15	29	62	77	65	79	81	86
45	14	8	7	11	17	38	53	66	68	78	92	84
30	14	12	13	7	6	28	50	74	67	64	78	75
15	24	14	10	8	8	23	37	57	69	64	73	94
End Time	00	01	02	03	04	05	06	07	08	09	10	11

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	88	96	105	148	228	276	239	113	63	58	34	25
30	98	94	101	151	250	296	201	96	69	50	43	26
45	94	94	111	161	235	275	170	79	60	46	29	28
00	84	98	121	212	244	277	133	63	61	50	33	28
Hr Total	364	381	437	672	957	1,124	742	350	253	204	139	107

24 Hour Total:

7,771

AM Peak Hour begins: PM Peak Hour begins:

11:45 17:00 AM Peak Volume: PM Peak Volume:

366 1,124 AM Peak Hour Factor: PM PeaK Hour Factor: 0.93 0.95

Southbound Volume for Lane 2

3-Day Average

-Day Average												
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	10	10	10	17	59	163	268	198	133	101	110
30	10	7	7	15	30	87	241	312	210	123	103	107
45	13	11	8	13	43	121	275	279	178	109	101	95
00	9	12	12	17	34	160	271	261	147	114	94	101
Hr Total	40	40	38	56	124	428	951	1,119	734	479	399	414

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	88	87	93	93	92	95	83	52	34	39	22	11
30	95	82	84	95	90	105	81	56	39	28	25	16
45	92	100	82	85	87	119	55	44	33	31	24	14
00	100	89	90	93	83	78	63	40	35	25	20	12
Hr Total	375	359	348	366	352	396	281	192	141	123	92	52

24 Hour Total:

7,899

6:45

AM Peak Volume:

1,129

AM Peak Hour Factor:

0.91

AM Peak Hour begins: PM Peak Hour begins:

16:45

PM Peak Volume:

401

PM PeaK Hour Factor:

0.85

#### **Total Volume for All Lanes**

/ Average												
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	32	24	20	18	25	82	200	325	267	197	174	203
30	24	19	20	22	36	116	291	386	277	187	181	183
45	27	19	15	24	60	160	329	345	246	187	194	180
00	18	23	25	27	48	189	333	338	212	193	175	187
Hr Total	102	85	80	91	170	546	1,152	1,393	1,003	764	723	753

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	175	183	198	241	320	370	321	165	96	97	56	36
30	194	176	184	246	340	401	282	151	109	78	68	42
45	187	193	192	246	322	394	225	123	93	77	53	41
00	184	188	211	305	327	355	195	103	96	74	53	40
Hr Total	739	740	785	1.038	1.309	1.520	1.024	542	394	327	231	159

24 Hour Total:

15,670

7:00

AM Peak Volume:

1,393

AM Peak Hour Factor:

0.90 0.95

AM Peak Hour begins:

PM Peak Hour begins:

17:00

PM Peak Volume:

1,520

PM PeaK Hour Factor:

Start Date: Stop Date:

City:

Location

June 9, 2015

June 9, 2015

Thonotosassa

US 301 north of CR 579

Start Time: Stop Time:

County:

00:00 24:00

Hillsborough

Station: ID:

0 0

## Northbound Volume for Lane 1

Tuesday.		

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	35	12	11	5	6	25	40	62	70	65	71	85
30	11	12	15	7	8	31	58	83	69	73	76	66
45	12	15	10	11	23	27	47	71	65	90	99	88
00	10	12	12	5	18	27	59	60	67	71	76	87
Hr Total	68	51	48	28	55	110	204	276	271	299	322	326

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	83	85	123	152	229	280	210	100	53	61	34	26
30	86	86	102	148	247	290	151	90	64	48	39	23
45	93	106	107	148	234	274	177	86	55	48	33	30
00	75	85	113	199	233	249	114	66	63	48	35	38
Hr Total	337	362	445	647	943	1,093	652	342	235	205	141	117

24 Hour Total:

7,577

AM Peak Hour begins: PM Peak Hour begins: 11:45 17:00 AM Peak Volume: PM Peak Volume:

349 1,093 AM Peak Hour Factor: PM PeaK Hour Factor: 0.94 0.94

#### Southbound Volume for Lane 2

Tuesday, June 09, 2015

suay, Julie 09, 2015		0.4	00	00	0.4	OF	00	07	00	00	40	1 44
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	7	12	11	19	54	168	268	190	110	86	98
30	8	12	7	20	38	89	251	331	224	107	94	112
45	16	10	11	22	43	113	249	294	186	116	97	98
00	8	18	10	27	32	162	311	285	151	105	79	90
Hr Total	39	47	40	80	132	418	979	1,178	751	438	356	398

00 Hr Total	94 357	95 <b>388</b>	85 <b>346</b>	76 <b>341</b>	88 <b>351</b>	80 <b>387</b>	71 <b>276</b>	42 196	36 <b>149</b>	28 144	20 <b>80</b>	38
45	82	101	101	95	81	122	51	50	30	37	14	13
30	97	94	87	88	85	102	79	52	43	30	25	12
15	84	98	73	82	97	83	75	52	40	49	21	8
End Time	12	13	14	15	16	17	18	19	20	21	22	23

24 Hour Total:

7,909

AM Peak Hour begins: PM Peak Hour begins:

6:45 16:45 AM Peak Volume: PM Peak Volume: 1,204 395

AM Peak Hour Factor: PM PeaK Hour Factor: 0.91 0.81

## Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	42	19	23	16	25	79	208	330	260	175	157	183
30	19	24	22	27	46	120	309	414	293	180	170	178
45	28	25	21	33	66	140	296	365	251	206	196	186
00	18	30	22	32	50	189	370	345	218	176	155	177
Hr Total	107	98	88	108	187	528	1.183	1,454	1.022	737	678	724

Hr Total	694	750	791	988	1,294	1.480	928	538	384	349	221	155
00	169	180	198	275	321	329	185	108	99	76	55	44
45	175	207	208	243	315	396	228	136	85	85	47	42
30	183	180	189	236	332	392	230	142	107	78	64	35
15	167	183	196	234	326	363	285	152	93	110	55	34
End Time	12	13	14	15	16	17	18	19	20	21	22	23

24 Hour Total:

15,486

AM Peak Hour begins: PM Peak Hour begins:

6:45 17:00

AM Peak Volume: PM Peak Volume:

1,479 1,480

AM Peak Hour Factor: PM PeaK Hour Factor: 0.89 0.93

Start Date: Stop Date: June 10, 2015 June 10, 2015 Start Time: Stop Time: 00:00 24:00 Station: ID:

0 0

City: Location Thonotosassa

US 301 north of CR 579

County:

Hillsborough

Northbound Volume for Lane 1

Wednesday, June 10, 2015

Journ 10, =	• • •							131	Charles and the second			247
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	28	15	8	8	7	20	37	59	57	65	61	103
30	12	11	12	10	6	31	47	74	67	48	68	89
45	17	2	7	8	14	35	63	59	66	68	79	78
00	9	9	17	9	15	35	56	85	66	67	77	88
Hr Total	66	37	44	35	42	121	203	277	256	248	285	358

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	99	90	89	138	221	268	239	124	66	47	23	24
30	107	99	99	150	252	295	210	104	64	48	42	25
45	79	108	116	183	244	276	167	85	49	40	24	30
00	111	91	132	229	253	281	140	68	65	43	38	23
Hr Total	396	388	436	700	970	1,120	756	381	244	178	127	102

24 Hour Total:

7,770

AM Peak Hour begins: 11:45 PM Peak Hour begins: 17:00

AM Peak Volume: PM Peak Volume:

373 1,120 AM Peak Hour Factor: PM PeaK Hour Factor:

0.87 0.95

Southbound Volume for Lane 2

Wednesday June 10 2015

rednesday, June 10, 2	015											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	13	10	9	17	66	158	266	194	134	102	122
30	17	4	10	13	28	81	233	302	177	138	116	103
45	12	8	5	6	48	134	301	273	162	98	96	98
00	12	11	14	13	43	160	236	251	145	119	94	113
Hr Total	54	36	39	41	136	441	928	1,092	678	489	408	436

Hr Total	389	358	339	358	355	385	274	154	149	107	93	52
00	104	75	88	93	92	69	65	32	39	26	15	13
45	100	108	74	76	84	100	46	34	36	25	28	15
30	96	85	76	89	96	104	84	48	42	20	24	12
15	89	90	101	100	83	112	79	40	32	36	26	12
End Time	12	13	14	15	16	17	18	19	20	21	22	23

24 Hour Total:

7,791

AM Peak Hour begins: PM Peak Hour begins:

6:30 16:45

AM Peak Volume: PM Peak Volume: 1,105 408

AM Peak Hour Factor: PM PeaK Hour Factor: 0.91 0.91

Total Volume for All Lanes

sday, June 10, 2		04	00	00	T 0.4	0.5	1 00	07	00	00	10	1 11
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	41	28	18	17	24	86	195	325	251	199	163	225
30	29	15	22	23	34	112	280	376	244	186	184	192
45	29	10	12	14	62	169	364	332	228	166	175	176
00	21	20	31	22	58	195	292	336	211	186	171	201
Hr Total	120	73	83	76	178	562	1,131	1.369	934	737	693	794

00 Hr Total	215 785	166 <b>746</b>	220 775	322 1.058	345 1.325	350 1.505	205 1.030	100 <b>535</b>	104 393	69 <b>285</b>	53 <b>220</b>	36 <b>154</b>
45	179	216	190	259	328	376	213	119	85	65	52	45
30	203	184	175	239	348	399	294	152	106	68	66	37
15	188	180	190	238	304	380	318	164	98	83	49	36
End Time	12	13	14	15	16	17	18	19	20	21	22	23

24 Hour Total:

15,561

AM Peak Hour begins: PM Peak Hour begins: 7:00 17:00

AM Peak Volume: PM Peak Volume:

1,369 1,505

AM Peak Hour Factor: PM PeaK Hour Factor: 0.91 0.94

Start Date: Stop Date:

June 11, 2015

June 11, 2015

Start Time: Stop Time:

00:00 24:00 Station: ID:

0 0

City: Location Thonotosassa

US 301 north of CR 579

County:

Hillsborough

Northbound Volume for Lane 1

Thursday,	luna	11	2015
illuisuay,	Julie	,	LUIJ

Hr Total	50	47	36	42	40	125	198	269	279	308	366	333
00	10	11	10	15	11	25	71	86	62	100	90	82
45	14	7	5	13	14	53	50	68	72	76	99	87
30	18	13	11	4	5	23	44	65	65	71	91	71
15	8	16	10	10	10	24	33	50	80	61	86	93
End Time	00	01	02	03	04	05	06	07	08	09	10	11

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	81	112	102	154	234	279	267	115	69	66	46	26
30	102	96	101	155	250	303	242	93	80	54	47	29
45	111	67	109	151	227	275	166	66	76	51	29	23
00	66	119	117	208	247	302	144	54	54	58	26	23
Hr Total	360	394	429	668	958	1,159	819	328	279	229	148	101

24 Hour Total:

7,965

AM Peak Hour begins:

9:45

AM Peak Volume:

376

AM Peak Hour Factor:

0.94

PM Peak Hour begins:

17:00

PM Peak Volume:

1,159

PM PeaK Hour Factor:

0.96

Southbound Volume for Lane 2

Thursday, June 11, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	10	9	11	16	58	164	269	210	156	116	109
30	6	5	5	13	24	92	240	302	230	124	98	107
45	11	14	8	12	39	117	276	269	187	113	111	90
00	6	8	12	11	26	157	265	246	146	117	108	101
Hr Total	28	37	34	47	105	424	945	1,086	773	510	433	407

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	90	74	105	96	97	89	94	65	29	33	19	13
30	93	68	88	108	89	110	81	67	33	33	27	24
45	95	90	70	84	97	134	67	47	33	31	31	14
00	101	98	97	111	68	84	52	47	30	20	26	16
Hr Total	379	330	360	399	351	417	294	226	125	117	103	67

24 Hour Total:

7,997

AM Peak Hour begins: PM Peak Hour begins:

6:30 17:15

AM Peak Volume: PM Peak Volume:

1,112 422

AM Peak Hour Factor: PM PeaK Hour Factor: 0.92 0.79

Total Volume for All Lanes

Hr Total	78	84	70	89	145	549	1,143	1,355	1,052	818	799	740
00	16	19	22	26	37	182	336	332	208	217	198	183
45	25	21	13	25	53	170	326	337	259	189	210	177
30	24	18	16	17	29	115	284	367	295	195	189	178
15	13	26	19	21	26	82	197	319	290	217	202	202
End Time	00	01	02	03	04	05	06	07	08	09	10	11

Hr Total	739	724	789	1.067	1.309	1.576	1.113	554	404	346	251	16
00	167	217	214	319	315	386	196	101	84	78	52	3
45	206	157	179	235	324	409	233	113	109	82	60	3
30	195	164	189	263	339	413	323	160	113	87	74	5
15	171	186	207	250	331	368	361	180	98	99	65	3
End Time	12	13	14	15	16	17	18	19	20	21	22	2

24 Hour Total:

15,962

AM Peak Hour begins: PM Peak Hour begins:

6:45 17:00

AM Peak Volume: PM Peak Volume:

1,359 1,576 AM Peak Hour Factor: PM PeaK Hour Factor: 0.93 0.95

US 301 at Stacy Road

Start Date:

June 9, 2015

June 11, 2015

Start Time: Stop Time:

00:00 24:00

Station: ID:

0

0

Stop Date: City: Location

Thonotosassa

US 301 south of Stacy Road

Hillsborough County:

Northbound Volume for Lane 1

y Average						W						
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	22	15	11	8	8	27	35	57	66	61	70	86
30	15	12	12	7	8	29	44	74	66	64	76	78
45	14	7	8	10	16	41	43	62	68	73	92	85
00	9	10	12	9	15	26	59	78	57	74	79	79
Hr Total	61	44	43	34	47	123	181	270	258	272	317	329

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	91	96	104	146	231	275	237	112	60	59	35	23
30	90	91	96	152	244	291	195	94	74	49	43	26
45	91	93	110	159	233	275	167	77	57	48	26	28
00	80	91	121	208	248	275	128	63	58	46	36	26
Hr Total	352	371	431	666	956	1,117	728	346	248	202	139	103

24 Hour Total:

7,638

AM Peak Hour begins: PM Peak Hour begins: 11:45 17:00 AM Peak Volume: PM Peak Volume:

352 1,117 AM Peak Hour Factor: PM PeaK Hour Factor: 0.96 0.96

Southbound Volume for Lane 2

3-Day Average

Hr Total	39	39	38	59	129	447	981	1,092	706	470	381	400
00	10	7	11	17	35	154	263	233	142	107	98	95
45	12	14	9	17	47	129	274	292	162	121	87	90
30	9	9	8	13	31	97	259	307	210	112	97	100
15	8	8	10	12	17	67	185	260	192	131	99	115
End Time	00	01	02	03	04	05	06	07	08	09	10	11

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	91	83	81	83	88	85	82	56	36	40	22	11
30	87	84	85	87	85	103	66	51	35	25	23	17
45	104	95	82	86	80	107	54	43	36	29	24	12
00	89	96	88	92	93	76	57	34	33	27	17	13
Hr Total	370	359	336	348	347	371	259	184	140	122	86	53

24 Hour Total:

7,756

AM Peak Hour begins: PM Peak Hour begins:

6:45 16:45 AM Peak Volume: PM Peak Volume:

1,123 388

AM Peak Hour Factor: PM PeaK Hour Factor: 0.91 0.90

**Total Volume for All Lanes** 

Day Average												
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	30	23	21	20	25	94	219	317	258	192	169	202
30	24	21	20	20	39	126	304	381	277	176	173	179
45	26	22	17	27	63	170	317	354	230	194	179	175
00	20	18	23	26	50	180	323	311	199	181	177	174
Hr Total	100	83	80	93	176	570	1,162	1,362	964	743	699	729

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	182	179	185	230	320	359	319	167	96	99	57	34
30	177	176	181	240	329	395	262	146	109	74	65	43
45	195	188	191	245	313	383	221	119	92	78	51	3
00	168	188	209	300	341	351	185	97	91	73	52	3
Hr Total	723	730	766	1.014	1.303	1.488	987	530	388	324	225	15

24 Hour Total:

15,394

AM Peak Hour begins: PM Peak Hour begins:

6:45 17:00

AM Peak Volume: PM Peak Volume: 1,374 1,488 AM Peak Hour Factor: PM PeaK Hour Factor: 0.90 0.94

Start Date: Stop Date: June 9, 2015

June 9, 2015

Start Time: Stop Time: 00:00 24:00 Station:

0 0

City: Location Thonotosassa

US 301 south of Stacy Road

County:

Hillsborough

ID:

Northbound Volume for Lane 1

Tuesday, June 09, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	32	15	12	5	6	27	39	62	65	66	68	82
30	12	13	16	7	9	33	48	81	77	71	69	67
45	14	11	8	10	24	27	37	67	61	85	97	89
00	7	13	12	5	17	31	60	64	52	67	73	78
Hr Total	65	52	48	27	56	118	184	274	255	289	307	316

Hr Total	318	354	434	640	946	1.081	639	343	232	200	139	116
00	76	76	114	204	243	244	111	67	63	48	36	35
45	84	106	110	138	225	281	172	86	52	47	31	31
30	81	85	91	148	247	290	147	87	69	46	38	25
15	77	87	119	150	231	266	209	103	48	59	34	25
End Time	12	13	14	15	16	17	18	19	20	21	22	23

24 Hour Total:

7,433

AM Peak Hour begins:

11:30

AM Peak Volume:

325

AM Peak Hour Factor:

0.91

PM Peak Hour begins:

17:00

PM Peak Volume:

1,081

PM PeaK Hour Factor:

0.93

Southbound Volume for Lane 2

Tuesday, June 09, 2015

uesuay, June 09, 2013	,											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	8	11	14	18	68	199	267	179	109	80	108
30	10	12	8	16	34	101	262	312	240	112	90	99
45	11	16	14	30	52	118	262	313	171	107	83	86
00	9	11	9	26	28	148	302	241	136	109	87	87
Hr Total	39	47	42	86	132	435	1,025	1,133	726	437	340	380

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	85	95	87	81	89	81	65	55	39	48	21	11
30	95	99	80	84	90	99	68	52	35	31	17	13
45	93	85	104	90	69	115	61	52	33	33	18	12
00	78	94	72	74	97	81	55	32	36	35	13	13
Hr Total	351	373	343	329	345	376	249	191	143	147	69	49

24 Hour Total:

7,787

AM Peak Hour begins:

6:45

AM Peak Volume:

1,194

AM Peak Hour Factor:

0.95

PM Peak Hour begins:

16:45

PM Peak Volume:

392

PM PeaK Hour Factor:

0.85

Total Volume for All Lanes

Tuesday, June 09, 2015

ay, June 09, ∠015	)									AUGUSTA AND AND AND AND AND AND AND AND AND AN	560 - 11160	7.00
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	41	23	23	19	24	95	238	329	244	175	148	190
30	22	25	24	23	43	134	310	393	317	183	159	166
45	25	27	22	40	76	145	299	380	232	192	180	175
00	16	24	21	31	45	179	362	305	188	176	160	165
Hr Total	104	99	90	113	188	553	1,209	1,407	981	726	647	696

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	162	182	206	231	320	347	274	158	87	107	55	36
30	176	184	171	232	337	389	215	139	104	77	55	38
45	177	191	214	228	294	396	233	138	85	80	49	43
00	154	170	186	278	340	325	166	99	99	83	49	48
Hr Total	669	727	777	969	1,291	1,457	888	534	375	347	208	165

24 Hour Total:

15,220

AM Peak Hour begins: PM Peak Hour begins:

6:45 16:45 AM Peak Volume: PM Peak Volume: 1,464 1,472 AM Peak Hour Factor: PM PeaK Hour Factor: 0.93 0.93

Start Date:

June 10, 2015

Start Time: Stop Time: 00:00 24:00 Station:

0

Stop Date: City: Location

June 10, 2015 Thonotosassa

US 301 south of Stacy Road

County:

Hillsborough

ID:

Northbound Volume for Lane 1

Wednesday, June 10, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	27	15	10	9	8	23	37	60	56	58	61	97
30	15	8	10	9	8	30	43	70	61	48	68	94
45	15	4	10	7	12	39	55	55	67	61	79	72
00	10	9	13	8	17	28	53	87	59	62	77	88
Hr Total	67	36	43	33	45	120	188	272	243	229	285	351

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	105	89	91	132	230	280	238	121	66	51	24	20
30	94	103	99	150	242	286	203	103	64	46	43	2
45	77	104	117	182	248	282	165	85	47	39	20	3
00	103	83	131	224	249	272	137	68	62	43	41	2
Hr Total	379	379	438	688	969	1.120	743	377	239	179	128	9

24 Hour Total:

7,649

AM Peak Hour begins:

11:45

AM Peak Volume:

364

AM Peak Hour Factor: PM PeaK Hour Factor: 0.87

PM Peak Hour begins:

17:00

PM Peak Volume:

1,120

0.98

Southbound Volume for Lane 2

Wednesday June 10 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	9	11	9	15	70	172	259	180	128	112	125
30	10	6	8	13	31	96	251	302	180	120	99	102
45	14	13	3	8	52	138	283	278	149	125	89	87
00	16	7	15	16	41	164	242	237	134	103	98	112
Hr Total	50	35	37	46	139	468	948	1,076	643	476	398	426

Hr Total	383	360	332	320	362	357	242	152	149	108	86	46
00	95	85	112	85	101	77	59	30	33	29	19	13
45	116	106	59	79	86	89	41	32	40	28	21	10
30	84	88	89	82	83	94	66	50	39	19	23	14
15	88	81	72	74	92	97	76	40	37	32	23	9
End Time	12	13	14	15	16	17	18	19	20	21	22	23

24 Hour Total:

7,639

AM Peak Hour begins: PM Peak Hour begins:

6:30 12:00

AM Peak Volume: PM Peak Volume: 1,086 383

AM Peak Hour Factor: PM PeaK Hour Factor: 0.90 0.83

nesday, June 10, 2	015											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	37	24	21	18	23	93	209	319	236	186	173	222
30	25	14	18	22	39	126	294	372	241	168	167	196
45	29	17	13	15	64	177	338	333	216	186	168	159
00	26	16	28	24	58	192	295	324	193	165	175	200
Hr Total	117	71	80	79	184	588	1.136	1.348	886	705	683	777

**Total Volume for All Lanes** 

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	193	170	163	206	322	377	314	161	103	83	47	35
30	178	191	188	232	325	380	269	153	103	65	66	35
45	193	210	176	261	334	371	206	117	87	67	41	40
00	198	168	243	309	350	349	196	98	95	72	60	34
Hr Total	762	739	770	1,008	1,331	1,477	985	529	388	287	214	144

24 Hour Total:

15,288

AM Peak Hour begins: PM Peak Hour begins:

7:00 16:45

AM Peak Volume: PM Peak Volume:

1,348 1,478

AM Peak Hour Factor: PM PeaK Hour Factor: 0.91 0.97

Start Date:

June 11, 2015

June 11, 2015

Start Time: Stop Time: 00:00 24:00 Station:

0

Stop Date: City:

Thonotosassa

County:

Hillsborough

ID:

0

Location

US 301 south of Stacy Road

#### Northbound Volume for Lane 1

Thursday, June 11, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	14	11	10	9	30	28	48	78	60	81	80
30	19	14	10	5	7	24	42	70	61	73	92	74
45	14	7	6	14	12	56	37	64	76	73	100	94
00	11	9	10	14	11	20	65	82	60	93	87	71
Hr Total	51	44	37	43	39	130	172	264	275	299	360	319

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	92	112	102	157	233	278	264	111	65	67	46	19
30	96	86	99	159	243	298	236	93	90	54	47	31
45	112	68	102	157	225	263	164	59	71	59	28	22
00	60	115	117	197	252	310	137	54	48	48	30	22
Hr Total	360	381	420	670	953	1.149	801	317	274	228	151	94

24 Hour Total:

AM Peak Hour begins:

7,831

11:45

AM Peak Volume:

371

AM Peak Hour Factor:

0.83

PM Peak Hour begins:

17:00

PM Peak Volume:

1,149

PM PeaK Hour Factor:

0.93

## Southbound Volume for Lane 2

Thursday June 11, 2015

nursuay, Julie 11, 201		0.4	00	- 00	1 01	0.5	00	0.7	00	0.0	1 10	4.4
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	7	8	12	18	64	183	255	216	155	105	113
30	7	10	7	10	27	93	265	307	211	103	101	100
45	11	14	9	13	36	131	276	285	167	131	90	96
00	6	4	10	10	35	150	246	221	155	109	110	85
Hr Total	28	35	34	45	116	438	970	1,068	749	498	406	394

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	100	73	84	95	84	76	104	72	33	40	23	12
30	82	66	85	96	83	117	65	52	31	26	28	25
45	102	95	82	88	86	118	60	44	34	27	34	13
00	93	110	81	116	80	70	57	41	30	17	18	14
Hr Total	377	344	332	395	333	381	286	209	128	110	103	64

24 Hour Total:

7,843

AM Peak Hour begins: PM Peak Hour begins:

6:45 17:15 AM Peak Volume: PM Peak Volume: 1,093 409

AM Peak Hour Factor: PM PeaK Hour Factor: 0.89 0.87

ursday, June 11, 201	5											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	21	19	22	27	94	211	303	294	215	186	193
30	26	24	17	15	34	117	307	377	272	176	193	174
45	25	21	15	27	48	187	313	349	243	204	190	190
00	17	13	20	24	46	170	311	303	215	202	197	156
Hr Total	79	79	71	88	155	568	1.142	1.332	1.024	797	766	713

**Total Volume for All Lanes** 

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	192	185	186	252	317	354	368	183	98	107	69	31
30	178	152	184	255	326	415	301	145	121	80	75	56
45	214	163	184	245	311	381	224	103	105	86	62	35
00	153	225	198	313	332	380	194	95	78	65	48	36
Hr Total	737	725	752	1,065	1,286	1,530	1,087	526	402	338	254	158

24 Hour Total:

15,674

AM Peak Hour begins: PM Peak Hour begins: 6:45 17:15

AM Peak Volume: PM Peak Volume:

1,340 1,544 AM Peak Hour Factor: PM PeaK Hour Factor: 0.89 0.93

Start Date:

June 9, 2015

Start Time:

00:00 24:00 Station:

Stop Date: City:

June 11, 2015 Thonotosassa

Stop Time:

County:

Hillsborough

ID:

0 0

Location

Stacy Road south (east) of US 301

#### Northbound Volume for Lane 1

	3-	Day	Av	era	ae
--	----	-----	----	-----	----

End Time	00	01	02	03	04	05	06	07	80	09	10	11
15	2	1	2	2	2	8	26	56	49	33	21	23
30	4	1	2	1	4	8	38	62	55	30	27	19
45	1	1	2	1	6	14	53	65	54	24	18	19
00	0	2	1	1	5	22	42	60	39	21	17	24
Hr Total	7	5	7	5	17	52	159	243	197	109	84	85

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	17	15	16	14	19	20	23	17	7	7	4	3
30	16	25	16	17	20	25	17	10	8	5	5	1
45	17	22	14	17	21	26	16	17	6	8	5	1
00	21	21	16	19	21	22	13	11	4	6	2	2
Hr Total	71	83	62	67	82	94	68	55	25	26	15	7

24 Hour Total:

1,626

AM Peak Hour begins:

7:00

AM Peak Volume:

243

AM Peak Hour Factor:

0.94

PM Peak Hour begins:

17:15

PM Peak Volume:

PM PeaK Hour Factor:

0.91

#### Southbound Volume for Lane 2

R-Day Avera	An

Hr Total	8	6	8	5	4	9	33	55	58	53	70	64
00	2	1	2	1	1	3	16	22	16	18	16	16
45	1	1	1	1	1	2	8	10	11	9	20	18
30	1	2	3	1	0	2	7	14	15	15	17	17
15	5	1	2	1	1	1	2	9	16	11	17	12
End Time	00	01	02	03	04	05	06	07	08	09	10	11

Hr Total	80	83	92	168	233	302	190	86	57	43	29	20
00	20	21	28	53	68	76	30	18	16	11	5	3
45	20	20	19	40	59	83	40	17	15	9	5	7
30	19	22	20	41	55	72	59	22	16	10	10	5
15	21	20	24	34	51	71	61	29	11	14	8	5
End Time	12	13	14	15	16	17	18	19	20	21	22	23

24 Hour Total:

1,755

AM Peak Hour begins: PM Peak Hour begins:

11:45 17:00 AM Peak Volume:

76 PM Peak Volume: 302 AM Peak Hour Factor: PM PeaK Hour Factor: 0.91 0.91

# Total Volume for All Lanes

Hr Total	15	10	15	10	21	61	192	299	255	162	154	148
00	2	3	3	2	7	25	58	83	55	39	34	40
45	2	2	3	2	8	16	62	75	66	33	38	37
30	5	3	5	2	4	10	45	76	70	45	44	3€
15	6	2	4	4	3	9	28	65	65	44	38	35
End Time	00	01	02	03	04	05	06	07	08	09	10	11

Hr Total	151	166	154	235	315	396	259	141	82	70	44	27
00	41	42	44	72	89	98	43	29	20	17	7	5
45	37	42	33	57	80	109	56	34	20	17	10	8
30	35	47	36	58	75	97	76	32	24	15	15	6
15	38	36	40	48	70	91	84	46	18	21	12	8
End Time	12	13	14	15	16	17	18	19	20	21	22	23

24 Hour Total:

3,381

AM Peak Hour begins: PM Peak Hour begins: 7:00 17:00 AM Peak Volume: PM Peak Volume:

299 396 AM Peak Hour Factor: PM PeaK Hour Factor: 0.90 0.91

Start Date:

June 9, 2015

Start Time: Stop Time: 00:00 24:00 Station:

0

Stop Date: City:

June 9, 2015

County:

Thonotosassa

Hillsborough

ID:

0

Location

Stacy Road south (east) of US 301

Northbound Volume for Lane 1

Tuesday, June 09, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	2	5	1	7	28	52	35	26	17	18
30	5	0	1	2	5	11	38	71	59	29	29	15
45	2	2	1	2	6	12	55	72	61	23	17	16
00	0	3	1	1	4	21	49	66	38	20	17	18
Hr Total	7	5	5	10	16	51	170	261	193	98	80	67

Hr Total	70	91	69	51	80	91	75	52	23	29	15	4
00	16	24	19	11	23	20	20	7	3	6	1	1
45	20	18	14	19	26	33	16	15	6	10	2	2
30	18	35	18	10	17	21	15	11	8	7	7	0
15	16	14	18	11	14	17	24	19	6	6	5	1
End Time	12	13	14	15	16	17	18	19	20	21	22	23

24 Hour Total:

1,613

7:00

AM Peak Volume:

261

AM Peak Hour Factor:

0.91

AM Peak Hour begins: PM Peak Hour begins:

17:15

PM Peak Volume:

PM PeaK Hour Factor: 98

0.74

Southbound Volume for Lane 2

Tuesday June 09 2015

day, June 09, 2015		,										
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	3	2	1	1	1	2	14	17	13	14	10
30	1	0	4	2	0	4	4	12	18	16	19	15
45	1	1	0	1	3	1	8	11	11	8	18	20
00	2	1	4	0	0	3	18	19	16	17	16	20
Hr Total	11	5	10	4	4	9	32	56	62	54	67	65

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	20	22	27	33	43	72	48	31	11	16	11	7
30	11	22	17	38	46	62	45	20	14	10	11	5
45	17	23	10	46	52	84	29	21	16	10	7	8
00	13	18	31	51	64	71	23	18	20	8	5	2
Hr Total	61	85	85	168	205	289	145	90	61	44	34	22

24 Hour Total:

1,668

AM Peak Hour begins: PM Peak Hour begins:

11:15 17:00 AM Peak Volume: PM Peak Volume:

75 289 AM Peak Hour Factor: PM PeaK Hour Factor:

0.94 0.86

Tuesday, June 09, 2015

uesday, June 09, 2015	,											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	3	4	6	2	8	30	66	52	39	31	28
30	6	0	5	4	5	15	42	83	77	45	48	30
45	3	3	1	3	9	13	63	83	72	31	35	36
00	2	4	5	1	4	24	67	85	54	37	33	38
Hr Total	18	10	15	14	20	60	202	317	255	152	147	132

**Total Volume for All Lanes** 

Hr Total	131	176	154	219	285	380	220	142	84	73	49	26
00	29	42	50	62	87	91	43	25	23	14	6	3
45	37	41	24	65	78	117	45	36	22	20	9	10
30	29	57	35	48	63	83	60	31	22	17	18	5
15	36	36	45	44	57	89	72	50	17	22	16	8
End Time	12	13	14	15	16	17	18	19	20	21	22	23

24 Hour Total:

3,281

AM Peak Hour begins: PM Peak Hour begins:

7:00 17:00

AM Peak Volume: PM Peak Volume: 317 380 AM Peak Hour Factor: PM PeaK Hour Factor: 0.93 0.81

Start Date: Stop Date: June 10, 2015 June 10, 2015 Start Time: Stop Time: 00:00 24:00 Station: ID:

0 0

City: Location Thonotosassa

County: Stacy Road south (east) of US 301

Hillsborough

#### Northbound Volume for Lane 1

Wednesd	lav. June	10.	2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	2	2	1	1	9	26	65	45	30	20	27
30	5	1	2	0	4	5	35	56	48	28	26	18
45	1	1	2	1	7	9	62	62	44	21	22	21
00	0	0	3	1	6	29	38	47	36	15	20	24
Hr Total	9	4	9	3	18	52	161	230	173	94	88	90

Hr Total	70	79	56	71	86	95	63	38	22	26	14	8
00	25	20	15	19	20	28	12	11	6	6	2	2
45	18	28	12	14	19	17	13	12	2	8	6	0
30	10	21	17	22	26	25	18	8	7	4	3	2
15	17	10	12	16	21	25	20	7	7	8	3	4
End Time	12	13	14	15	16	17	18	19	20	21	22	23

24 Hour Total:

1,559

AM Peak Hour begins: PM Peak Hour begins:

7:00 17:00 AM Peak Volume: PM Peak Volume: 230 95

AM Peak Hour Factor: PM PeaK Hour Factor:

0.88 0.85

## Southbound Volume for Lane 2

## Wednesday, June 10, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	0	2	2	1	3	3	6	13	11	17	12
30	0	3	2	1	1	2	9	20	14	11	20	22
45	1	1	1	1	1	3	8	9	11	11	17	18
00	2	2	0	1	3	4	11	21	15	14	15	13
Hr Total	9	6	5	5	6	12	31	56	53	47	69	65

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	26	15	20	33	65	81	50	29	10	12	6	2
30	27	20	25	40	67	81	53	25	17	11	8	5
45	20	22	29	44	72	78	43	17	12	5	4	9
00	29	21	33	57	73	61	30	19	18	12	3	5
Hr Total	102	78	107	174	277	301	176	90	57	40	21	21

24 Hour Total:

1,808

AM Peak Hour begins: PM Peak Hour begins: 11:45

AM Peak Volume:

86

AM Peak Hour Factor:

0.80

16:45

PM Peak Volume:

313

PM PeaK Hour Factor:

0.97

#### **Total Volume for All Lanes**

#### Wednesday, June 10, 2015

inesday, June 10, 2	010									Control of the Contro		
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	2	4	3	2	12	29	71	58	41	37	39
30	5	4	4	1	5	7	44	76	62	39	46	40
45	2	2	3	2	8	12	70	71	55	32	39	39
00	2	2	3	2	9	33	49	68	51	29	35	37
Hr Total	18	10	14	8	24	64	192	286	226	141	157	155

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	43	25	32	49	86	106	70	36	17	20	9	6
30	37	41	42	62	93	106	71	33	24	15	11	7
45	38	50	41	58	91	95	56	29	14	13	10	9
00	54	41	48	76	93	89	42	30	24	18	5	7
Hr Total	172	157	163	245	363	396	239	128	79	66	35	29

24 Hour Total:

AM Peak Hour begins:

PM Peak Hour begins:

3,367

7:00 16:45 AM Peak Volume: PM Peak Volume: 286 400

AM Peak Hour Factor: PM PeaK Hour Factor: 0.94 0.94

Start Date: Stop Date: June 11, 2015

June 11, 2015

Start Time: Stop Time: 00:00 24:00 Station: ID: 0

City:

Thonotosassa

County:

Hillsborough

Location Stacy Road south (east) of US 301

Northbound Volume for Lane 1

Thursday, June 11, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	1	1	4	7	23	51	67	43	27	23
30	2	2	4	0	2	8	42	59	58	33	25	24
45	0	1	3	0	6	21	43	61	58	29	16	20
00	0	2	0	1	6	16	39	68	42	29	15	30
Hr Total	4	5	8	2	18	52	147	239	225	134	83	97

Hr Total	74	79	62	78	79	96	67	76	30	24	17	9
00	22	19	15	26	20	19	7	15	3	6	3	2
45	13	19	16	19	19	29	19	24	9	5	7	1
30	20	19	14	18	18	29	17	12	9	5	4	1
15	19	22	17	15	22	19	24	25	9	8	3	5
End Time	12	13	14	15	16	17	18	19	20	21	22	23

24 Hour Total:

AM Peak Hour begins:

1,705 7:15 17:15

AM Peak Volume:

255

AM Peak Hour Factor:

0.94

PM Peak Hour begins:

PM Peak Volume:

: 101

PM PeaK Hour Factor:

0.87

Southbound Volume for Lane 2

Thursday, June 11, 2015

ursday, June 11, 201												
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	3	1	1	0	1	7	17	10	20	15
30	1	3	3	1	0	1	8	9	12	18	12	15
45	2	1	1	2	0	2	9	11	12	8	25	16
00	1	1	1	1	1	3	18	27	17	22	18	15
Hr Total	5	6	8	5	2	6	36	54	58	58	75	61

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	17	24	26	37	46	60	85	26	11	13	8	6
30	20	23	18	45	52	74	80	21	16	8	12	5
45	23	15	19	30	52	87	49	14	16	13	5	3
00	17	25	20	51	67	96	36	16	9	12	6	2
Hr Total	77	87	83	163	217	317	250	77	52	46	31	16

24 Hour Total:

1,790

AM Peak Hour begins:

9:45

AM Peak Volume:

79

AM Peak Hour Factor:

0.79

PM Peak Hour begins:

17:30

PM Peak Volume:

348

PM PeaK Hour Factor:

0.91

Total Volume for All Lanes

Thursday, June 11, 2015

Hr Total	9	11	16	7	20	58	183	293	283	192	158	158
00	1	3	1	2	7	19	57	95	59	51	33	45
45	2	2	4	2	6	23	52	72	70	37	41	36
30	3	5	7	1	2	9	50	68	70	51	37	39
15	3	1	4	2	5	7	24	58	84	53	47	38
End Time	00	01	02	03	04	05	06	07	08	09	10	11

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	36	46	43	52	68	79	109	51	20	21	11	11
30	40	42	32	63	70	103	97	33	25	13	16	6
45	36	34	35	49	71	116	68	38	25	18	12	4
00	39	44	35	77	87	115	43	31	12	18	9	4
Hr Total	151	166	145	241	296	413	317	153	82	70	48	25

24 Hour Total:

3,495

AM Peak Hour begins: PM Peak Hour begins:

7:30 17:15

AM Peak Volume: PM Peak Volume:

321 443 AM Peak Hour Factor: PM PeaK Hour Factor:

0.84 0.95

Start Date:

June 9, 2015

Start Time:

00:00

Station:

0

Stop Date: City:

June 11, 2015

Stop Time:

24:00 Hillsborough ID:

0

Location

Thonotosassa US 301 north of Stacy Road

County:

Northbound Volume for Lane 1

3-Day Average

Day Average												
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	18	13	8	6	7	22	28	49	57	54	53	81
30	15	10	10	6	6	27	40	64	56	51	63	62
45	14	9	7	8	17	35	39	57	57	65	74	70
00	8	9	11	10	14	25	56	57	49	64	66	69
Hr Total	55	40	35	30	44	110	162	227	219	234	255	282

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	66	74	82	111	174	201	182	88	54	45	27	23
30	77	72	83	114	198	229	145	76	55	43	33	20
45	72	74	91	122	183	200	130	67	48	38	23	22
00	70	75	95	163	182	214	109	46	46	40	29	23
Hr Total	285	295	352	511	738	844	566	277	203	166	112	88

24 Hour Total:

6,131

AM Peak Hour begins: PM Peak Hour begins: 10:15 17:00 AM Peak Volume: PM Peak Volume: 283 844 AM Peak Hour Factor: PM PeaK Hour Factor: 0.87 0.92

Southbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	8	8	9	16	55	150	206	155	102	83	90
30	8	8	5	15	27	83	217	256	151	89	80	93
45	10	11	7	14	39	116	235	233	126	89	74	76
00	9	15	11	16	31	126	229	185	108	99	83	81
Hr Total	35	42	31	55	113	379	831	879	540	379	320	340

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	72	71	59	80	74	68	56	41	31	30	18	10
30	76	71	81	77	73	78	60	41	28	27	23	18
45	80	75	75	66	65	102	45	34	28	26	21	12
00	77	78	70	72	62	67	45	38	29	16	18	12
Hr Total	305	294	285	294	273	316	207	155	117	99	81	51

24 Hour Total:

6,420

AM Peak Hour begins: PM Peak Hour begins:

6:30 17:00 AM Peak Volume: PM Peak Volume:

926 316

AM Peak Hour Factor: PM PeaK Hour Factor: 0.91 0.77

Day Average												
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	26	21	16	16	23	77	178	255	212	156	136	171
30	23	18	15	22	33	110	256	320	207	140	142	155
45	24	20	13	22	57	151	274	290	183	154	148	146
00	17	23	22	26	45	151	284	241	157	163	149	149
Hr Total	90	82	67	85	158	490	993	1 106	759	613	575	622

Total Volume for All Lanes

Hr Total	590	589	636	805	1.011	1 160	774	432	319	265	193	13
00	147	153	165	235	244	281	155	84	75	56	47	35
45	152	148	166	188	248	302	175	101	77	65	44	33
30	154	143	164	191	271	307	205	117	83	70	56	38
15	137	145	141	191	248	270	238	129	84	75	45	32
End Time	12	13	14	15	16	17	18	19	20	21	22	23

24 Hour Total:

6:45

AM Peak Hour begins: PM Peak Hour begins: 12,551

17:00

AM Peak Volume: PM Peak Volume:

1,149 1,160 AM Peak Hour Factor: PM PeaK Hour Factor: 0.90 0.94

Start Date:

June 9, 2015

June 9, 2015

Start Time: Stop Time: 00:00 24:00 Station:

0

Stop Date: City:

Thonotosassa

County:

Hillsborough

ID:

0

US 301 north of Stacy Road Location

#### Northbound Volume for Lane 1

## Tuesday, June 09, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	25	9	10	5	6	25	32	49	53	57	63	79
30	12	11	11	6	8	30	46	73	57	59	57	49
45	14	16	9	9	22	24	37	66	56	83	78	73
00	8	10	9	5	18	28	53	54	43	53	57	66
Hr Total	59	46	39	25	54	107	168	242	209	252	255	267

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	53	58	91	118	176	206	170	75	44	40	25	21
30	70	70	81	114	200	223	113	74	49	43	28	20
45	65	81	100	108	188	204	143	67	42	38	24	22
00	72	68	84	151	186	195	100	48	47	40	31	34
Hr Total	260	277	356	491	750	828	526	264	182	161	108	97

24 Hour Total:

6,023

AM Peak Hour begins:

10:15

AM Peak Volume:

271

AM Peak Hour Factor:

0.86

PM Peak Hour begins:

17:00

PM Peak Volume:

828

PM PeaK Hour Factor:

0.93

## Southbound Volume for Lane 2

#### Tuesday, June 09, 2015

Hr Total	36	44	33	73	118	373	859	927	571	355	295	331
00	9	15	8	22	28	132	269	218	113	98	77	70
45	14	11	10	25	38	106	224	244	130	89	77	83
30	5	12	7	18	33	84	218	265	179	83	67	93
15	8	6	8	8	19	51	148	200	149	85	74	85
End Time	00	01	02	03	04	05	06	07	08	09	10	11

Hr Total	277	305	278	289	276	327	200	153	132	113	69	40
00	64	77	69	65	62	64	49	34	32	22	17	9
45	71	72	81	74	59	102	39	34	34	25	14	11
30	78	72	81	68	78	80	63	46	30	26	18	11
15	64	84	47	82	77	81	49	39	36	40	20	9
End Time	12	13	14	15	16	17	18	19	20	21	22	23

24 Hour Total:

6,474

AM Peak Hour begins:

6:45

AM Peak Volume:

978

AM Peak Hour Factor:

0.91

PM Peak Hour begins:

17:00

PM Peak Volume:

327

PM PeaK Hour Factor:

0.80

#### **Total Volume for All Lanes**

#### Tuesday, June 09, 2015

desday, June 05, 2015	<b>,</b>											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	33	15	18	13	25	76	180	249	202	142	137	164
30	17	23	18	24	41	114	264	338	236	142	124	142
45	28	27	19	34	60	130	261	310	186	172	155	156
00	17	25	17	27	46	160	322	272	156	151	134	136
Hr Total	95	90	72	98	172	480	1,027	1,169	780	607	550	598

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	117	142	138	200	253	287	219	114	80	80	45	30
30	148	142	162	182	278	303	176	120	79	69	46	31
45	136	153	181	182	247	306	182	101	76	63	38	33
00	136	145	153	216	248	259	149	82	79	62	48	43
Hr Total	537	582	634	780	1.026	1,155	726	417	314	274	177	137

24 Hour Total:

12,497

AM Peak Hour begins: PM Peak Hour begins:

6:45 17:00 AM Peak Volume: PM Peak Volume: 1,219 1,155 AM Peak Hour Factor: PM PeaK Hour Factor: 0.90 0.94

Start Date:

June 10, 2015

Start Time: Stop Time: 00:00 24:00 Station: ID:

0 0

Stop Date: City:

June 10, 2015 Thonotosassa

County:

Location

US 301 north of Stacy Road

Hillsborough

Northbound Volume for Lane 1

Wednesday, June 10, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	22	13	7	5	6	18	28	50	51	51	40	86
30	14	8	10	10	5	29	36	62	55	40	51	75
45	17	4	6	6	14	32	45	50	51	41	63	60
00	7	8	15	8	13	28	58	65	51	60	65	72
Hr Total	60	33	38	29	38	107	167	227	208	192	219	293

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	79	72	78	100	164	185	195	92	60	37	21	26
30	74	82	80	113	195	220	151	83	53	38	35	18
45	60	87	87	128	182	201	127	76	39	37	20	22
00	84	68	100	185	180	232	123	45	50	32	34	15
Hr Total	297	309	345	526	721	838	596	296	202	144	110	81

24 Hour Total:

6,076

AM Peak Hour begins:

11:00

AM Peak Volume:

293

AM Peak Hour Factor:

0.85

PM Peak Hour begins:

17:15

PM Peak Volume:

848

PM PeaK Hour Factor:

0.91

Southbound Volume for Lane 2

Wednesday June 10, 2015

Hr Total	44	38	28	42	119	388	800	875	506	395	330	355
00	13	14	11	15	35	120	202	188	105	102	71	93
45	11	8	2	4	46	132	244	229	121	78	75	71
30	10	5	5	15	24	80	207	257	121	102	97	90
15	10	11	10	8	14	56	147	201	159	113	87	101
End Time	00	01	02	03	04	05	06	07	08	09	10	11

Hr Total	322	294	290	263	266	322	214	150	105	91	71	54
00	85	61	75	58	59	79	45	42	25	12	17	11
45	84	84	81	55	65	118	51	40	26	26	17	12
30	79	76	83	70	69	66	69	32	20	27	21	2
15	74	73	51	80	73	59	49	36	34	26	16	10
End Time	12	13	14	15	16	17	18	19	20	21	22	23

24 Hour Total:

6,362

AM Peak Hour begins: PM Peak Hour begins:

6:30 12:00 AM Peak Volume: PM Peak Volume: 904 322 AM Peak Hour Factor: PM PeaK Hour Factor: 0.88 0.95

**Total Volume for All Lanes** 

Hr Total	104	71	66	71	157	495	967	1.102	714	587	549	648
00	20	22	26	23	48	148	260	253	156	162	136	165
45	28	12	8	10	60	164	289	279	172	119	138	131
30	24	13	15	25	29	109	243	319	176	142	148	165
15	32	24	17	13	20	74	175	251	210	164	127	187
End Time	00	01	02	03	04	05	06	07	80	09	10	11

Hr Total	619	603	635	789	987	1,160	810	446	307	235	181	135
00	169	129	175	243	239	311	168	87	75	44	51	26
45	144	171	168	183	247	319	178	116	65	63	37	34
30	153	158	163	183	264	286	220	115	73	65	56	39
15	153	145	129	180	237	244	244	128	94	63	37	36
End Time	12	13	14	15	16	17	18	19	20	21	22	23

24 Hour Total:

12,438

AM Peak Hour begins: PM Peak Hour begins:

6:30 17:00

AM Peak Volume: PM Peak Volume:

1,119 1,160 AM Peak Hour Factor: PM PeaK Hour Factor:

0.88 0.91

Start Date: Stop Date: June 11, 2015

Start Time: Stop Time: 00:00 24:00 Station:

0

City: Location June 11, 2015 Thonotosassa

US 301 north of Stacy Road

County:

Hillsborough

ID:

0

Northbound Volume for Lane 1

Thursday, June 11, 2015

,									T			
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	17	7	9	9	24	25	48	68	53	56	78
30	19	11	8	3	5	23	37	58	56	53	80	62
45	11	6	5	9	16	50	34	55	64	71	80	77
00	8	8	9	16	11	20	56	51	52	80	76	68
Hr Total	45	42	29	37	41	117	152	212	240	257	292	285

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	65	93	78	115	182	213	181	97	57	58	36	21
30	88	65	89	116	200	244	171	71	63	48	36	23
45	90	53	86	130	180	194	120	59	64	40	25	21
00	55	89	101	154	180	215	105	45	40	47	21	20
Hr Total	298	300	354	515	742	866	577	272	224	193	118	85

24 Hour Total:

6,293

AM Peak Hour begins:

10:15

AM Peak Volume:

314

AM Peak Hour Factor:

0.98

PM Peak Hour begins:

17:00

PM Peak Volume:

866

PM PeaK Hour Factor:

0.89

Southbound Volume for Lane 2

Thursday June 11 2015

nursday, June 11, 201	3			-20								
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	8	7	12	15	57	155	217	156	108	87	84
30	8	7	4	13	23	85	225	245	152	82	75	96
45	6	14	8	13	34	110	238	225	128	101	71	75
00	6	15	14	12	31	125	215	148	107	97	101	79
Hr Total	26	44	33	50	103	377	833	835	543	388	334	334

00 Hr Total	81 315	95 <b>283</b>	286	330	277	298	208	161	113	93	103	58
The state of the s	_		65	92	64	58	42	39	31	14	21	15
45	85	68	63	68	70	87	46	28	25	28	33	12
30	72	64	79	92	72	88	49	46	35	27	31	21
15	77	56	79	78	71	65	71	48	22	24	18	10
End Time	12	13	14	15	16	17	18	19	20	21	22	23

24 Hour Total:

6,425

AM Peak Hour begins: PM Peak Hour begins:

6:30 15:00 AM Peak Volume: PM Peak Volume:

915 330

1,119

1,164

AM Peak Hour Factor: PM PeaK Hour Factor: 0.93 0.90

**Total Volume for All Lanes** 

Thursday, June 11, 2015

Hr Total	71	86	62	87	144	494	985	1,047	783	645	626	619
00	14	23	23	28	42	145	271	199	159	177	177	147
45	17	20	13	22	50	160	272	280	192	172	151	152
30	27	18	12	16	28	108	262	303	208	135	155	158
15	13	25	14	21	24	81	180	265	224	161	143	162
End Time	00	01	02	03	04	05	06	07	08	09	10	11

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	142	149	157	193	253	278	252	145	79	82	54	31
30	160	129	168	208	272	332	220	117	98	75	67	44
45	175	121	149	198	250	281	166	87	89	68	58	33
00	136	184	166	246	244	273	147	84	71	61	42	35
Hr Total	613	583	640	845	1,019	1,164	785	433	337	286	221	143

24 Hour Total:

12,718

6:45 AM Peak Hour begins: 17:00 PM Peak Hour begins:

AM Peak Volume: PM Peak Volume: AM Peak Hour Factor: PM PeaK Hour Factor:

0.92 0.88

US 301 at McIntosh Road

Start Date:

June 9, 2015

Start Time: Stop Time:

00:00

Station:

0

Stop Date: City:

June 11, 2015

Thonotosassa

County:

24:00 Hillsborough ID:

Location

US 301 south of McIntosh Road

Northbound Volume for Lane 1

3-Day Average

3-Day Average												
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	17	13	8	7	7	20	27	44	58	52	53	75
30	15	11	9	6	7	26	33	62	60	53	59	62
45	14	7	8	8	15	36	35	65	57	52	64	67
00	8	10	10	9	15	26	37	64	56	73	73	65
Hr Total	54	41	35	30	43	108	132	236	231	230	249	270

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	63	72	81	106	163	198	185	85	58	43	31	24
30	68	72	81	110	192	221	144	74	55	44	30	20
45	70	71	88	124	170	205	129	74	58	38	25	24
00	76	74	93	152	172	213	112	47	47	38	26	23
Hr Total	277	289	343	492	698	838	571	281	218	163	112	91

24 Hour Total:

6,029

AM Peak Hour begins:

10:45

AM Peak Volume:

277 838 AM Peak Hour Factor:

0.92

PM Peak Hour begins:

17:00

PM Peak Volume:

PM PeaK Hour Factor:

0.95

Southbound Volume for Lane 2

3-Day Average

Hr Total	33	36	31	54	111	387	832	855	531	375	314	327
00	10	9	12	16	31	128	227	169	104	100	86	76
45	11	11	6	16	38	118	234	229	116	86	74	75
30	5	8	4	14	28	82	219	243	162	92	76	85
15	8	8	9	8	13	59	153	214	149	97	77	91
End Time	00	01	02	03	04	05	06	07	08	09	10	11

Hr Total	299	286	286	293	282	298	214	144	105	97	76	46
00	70	79	75	76	73	60	51	28	27	21	18	10
45	85	72	70	70	60	79	43	28	27	22	19	11
30	75	66	73	78	74	84	55	43	26	21	20	16
15	70	69	67	70	74	75	65	45	26	32	19	9
End Time	12	13	14	15	16	17	18	19	20	21	22	2

24 Hour Total:

6,311

AM Peak Hour begins: PM Peak Hour begins:

6:30 16:45

PM Peak Volume:

AM Peak Volume:

918

AM Peak Hour Factor: PM PeaK Hour Factor: 0.94 0.92

Total Volume for All Lanes

Day Average												
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	25	21	17	15	20	79	180	258	207	150	130	166
30	20	19	13	20	35	108	251	305	223	145	135	147
45	25	17	14	24	53	153	269	294	173	138	138	142
00	18	19	22	25	45	154	263	233	160	173	159	141
Hr Total	88	77	66	84	154	495	964	1,091	762	606	563	596

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	133	140	148	176	238	273	250	130	84	75	50	33
30	143	138	155	187	267	306	199	118	81	65	50	35
45	155	144	158	194	230	284	172	102	85	60	43	35
00	146	153	168	228	245	273	163	75	73	59	45	33
Hr Total	577	575	629	785	979	1,135	784	424	324	259	188	137

24 Hour Total:

AM Peak Hour begins:

PM Peak Hour begins:

12,340

6:45 17:00 AM Peak Volume: PM Peak Volume:

1,121 1,135 AM Peak Hour Factor: PM PeaK Hour Factor: 0.92 0.93

Start Date: Stop Date:

June 9, 2015 June 9, 2015 Start Time: Stop Time: 00:00 24:00 Station: ID:

0

City:

Thonotosassa

County:

Hillsborough

US 301 south of McIntosh Road Location

Northbound Volume for Lane 1

Tuesday, June 09, 2015

Hr Total	59	47	38	26	48	106	132	286	253	252	247	250
00	7	13	7	6	17	28	31	82	67	69	68	57
45	16	14	14	9	22	21	32	83	54	68	71	69
30	15	10	7	5	5	33	43	74	66	59	48	47
15	21	10	10	6	4	24	26	47	66	56	60	77
End Time	00	01	02	03	04	05	06	07	08	09	10	11

Hr Total	252	275	352	475	718	843	517	271	180	154	110	99
00	73	63	92	142	184	211	121	50	49	36	25	30
45	62	85	97	109	176	211	121	74	53	41	29	22
30	59	68	77	113	192	213	122	70	36	42	24	2
15	58	59	86	111	166	208	153	77	42	35	32	23
End Time	12	13	14	15	16	17	18	19	20	21	22	23

24 Hour Total:

5,990

AM Peak Hour begins: PM Peak Hour begins:

7:15 17:00 AM Peak Volume: PM Peak Volume: 305 843 AM Peak Hour Factor: PM PeaK Hour Factor: 0.92 0.99

Southbound Volume for Lane 2

Tuesday, June 09, 2015

Hr Total	34	43	35	78	115	387	856	900	554	352	276	320
00	9	14	10	23	27	130	252	188	107	108	78	68
45	13	10	10	29	38	116	235	245	117	76	68	73
30	3	11	6	19	36	82	218	240	181	90	64	90
15	9	8	9	7	14	59	151	227	149	78	66	89
End Time	00	01	02	03	04	05	06	07	08	09	10	11

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	62	69	68	73	80	77	47	41	34	45	22	12
30	79	72	80	70	73	86	59	44	29	24	13	11
45	75	71	80	70	52	81	38	34	28	25	14	12
00	65	72	61	64	68	63	51	27	30	23	16	7
Hr Total	281	284	289	277	273	307	195	146	121	117	65	42

24 Hour Total:

6,347

AM Peak Hour begins: PM Peak Hour begins: 6:45 16:45 AM Peak Volume: PM Peak Volume: 964 312 AM Peak Hour Factor: PM PeaK Hour Factor: 0.96 0.91

**Total Volume for All Lanes** 

sday, June 09, 2015	)											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	30	18	19	13	18	83	177	274	215	134	126	166
30	18	21	13	24	41	115	261	314	247	149	112	137
45	29	24	24	38	60	137	267	328	171	144	139	142
00	16	27	17	29	44	158	283	270	174	177	146	125
Hr Total	93	90	73	104	163	493	988	1,186	807	604	523	570

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	120	128	154	184	246	285	200	118	76	80	54	35
30	138	140	157	183	265	299	181	114	65	66	37	32
45	137	156	177	179	228	292	159	108	81	66	43	34
00	138	135	153	206	252	274	172	77	79	59	41	40
Hr Total	533	559	641	752	991	1,150	712	417	301	271	175	141

24 Hour Total:

12,337

AM Peak Hour begins: PM Peak Hour begins:

6:45 17:00

AM Peak Volume: PM Peak Volume: 1,199 1,150 AM Peak Hour Factor: PM PeaK Hour Factor: 0.91 0.96

Start Date: Stop Date: June 10, 2015

June 10, 2015

Start Time: Stop Time: 00:00 24:00 Station: ID:

0 0

City:

Thonotosassa

County:

Hillsborough

US 301 south of McIntosh Road Location

Northbound Volume for Lane 1

Wednesday, June 10, 2015

,												
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	20	12	6	4	6	15	31	44	48	43	38	80
30	16	12	11	9	6	23	26	61	51	45	54	72
45	15	1	5	8	10	39	41	54	50	37	58	62
00	7	9	17	8	16	24	38	61	59	56	61	73
Hr Total	58	34	39	29	38	101	136	220	208	181	211	287

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	69	72	73	101	155	185	202	91	74	37	25	28
30	74	79	76	106	180	202	149	78	72	40	30	19
45	55	82	90	129	164	205	129	85	51	30	20	23
00	89	75	95	172	169	225	106	49	51	35	34	16
Hr Total	287	308	334	508	668	817	586	303	248	142	109	86

24 Hour Total:

5,938

AM Peak Hour begins:

11:00

AM Peak Volume:

287

AM Peak Hour Factor:

0.90

PM Peak Hour begins:

17:15

PM Peak Volume:

834

PM PeaK Hour Factor:

0.93

Southbound Volume for Lane 2

V	lednesday, June 10, 2	015						
	End Time	00	01	02	03	04	05	
	15	13	8	11	8	13	63	Т
	30	7	5	5	14	25	81	Т

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	8	11	8	13	63	152	203	142	103	80	102
30	7	5	5	14	25	81	216	249	152	101	88	75
45	9	12	1	6	47	130	227	223	104	86	75	75
00	16	8	13	14	35	124	211	170	94	100	78	90
Hr Total	45	33	30	42	120	398	806	845	492	390	321	342

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	71	81	61	60	72	79	67	40	17	23	17	7
30	72	71	65	70	73	81	59	41	23	14	22	12
45	92	80	59	67	61	73	43	25	24	16	19	10
00	70	71	100	68	86	62	53	23	24	30	18	11
Hr Total	305	303	285	265	292	295	222	129	88	83	76	40

24 Hour Total:

6,247

AM Peak Hour begins: PM Peak Hour begins:

6:30 16:45

AM Peak Volume: PM Peak Volume: 890 319 AM Peak Hour Factor: PM PeaK Hour Factor: 0.89 0.93

**Total Volume for All Lanes** 

iesday, June 10, 2	015											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	33	20	17	12	19	78	183	247	190	146	118	182
30	23	17	16	23	31	104	242	310	203	146	142	147
45	24	13	6	14	57	169	268	277	154	123	133	137
00	23	17	30	22	51	148	249	231	153	156	139	163
Hr Total	103	67	69	71	158	499	942	1.065	700	571	532	629

Hr Total	592	611	619	773	960	1,112	808	432	336	225	185	126
00	159	146	195	240	255	287	159	72	75	65	52	27
45	147	162	149	196	225	278	172	110	75	46	39	33
30	146	150	141	176	253	283	208	119	95	54	52	31
15	140	153	134	161	227	264	269	131	91	60	42	35
End Time	12	13	14	15	16	17	18	19	20	21	22	23

24 Hour Total:

12,185

AM Peak Hour begins: PM Peak Hour begins:

6:45 17:15

AM Peak Volume: PM Peak Volume:

1,083 1,117

AM Peak Hour Factor: PM PeaK Hour Factor: 0.87 0.97

Start Date: Stop Date: June 11, 2015

June 11, 2015

Start Time: Stop Time: County:

00:00 24:00 Station: ID:

0 0

City: Location Thonotosassa

US 301 south of McIntosh Road

Hillsborough

Northbound Volume for Lane 1

Thursday, June 11, 2015

,,										_		_
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	17	8	11	10	22	25	41	59	58	62	69
30	15	12	9	3	9	21	29	52	64	54	75	67
45	11	5	6	8	13	47	32	58	68	52	62	70
00	10	7	6	13	11	27	41	50	42	94	89	66
Hr Total	46	41	29	35	43	117	127	201	233	258	288	272

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	63	84	83	106	169	202	200	87	58	56	35	20
30	71	68	91	110	205	249	162	75	58	50	36	19
45	93	47	77	134	170	198	137	63	71	43	25	27
00	66	84	92	142	163	204	110	43	40	43	20	21
Hr Total	293	283	343	492	707	853	609	268	227	192	116	87

24 Hour Total:

AM Peak Hour begins:

6,160

AM Peak Volume:

295

AM Peak Hour Factor:

0.83

PM Peak Hour begins:

10:15 17:00

PM Peak Volume:

853

PM PeaK Hour Factor:

0.86

Southbound Volume for Lane 2

Thursday June 11, 2015

Hr Total	21	32	28	43	97	375	834	821	547	384	345	318
00	4	6	13	10	30	129	217	148	110	92	103	70
45	10	10	7	13	30	107	239	220	126	95	80	77
30	5	7	2	10	24	84	222	240	154	86	77	90
15	2	9	6	10	13	55	156	213	157	111	85	81
End Time	00	01	02	03	04	05	06	07	08	09	10	11

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	76	56	72	77	71	68	81	53	26	28	18	8
30	73	55	75	93	77	86	46	45	26	25	25	24
45	87	66	71	72	67	83	48	25	29	26	23	12
00	76	94	65	95	65	54	49	33	26	11	21	12
Hr Total	312	271	283	337	280	291	224	156	107	90	87	56

24 Hour Total:

6,339

AM Peak Hour begins: PM Peak Hour begins:

6:30 15:00

AM Peak Volume: PM Peak Volume: 909 337 AM Peak Hour Factor: PM PeaK Hour Factor: 0.95 0.89

**Total Volume for All Lanes** 

Thursday, June 11, 2015

rsday, June 11, 201	ວ											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	26	14	21	23	77	181	254	216	169	147	150
30	20	19	11	13	33	105	251	292	218	140	152	157
45	21	15	13	21	43	154	271	278	194	147	142	147
00	14	13	19	23	41	156	258	198	152	186	192	136
Hr Total	67	73	57	78	140	492	961	1,022	780	642	633	590

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	139	140	155	183	240	270	281	140	84	84	53	28
30	144	123	166	203	282	335	208	120	84	75	61	43
45	180	113	148	206	237	281	185	88	100	69	48	39
00	142	178	157	237	228	258	159	76	66	54	41	33
Hr Total	605	554	626	829	987	1,144	833	424	334	282	203	143

24 Hour Total:

12,499

AM Peak Hour begins: PM Peak Hour begins:

6:45 17:15

AM Peak Volume: PM Peak Volume: 1,082 1,155 AM Peak Hour Factor: PM PeaK Hour Factor: 0.93 0.86

 Start Date:
 June 9, 2015
 Start Time:
 00:00
 Station:
 0

 Stop Date:
 June 11, 2015
 Stop Time:
 24:00
 ID:
 0

City: Thonotosassa County: Hillsborough

Location McIntosh Road south (east) of US 301

## Northbound Volume for Lane 1

D												
Day Average End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	2	1	1	2	13	20	18	12	11	12
30	1	0	1	1	2	6	9	20	17	11	12	8
45	1	2	1	3	1	7	13	20	14	15	12	15
				-			1-			T	_	

50

21

81

58

48

43

46

Hr Total	52	57	56	59	79	93	70	41	36	22	17	10
00	16	15	15	18	21	21	12	8	8	5	2	1
45	10	15	12	15	21	21	22	9	6	5	4	3
30	10	15	16	14	22	28	17	8	10	5	6	3
15	16	12	14	12	15	23	18	15	11	6	6	3
End Time	12	13	14	15	16	17	18	19	20	21	22	23

24 Hour Total: 963

Hr Total

AM Peak Hour begins: 7:00 AM Peak Volume: 81 AM Peak Hour Factor: 0.94 PM Peak Hour begins: 16:30 PM Peak Volume: 93 PM PeaK Hour Factor: 0.84

#### Southbound Volume for Lane 2

/ Average												
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	1	2	2	2	5	13	16	10	9	9
30	3	3	1	1	2	5	15	15	11	12	13	10
45	2	2	0	0	2	7	15	17	13	14	12	11
00	1	1	0	1	1	5	15	14	10	10	10	10
Hr Total	6	6	2	5	7	19	50	59	51	45	44	40

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	11	14	15	10	16	25	23	14	11	9	3	7
30	9	10	10	19	17	27	12	11	16	7	7	3
45	11	10	17	15	26	27	13	12	10	7	4	1
00	14	9	16	17	19	24	13	10	11	5	3	2
Hr Total	45	44	58	61	78	103	62	47	48	29	17	13

24 Hour Total: 938

 AM Peak Hour begins:
 7:15
 AM Peak Volume:
 62
 AM Peak Hour Factor:
 0.91

 PM Peak Hour begins:
 17:00
 PM Peak Volume:
 103
 PM PeaK Hour Factor:
 0.94

## Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	2	3	3	3	4	18	33	33	22	20	21
30	4	3	2	2	5	10	24	35	29	22	25	18
45	2	4	2	4	3	14	28	37	28	29	24	26
00	2	1	2	2	2	12	30	35	19	21	19	20
Hr Total	10	10	8	11	12	40	99	140	108	93	87	86

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	26	26	28	21	31	48	42	29	22	15	9	10
30	19	25	26	33	39	54	29	19	26	12	13	6
45	21	25	29	31	47	48	35	21	16	13	8	5
00	30	24	31	35	40	45	25	19	19	10	5	3
Hr Total	97	100	115	120	157	196	131	88	83	50	34	23

24 Hour Total: 1,901

 AM Peak Hour begins:
 7:15
 AM Peak Volume:
 141
 AM Peak Hour Factor:
 0.94

 PM Peak Hour begins:
 17:00
 PM Peak Volume:
 196
 PM PeaK Hour Factor:
 0.90

Start Date: Stop Date: June 9, 2015

Start Time: Stop Time: 00:00

Station:

0

City:

June 9, 2015 Thonotosassa

24:00

County:

Hillsborough

ID:

0

Location

McIntosh Road south (east) of US 301

Northbound Volume for Lane 1

Tuesday, June 09, 2015

End Time	00	01	02	03	04	05	06	07	80	09	10	11
15	3	2	1	1	1	2	12	19	20	14	8	7
30	0	1	2	3	3	7	6	20	23	10	15	13
45	2	1	1	4	1	5	14	20	8	15	10	17
00	0	1	3	1	0	6	18	22	9	9	10	7
Hr Total	5	5	7	9	5	20	50	81	60	48	43	44

Hr Total	11	40	50	61	82	02	74	12	33	26	16	15
00	11	13	10	21	27	22	14	6	9	6	1	1
45	4	16	11	16	18	17	19	9	6	6	5	7
30	16	14	14	12	24	33	23	10	8	5	6	3
15	10	6	15	12	13	20	18	17	10	9	4	4
End Time	12	13	14	15	16	17	18	19	20	21	22	23

24 Hour Total:

958

7:30

AM Peak Volume:

85

AM Peak Hour Factor:

0.92

AM Peak Hour begins: PM Peak Hour begins:

16:30

PM Peak Volume:

98

PM PeaK Hour Factor:

0.74

Southbound Volume for Lane 2

Tuesday, June 09, 2015

esuay, Julie 03, 2013												
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	0	5	4	1	4	11	15	13	7	8
30	3	1	1	0	3	3	16	14	14	10	9	5
45	2	4	0	0	3	8	14	18	18	10	13	14
00	2	0	0	2	3	8	13	9	8	13	17	7
Hr Total	7	6	1	7	13	20	47	52	55	46	46	34

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	11	11	16	6	15	26	21	15	7	5	5	7
30	5	6	11	13	21	31	15	9	12	4	9	4
45	6	12	20	19	28	27	15	13	10	9	3	2
00	19	11	11	16	15	26	14	10	11	7	3	0
Hr Total	41	40	58	54	79	110	65	47	40	25	20	13

24 Hour Total:

926

AM Peak Hour begins: PM Peak Hour begins:

6:45 17:00

AM Peak Volume: PM Peak Volume:

56 110 AM Peak Hour Factor: PM PeaK Hour Factor: 0.78 0.89

uesday, June 09, 2015												
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	3	1	6	5	3	16	30	35	27	15	15
30	3	2	3	3	6	10	22	34	37	20	24	18
45	4	5	1	4	4	13	28	38	26	25	23	31
00	2	1	3	3	3	14	31	31	17	22	27	14
Hr Total	12	11	8	16	18	40	97	133	115	94	89	78

**Total Volume for All Lanes** 

Hr Total	82	89	108	115	161	202	139	89	73	51	36	28
00	30	24	21	37	42	48	28	16	20	13	4	1
45	10	28	31	35	46	44	34	22	16	15	8	9
30	21	20	25	25	45	64	38	19	20	9	15	7
15	21	17	31	18	28	46	39	32	17	14	9	11
End Time	12	13	14	15	16	17	18	19	20	21	22	23

24 Hour Total:

1,884

AM Peak Hour begins: PM Peak Hour begins:

7:30 17:00

AM Peak Volume: PM Peak Volume: 141 202 AM Peak Hour Factor: PM PeaK Hour Factor: 0.93 0.79

Start Date:

June 10, 2015

June 10, 2015

Start Time: Stop Time: 00:00 24:00

Station: ID:

0 0

Stop Date: City:

Thonotosassa

County:

Location

Hillsborough

McIntosh Road south (east) of US 301

#### Northbound Volume for Lane 1

Wednesday, June 10, 2015
--------------------------

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	0	1	0	1	10	23	14	10	12	18
30	1	0	1	1	3	4	13	19	14	13	9	5
45	0	2	3	3	1	10	9	21	19	10	11	13
00	5	0	1	0	2	8	17	22	3	9	5	13
Hr Total	6	3	5	5	6	23	49	85	50	42	37	49

Hr Total	56	58	74	60	71	94	68	39	24	18	21	8
00	14	18	25	17	23	21	13	7	7	1	3	1
45	15	13	18	15	21	27	21	10	5	6	4	2
30	8	16	15	16	17	25	15	6	6	5	6	3
15	19	11	16	12	10	21	19	16	6	6	8	2
End Time	12	13	14	15	16	17	18	19	20	21	22	23

24 Hour Total:

951

AM Peak Hour begins:

7:00

AM Peak Volume:

85

AM Peak Hour Factor:

0.92

PM Peak Hour begins:

16:45

PM Peak Volume:

96

PM PeaK Hour Factor:

0.89

#### Southbound Volume for Lane 2

## Wednesday, June 10, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	1	2	1	2	3	6	14	17	4	8	12
30	3	3	1	0	1	5	14	18	8	9	15	15
45	2	1	0	1	1	7	19	15	14	13	10	10
00	0	1	0	1	0	4	16	12	7	10	4	10
Hr Total	8	6	3	3	4	19	55	59	46	36	37	47

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	12	16	14	13	17	23	23	17	16	9	3	5
30	16	17	9	21	16	25	12	10	19	7	8	3
45	14	7	10	15	20	31	11	8	14	7	4	0
00	15	8	19	15	22	20	9	9	17	3	3	2
Hr Total	57	48	52	64	75	99	55	44	66	26	18	10

24 Hour Total:

937

AM Peak Hour begins: PM Peak Hour begins: 6:30

AM Peak Volume:

67

AM Peak Hour Factor:

0.88

16:45

PM Peak Volume:

101

PM PeaK Hour Factor:

0.81

#### **Total Volume for All Lanes**

## Wednesday, June 10, 2015

End Time	00	01	02	03	04	05	06	07	80	09	10	11
15	3	2	2	2	2	4	16	37	31	14	20	30
30	4	3	2	1	4	9	27	37	22	22	24	20
45	2	3	3	4	2	17	28	36	33	23	21	23
00	5	1	1	1	2	12	33	34	10	19	9	23
Hr Total	14	9	8	8	10	42	104	144	96	78	74	96

Hr Total	113	106	126	124	146	193	123	83	90	44	39	18
00	29	26	44	32	45	41	22	16	24	4	6	3
45	29	20	28	30	41	58	32	18	19	13	8	2
30	24	33	24	37	33	50	27	16	25	12	14	6
15	31	27	30	25	27	44	42	33	22	15	11	7
End Time	12	13	14	15	16	17	18	19	20	21	22	23

24 Hour Total:

1,888

AM Peak Hour begins: PM Peak Hour begins: 7:00 16:45

AM Peak Volume: PM Peak Volume: 144 197 AM Peak Hour Factor: PM PeaK Hour Factor: 0.97 0.85

Start Date:

June 11, 2015

Start Time: Stop Time: 00:00 24:00 Station:

Stop Date:

June 11, 2015

City:

Thonotosassa

County:

0 0 ID:

Hillsborough

McIntosh Road south (east) of US 301 Location

#### Northbound Volume for Lane 1

Thursday, June 11, 2015

, aay, + =, =	-											1
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	5	0	1	2	16	17	19	11	14	12
30	2	0	0	0	1	6	8	20	15	9	11	7
45	0	3	0	3	1	6	15	20	16	19	14	15
00	0	1	1	2	1	6	11	21	13	15	11	10
Hr Total	2	4	6	5	4	20	50	78	63	54	50	44

Hr Total	60	63	45	56	83	92	67	41	50	21	14	7
00	23	15	9	16	13	21	9	12	9	8	2	1
45	12	16	7	15	25	18	26	7	7	4	2	1
30	7	14	19	14	24	25	14	9	17	6	5	3
15	18	18	10	11	21	28	18	13	17	3	5	2
End Time	12	13	14	15	16	17	18	19	20	21	22	23

24 Hour Total:

979

7:15

AM Peak Volume:

80

AM Peak Hour Factor:

0.95

AM Peak Hour begins: PM Peak Hour begins:

17:00

PM Peak Volume:

92

PM PeaK Hour Factor:

0.82

## Southbound Volume for Lane 2

Thursday, June 11, 2015

Hr Total	3	7	2	4	5	19	47	66	51	54	48	39
00	0	1	0	1	1	4	15	20	16	6	9	14
45	1	0	1	0	1	6	12	18	8	19	13	10
30	2	4	0	2	3	6	14	14	12	16	15	9
15	0	2	1	1	0	3	6	14	15	13	11	6
End Time	00	01	02	03	04	05	06	07	80	09	10	11

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	9	15	14	10	17	26	26	9	9	13	2	9
30	6	8	11	23	15	24	9	14	16	10	4	2
45	13	12	22	12	29	24	13	15	7	6	5	2
00	8	8	18	21	19	26	17	12	5	6	3	3
Hr Total	36	43	65	66	80	100	65	50	37	35	14	16

24 Hour Total:

952

AM Peak Hour begins: PM Peak Hour begins:

7:15 17:00 AM Peak Volume: PM Peak Volume:

67 100 AM Peak Hour Factor: PM PeaK Hour Factor: 0.84 0.96

#### **Total Volume for All Lanes**

Thursday, June 11, 2015

lursday, June 11, 201	J											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	2	6	1	1	5	22	31	34	24	25	18
30	4	4	0	2	4	12	22	34	27	25	26	16
45	1	3	1	3	2	12	27	38	24	38	27	25
00	0	2	1	3	2	10	26	41	29	21	20	24
Hr Total	5	11	8	9	9	39	97	144	114	108	98	83

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	27	33	24	21	38	54	44	22	26	16	7	11
30	13	22	30	37	39	49	23	23	33	16	9	5
45	25	28	29	27	54	42	39	22	14	10	7	3
00	31	23	27	37	32	47	26	24	14	14	5	4
Hr Total	96	106	110	122	163	192	132	91	87	56	28	23

24 Hour Total:

1,931 7:15 17:00

AM Peak Hour begins: PM Peak Hour begins:

AM Peak Volume: PM Peak Volume:

147 192 AM Peak Hour Factor: PM PeaK Hour Factor: 0.90 0.89

 Start Date:
 June 9, 2015
 Start Time:
 00:00
 Station:
 0

 Stop Date:
 June 11, 2015
 Stop Time:
 24:00
 ID:
 0

City: Thonotosassa County: Hillsborough

Location US 301 north of McIntosh Road

## Northbound Volume for Lane 1

3 D	21/	Ave	ra	~	_
3-D	av	AVE	ara.	u	e

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	14	9	7	8	22	38	53	61	57	60	81
30	16	9	9	6	8	30	37	73	69	58	67	68
45	12	7	10	11	15	36	41	71	65	63	71	73
00	8	10	12	9	16	33	46	66	51	75	77	72
Hr Total	53	41	39	33	47	122	162	263	246	253	275	294

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	69	75	86	114	174	204	185	90	61	46	33	23
30	78	80	92	116	203	233	154	75	59	44	30	20
45	72	81	91	132	182	216	141	79	55	42	25	27
00	84	85	101	168	189	221	114	49	45	41	27	23
Hr Total	304	321	370	531	749	875	594	292	220	173	115	94

24 Hour Total: 6,463

 AM Peak Hour begins:
 10:45
 AM Peak Volume:
 299
 AM Peak Hour Factor:
 0.92

 PM Peak Hour begins:
 17:00
 PM Peak Volume:
 875
 PM PeaK Hour Factor:
 0.94

#### Southbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	9	9	11	16	61	158	216	155	108	83	95
30	8	9	5	13	30	92	231	247	163	95	85	85
45	11	14	6	17	38	120	244	235	116	106	80	80
00	9	6	11	17	34	135	232	170	105	90	93	75
Hr Total	34	38	31	58	118	407	865	868	539	399	341	335

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	74	72	74	78	82	76	74	48	27	35	21	13
30	82	69	82	90	85	102	52	46	31	26	20	17
45	93	77	76	77	74	83	50	36	33	26	21	12
00	73	80	81	87	88	69	54	34	29	24	16	9
Hr Total	322	298	313	331	329	331	230	164	120	111	78	51

24 Hour Total: 6,712

 AM Peak Hour begins:
 6:30
 AM Peak Volume:
 939
 AM Peak Hour Factor:
 0.95

 PM Peak Hour begins:
 16:45
 PM Peak Volume:
 349
 PM Peak Hour Factor:
 0.85

## Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	22	23	18	18	24	83	195	269	216	165	143	176
30	24	18	14	19	38	122	268	320	232	153	152	153
45	24	22	15	28	53	156	284	306	181	170	150	153
00	17	16	23	26	50	168	279	236	156	165	170	147
Hr Total	87	79	70	92	165	529	1,027	1,131	785	652	616	629

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	144	147	160	192	256	281	259	138	87	81	54	36
30	160	149	174	206	289	335	206	121	90	69	50	37
45	166	158	167	209	256	299	191	114	88	68	46	39
00	156	165	182	254	277	291	168	83	74	65	43	33
Hr Total	626	620	683	862	1.078	1,205	825	456	340	283	193	144

24 Hour Total: 13,176

AM Peak Hour begins: 6:45 AM Peak Volume: 1,173 AM Peak Hour Factor: 0.92 PM Peak Hour begins: 17:00 PM Peak Volume: 1,205 PM Peak Hour Factor: 0.90

Start Date: Stop Date: June 9, 2015 June 9, 2015 Start Time: Stop Time:

00:00 24:00 Station: ID:

0

City:

Thonotosassa

County:

Hillsborough

US 301 north of McIntosh Road Location

Northbound Volume for Lane 1

Tuesday,	June	09.	20	15

acoddy, odilo oo, zolo	•											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	24	13	10	6	5	26	35	51	65	60	61	78
30	14	9	9	6	10	34	43	80	76	67	57	55
45	14	13	15	15	21	24	40	83	56	75	78	74
00	5	16	10	6	20	32	47	57	45	68	74	65
Hr Total	57	51	44	33	56	116	165	271	242	270	270	272

Hr Total	264	298	375	525	777	871	553	284	189	170	108	111
00	74	73	99	167	210	218	128	49	47	38	24	35
45	61	95	97	114	190	224	131	76	47	45	29	30
30	75	73	86	120	204	220	138	76	48	43	26	20
15	54	57	93	124	173	209	156	83	47	44	29	26
End Time	12	13	14	15	16	17	18	19	20	21	22	23

24 Hour Total:

6,372

AM Peak Hour begins: PM Peak Hour begins: 10:15

AM Peak Volume:

287

AM Peak Hour Factor:

0.92

17:00

PM Peak Volume:

871

PM PeaK Hour Factor:

0.97

## Southbound Volume for Lane 2

Tuesday, June 09, 2015

day, build bu, more												
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	9	9	16	19	60	167	221	159	87	77	98
30	9	12	10	16	36	97	235	245	187	93	68	79
45	11	20	9	29	40	112	232	241	126	99	77	78
00	8	7	8	26	32	136	256	186	102	89	90	68
Hr Total	36	48	36	87	127	405	890	893	574	368	312	323

Hr Total	298	293	315	317	340	341	209	172	140	126	67	50
00	71	71	62	76	99	79	48	34	36	28	14	11
45	76	68	87	85	69	85	51	37	35	33	18	11
30	82	74	87	81	87	104	54	50	37	27	14	12
15	69	80	79	75	85	73	56	51	32	38	21	16
End Time	12	13	14	15	16	17	18	19	20	21	22	23

24 Hour Total:

6,767

AM Peak Hour begins: PM Peak Hour begins:

6:45 16:45

AM Peak Volume: PM Peak Volume: 963 361 AM Peak Hour Factor: PM PeaK Hour Factor: 0.94 0.87

**Total Volume for All Lanes** 

Tuesday, June 09, 2015

suay, Julie 09, 2013												
End Time	00	01	02	03	04	05	06	07	80	09	10	11
15	32	22	19	22	24	86	202	272	224	147	138	176
30	23	21	19	22	46	131	278	325	263	160	125	134
45	25	33	24	44	61	136	272	324	182	174	155	152
00	13	23	18	32	52	168	303	243	147	157	164	133
Hr Total	93	99	80	120	183	521	1,055	1,164	816	638	582	595

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	123	137	172	199	258	282	212	134	79	82	50	42
30	157	147	173	201	291	324	192	126	85	70	40	32
45	137	163	184	199	259	309	182	113	82	78	47	41
00	145	144	161	243	309	297	176	83	83	66	38	46
Hr Total	562	591	690	842	1.117	1,212	762	456	329	296	175	161

24 Hour Total:

13,139

AM Peak Hour begins: PM Peak Hour begins:

6:45 16:45

AM Peak Volume: PM Peak Volume:

1,224 1,224

AM Peak Hour Factor: PM PeaK Hour Factor: 0.94 0.94

Start Date: Stop Date: June 10, 2015

June 10, 2015

Start Time: Stop Time: 00:00 24:00 Station: ID: 0

City:

Thonotosassa

County:

Hillsborough

0

Location US 301 north of McIntosh Road

#### Northbound Volume for Lane 1

## Wednesday, June 10, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	12	6	3	5	18	40	55	48	47	47	88
30	16	10	9	10	8	30	34	73	59	50	58	75
45	12	2	9	8	10	41	47	66	62	45	70	63
00	12	7	18	8	17	34	49	76	58	58	61	86
Hr Total	55	31	42	29	40	123	170	270	227	200	236	312

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	83	74	79	106	158	183	197	95	65	42	30	28
30	78	91	91	122	187	220	157	76	62	36	26	19
45	66	90	96	136	181	213	136	90	46	36	21	25
00	98	91	109	186	188	234	112	54	43	34	35	15
Hr Total	325	346	375	550	714	850	602	315	216	148	112	87

24 Hour Total:

6,375

AM Peak Hour begins: PM Peak Hour begins: 11:45 17:15 AM Peak Volume: PM Peak Volume:

313 864 AM Peak Hour Factor: PM PeaK Hour Factor:

0.91 0.92

## Southbound Volume for Lane 2

Wednesda	y, June	10, 2015
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Hr Total	41	34	30	45	123	427	840	856	497	407	341	351
00	13	8	14	16	35	140	225	164	95	96	86	81
45	13	14	1	10	46	132	244	232	113	111	78	79
30	7	5	4	12	26	92	228	256	137	92	93	98
15	8	7	11	7	16	63	143	204	152	108	84	93
End Time	00	01	02	03	04	05	06	07	08	09	10	11

Hr Total	354	318	306	308	337	321	233	141	105	91	78	40
00	74	76	100	83	94	62	61	28	26	29	19	7
45	108	85	61	65	75	78	43	27	35	20	15	11
30	84	75	83	87	76	99	54	46	24	17	21	13
15	88	82	62	73	92	82	75	40	20	25	23	9
End Time	12	13	14	15	16	17	18	19	20	21	22	23

24 Hour Total:

6,624

AM Peak Hour begins: PM Peak Hour begins:

6:30 12:00 AM Peak Volume: PM Peak Volume: 929 354 AM Peak Hour Factor: PM PeaK Hour Factor: 0.91 0.82

End Time	00	01	02	03	04	05	06	07	08	09	10	11
Life time							200000000000000000000000000000000000000	C. C			Control of the Contro	
15	23	19	17	10	21	81	183	259	200	155	131	181
30	23	15	13	22	34	122	262	329	196	142	151	173
45	25	16	10	18	56	173	291	298	175	156	148	142
00	25	15	32	24	52	174	274	240	153	154	147	167
Hr Total	96	65	72	74	163	550	1,010	1,126	724	607	577	663

**Total Volume for All Lanes** 

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	171	156	141	179	250	265	272	135	85	67	53	37
30	162	166	174	209	263	319	211	122	86	53	47	32
45	174	175	157	201	256	291	179	117	81	56	36	36
00	172	167	209	269	282	296	173	82	69	63	54	22
Hr Total	679	664	681	858	1.051	1.171	835	456	321	239	190	127

24 Hour Total:

12,999

AM Peak Hour begins: 6:45 PM Peak Hour begins: 17:15

AM Peak Volume: PM Peak Volume: 1,160 1,178 AM Peak Hour Factor: PM PeaK Hour Factor: 0.88

Start Date: Stop Date: June 11, 2015

June 11, 2015

Start Time: 00:00 Stop Time: 24:00

County:

Station: ID:

0 0

City: Location Thonotosassa

US 301 north of McIntosh Road

Northbound Volume for Lane 1

Hillsborough

Thursday.	June	11	2015

,												7
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	18	10	12	13	22	38	52	70	64	71	78
30	18	8	8	3	6	27	35	66	73	58	86	73
45	11	7	5	10	14	44	35	63	76	70	64	82
00	7	8	8	13	11	33	43	66	50	98	97	64
Hr Total	46	41	31	38	44	126	151	247	269	290	318	297

Hr Total	322	320	360	517	755	903	628	278	255	200	124	83
00	79	92	96	150	170	212	102	44	44	50	22	20
45	90	59	79	147	175	211	156	70	73	45	24	26
30	82	76	100	107	219	259	167	72	68	52	38	21
15	71	93	85	113	191	221	203	92	70	53	40	16
End Time	12	13	14	15	16	17	18	19	20	21	22	23

24 Hour Total:

6,643

AM Peak Hour begins: PM Peak Hour begins: 10:45 17:00

AM Peak Volume: PM Peak Volume:

330 903 AM Peak Hour Factor: PM PeaK Hour Factor: 0.85 0.87

Southbound Volume for Lane 2

Thursday, June 11, 2015

Hr Total	25	31	28	43	104	390	864	855	545	422	371	332
00	6	3	11	9	35	128	216	159	117	85	103	76
45	10	9	7	12	27	115	255	233	110	109	84	84
30	7	9	2	11	28	87	230	240	165	99	95	78
15	2	10	8	11	14	60	163	223	153	129	89	94
End Time	00	01	02	03	04	05	06	07	08	09	10	11

Hr Total	315	284	319	369	311	330	249	179	114	115	89	62
00	73	93	80	101	71	67	54	41	25	15	16	10
45	96	78	81	81	79	85	55	43	29	26	30	13
30	80	59	76	101	93	104	49	43	32	33	25	25
15	66	54	82	86	68	74	91	52	28	41	18	14
End Time	12	13	14	15	16	17	18	19	20	21	22	23

24 Hour Total:

6,746

AM Peak Hour begins: PM Peak Hour begins:

6:30 15:00 AM Peak Volume: PM Peak Volume: 934 369

AM Peak Hour Factor: PM PeaK Hour Factor: 0.92 0.91

**Total Volume for All Lanes** 

Thursday, June 11, 2015

ursday, June 11, 201	o .											
End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	28	18	23	27	82	201	275	223	193	160	172
30	25	17	10	14	34	114	265	306	238	157	181	151
45	21	16	12	22	41	159	290	296	186	179	148	166
00	13	11	19	22	46	161	259	225	167	183	200	140
Hr Total	71	72	59	81	148	516	1,015	1,102	814	712	689	629

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	137	147	167	199	259	295	294	144	98	94	58	30
30	162	135	176	208	312	363	216	115	100	85	63	46
45	186	137	160	228	254	296	211	113	102	71	54	39
00	152	185	176	251	241	279	156	85	69	65	38	30
Hr Total	637	604	679	886	1,066	1,233	877	457	369	315	213	145

24 Hour Total:

13,389

AM Peak Hour begins: PM Peak Hour begins:

6:45 17:00

AM Peak Volume: PM Peak Volume:

1,136 1,233 AM Peak Hour Factor: PM PeaK Hour Factor: 0.93 0.85

# 2014 Weekly and Axle Adjustment Factors

2014 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL CATEGORY: 1000 HILLSBOROUGH COUNTYWIDE

WEEK	DATES	SF	MOCF: 0.96 PSCF
1	01/01/2014 - 01/04/2014	1.02	1.06
2	01/05/2014 - 01/11/2014	1.02	1.06
3	01/12/2014 - 01/18/2014	1.02	1.06
4	01/19/2014 - 01/25/2014	1.00	1.04
5	01/26/2014 - 02/01/2014	0.99	1.03
* 6	02/02/2014 - 02/08/2014	0.97	1.01
<b>*</b> 7	02/09/2014 - 02/15/2014	0.96	1.00
* 8	02/16/2014 - 02/22/2014	0.94	0.98
* 9	02/23/2014 - 03/01/2014	0.94	0.98
*10	03/02/2014 - 03/08/2014	0.94	0.98
*11	03/09/2014 - 03/15/2014	0.94	0.98
*12	03/16/2014 - 03/22/2014	0.94	0.98
*13	03/23/2014 - 03/29/2014	0.95 0.96	0.99 1.00
*14	03/30/2014 - 04/05/2014 04/06/2014 - 04/12/2014	0.96	1.00
*15	04/13/2014 - 04/12/2014	0.97	1.01
*16 *17	04/13/2014 - 04/13/2014 04/20/2014 - 04/26/2014	0.98	1.02
*18	04/27/2014 - 04/20/2014	0.99	1.03
19	05/04/2014 - 05/10/2014	1.00	1.04
20	05/11/2014 - 05/17/2014	1.00	1.04
21	05/18/2014 - 05/24/2014	1.01	1.05
22	05/25/2014 - 05/31/2014	1.01	1.05
23	06/01/2014 - 06/07/2014	1.01	1.05
24	06/08/2014 - 06/14/2014	1.01	1.05
25	06/15/2014 - 06/21/2014	1.01	1.05
26	06/22/2014 - 06/28/2014	1.02	1.06
27	06/29/2014 - 07/05/2014	1.03	1.07
28	07/06/2014 - 07/12/2014	1.04	1.08
29	07/13/2014 - 07/19/2014	1.06	1.10
30	07/20/2014 - 07/26/2014	1.05	1.09
31	07/27/2014 - 08/02/2014	1.04	1.08
32	08/03/2014 - 08/09/2014	1.04	1.08
33	08/10/2014 - 08/16/2014	1.03	1.07 1.06
34	08/17/2014 - 08/23/2014	1.02 1.02	1.06
35	08/24/2014 - 08/30/2014 08/31/2014 - 09/06/2014	1.02	1.07
36 37	09/07/2014 - 09/13/2014	1.03	1.07
38	09/14/2014 - 09/20/2014	1.03	1.07
39	09/21/2014 - 09/27/2014	1.02	1.06
40	09/28/2014 - 10/04/2014	1.01	1.05
41	10/05/2014 - 10/11/2014	1.00	1.04
42	10/12/2014 - 10/18/2014	0.99	1.03
43	10/19/2014 - 10/25/2014	0.99	1.03
44	10/26/2014 - 11/01/2014	1.00	1.04
45	11/02/2014 - 11/08/2014	1.01	1.05
46	11/09/2014 - 11/15/2014	1.02	1.06
47	11/16/2014 - 11/22/2014	1.03	1.07
48	11/23/2014 - 11/29/2014	1.02	1.06
49	11/30/2014 - 12/06/2014	1.02	1.06
50	12/07/2014 - 12/13/2014	1.02	1.06
51	12/14/2014 - 12/20/2014	1.02	1.06
52	12/21/2014 - 12/27/2014	1.02	1.06
53	12/28/2014 - 12/31/2014	1.02	1.06

<sup>\*</sup> PEAK SEASON

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Ň	H H	WEENLY	AALE	FACIOR	ZOI4 WEENLI AALE FACIOR CAIEGORI REFORI - KEFORI	スロアンス	I	KEFOKI
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2014 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

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COUNTY: 10	EK DATE	1/01/2014	01/05/2014 -	1/19/2014	1/26/2014	2/02/2014	2/16/2014	2/23/2014	3/02/2014	3/09/2014 3/16/2014	3/23/2014	3/30/2014	4/06/2014	4/13/2014	4/20/2014	5/04/2014	5/11/2014	5/18/2014	5/25/2014	6/08/2014	6/15/2014	6/22/2014	6/29/2014	7/13/2014	7/20/2014	7/27/2014	8/03/2014	8/17/2014	8/24/2014	8/31/2014	9/0//2014	9/21/2014	9/28/2014	0/05/2014	0/19/2014	0/26/2014	1/02/2014	1/09/2014	1/23/2014	1/30/2014	2/07/2014	2/14/2014 2/21/2014	2/28/2014	
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# **Peak Hour Intersection Turning Movement Counts**

#### Turning Movement Count Field Data Sheet & Sketch

Major Street: US  Minor Street: Fowl	/30/15 8 301 er Avenue sassa/Hillsborogh	Λ.	N-S S E-W S C	peed Limit: 50 peed Limit: 45 lear	
Intersection Sketch	* Intersection	Under Con	struction	*	
Church			A	House	
Fowler Avenue  Construction		- e - o		0	3
Plaza				VS 301	
		D/W Closed	DW Small	Office	

File Name: US301&Fowler Site Code: 15006 Start Date: 6/30/2015

Page No

City/County: Thonotosassa/Hillsborough Weather: Clear

Comments:

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

File Name: US301&Fowler Site Code: 15006 Start Date: 6/30/2015 Page No: 2

Page No

City/County: Thonotosassa/Hillsborough Weather: Clear

Comments:

311 93.7 Int. Total 371 434 347 12453 11674 176 6.2 App. Total 139 177 109 96 3 3585 94.6 203 5.4 3791 30.4 521 96 2.5 0.8 0 0 4 83 86.5 13 13.5 RTOR FOWLER AVENUE Eastbound Right 85 273 41 15 Thru 0 0 0 0 00 00000 000 3 3422 90.3 3270 4.4 131 161 102 92 486 27.5 95.6 149 0 0 3019 91.5 8.5 116 129 117 87 87 449 2763 256 24.2 0 0 0 0 0 0 0 Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns DRIVEWAY US 301 Northbound Right 00 2697 89.3 21.7 106 120 107 81 2480 92 10 39 12.1 Left 10 321 282 87.9 0 0 0 0 00 00000 App. Total 0 0 0 0 Right Westbound Thru 00000 000 0 0 0 0 0 0 0 0 0 00000 000 0 App. Total 116 128 121 121 493 94.4 317 5643 45.3 5326 5.6 00 85 78 80 81 81 3076 54.5 24.7 8.96 00 3.2 2979 16 Southbound US 301 91.4 00 2567 45.5 220 2347 31 50 41 47 169 20.6 0 0 0 0 00000 000 Grand Total Apprch % Total % Passenger Vehicles Vehicles Heavy Vehicles % Heavy 06:00 PM 06:15 PM 06:30 PM 06:45 PM UTurns % UTums Total Vehicles Start Time % Passenger

R R 3:45 A at 07:0	App. Total Total  A 266 314 276 278 1134 1134	Left 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Westbound Thru	th 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	App. Total 0 0 0	Left 2 4 4 4 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	Thru 43	Northbound Right	i c		-		Eastbound			
Thru Right AM to 08:45 AM -1 Begins at 07:00 AN 150 1150 1160 137 139 148 130 589 545 51.9 48:1 956 852	App. Total  Peak I of I  1 266 314 276 278 1134 1134	Left 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			App. Total  0 0 0	Left 2 4 4 4 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	Thru		40							
D AM to 08:45 AM - 1 D Begins at 07:00 AN 150 116 154 160 137 139 148 130 589 545 51.9 48.1 956 .852	A 266 314 276 278 1134 1134903	0 0 0 0 0	0 0 0 0	0	0000	0 4 v	43		KIOK	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
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0 93.7 96.9	95.2	0	0	0	0	71.4	83.6	0	0	82.1	92.2	0	0.06	100	92.0	93.2
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City/County: Thonotosassa/Hillsborough Weather: Clear Comments:

File Name: US301&Fowler Site Code: 15006 Start Date: 6/30/2015 Page No: 3

	US South	US 301 outhbound			DRIV	JVEWAY sstbound			,	US 301 Vorthbound	q			FOW	OWLER AVE	VENUE ind		
Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int.

	Int. Total																			523	514	529	208	2104		.941	2020	0.96	82	3.9	7	0.1
	App. Total				71	79	92	96	338		088	311	92	27	∞	0	0		ē	207	220	228	194	849		.931	819	96.5	28	3.3	2	0.2
NUE	RTOR				2	1 73	3	3	10	3	.833	10	100	0	0	0	0			∞	7	10	5	30	3.5	.750	30	100	0	0	0	0
FOWLER AVENUE	Right				Ξ	: 11	12	26	09	17.8	.577	54	06	9	10	0	0			12	17	14	10	53	6.2	677.	48	9.06	5	9.4	0	0
FOW	Thru				0	0	0	0	0	0	000	0	0	0	0	0	0			0	0	0	0	0	0	000	0	0	0	0	0	0
	Left			07:00 AM	58	99	77	29	268	79.3	.870	247	92.2	21	7.8	0	0			187	196	204	179	992	90.2	.939	741	2.96	23	3.0	2	0.3
	App.				-	46	43	51	188		.922	151	80.3	37	19.7	0	0			167	172	179	179	269		.973	663	95.1	34	4.9	0	0
	RTOR				O	0	0	0	0	0	000	0	0	0	0	0	0			0	0	0	0	0	0	000	0	0	0	0	0	0
US 301					C	· —	0	0	_	0.5	.250	-	100	0	0	0	0			0	0	0	0	0	0	000	0	0	0	0	0	0
Ž	Thru				38	35	34	43	150	8.62	.872	124	82.7	26	17.3	0	0			140	154	155	159	809	87.2	.956	843	95.2	29	4.8	0	0
	Left			07:45 AM	10	10	6	∞	37	19.7	.925	26	70.3	=	29.7	0	0			27	18	24	20	68	12.8	.824	84	94.4	5	5.6	0	0
	App.	1				0	0	0	0		000	0	0	0	0	0	0		-	0	0	0	0	0		000	0	0	0	0	0	0
WAY	Right				С	0	0	0	0	0	000	0	0	0	0	0	0			0	0	0	0	0	0	000	0	0	0	0	0	0
DRIVEWAY	Thru				C	0	0	0	0	0	000	0	0	0	0	0	0			0	0	0	0	0	0	000.	0	0	0	0	0	0
	Left			06:00 AM	c	0	0	0	0	0	000	0	0	0	0	0	0			0	0	0	0	0	0	000	0	0	0	0	0	0
	App.		l ot l		996	314	276	278	1134		.903	1080	95.2	54	4.8	0	0	1 of 1		149	122	152	135	558		.918	538	96.4	20	3.6	0	0
)1 md	Right		AM - Peak		116	160	139	130	545	48.1	.852	528	6.96	17	3.1	0	0	PM - Peak	5:00 PM	92	69	95	93	349	62.5	.918	345	6.86	4	1.1	0	0
US 301	Thru	27 00 . 3	M to 08:45		150	154	137	148	589	51.9	956	552	93.7	37	6.3	0	0	M to 06:45	Begins at 05	57	53	57	42	500	37.5	.917	193	92.3	16	7.7	0	0
	Left	1 00 00	om 06:00 A.	07:00 AM	c	0	0	0	0	0	000	0	0	0	0	0	0	om 02:00 Pl	tersection I	0	0	0	0	0	0	000	0	0	0	0	0	0
	Start Time		Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1 Peak Hour for Each Anneach Regins at:	0	suim 0+	+15 mins.	+30 mins.	+45 mins.	Total Volume	% App. Total	PHF	Passenger Vehicles	% Passenger Vehicles	Heavy Vehicles	% Heavy Vehicles	UTurns	% UTums	Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of	Peak Hour for Entire Intersection Begins at 05:00 PM	05:00 PM	05:15 PM	05:30 PM	05:45 PM	Total Volume	% App. Total	PHF	Passenger Vehicles	% Passenger Vehicles	Heavy Vehicles	% Heavy Vehicles	UTums	% UTurns

File Name: US301&Fowler Site Code: 15006 Start Date: 6/30/2015 Page No: 4

City/County: Thonotosassa/Hillsborough Weather: Clear Comments:

Total FOWLER AVENUE US 301 DRIVEWAY US 301

		Southbound	punoc			Westbound	punc			Z	Northbound				Э.	Eastbound			
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. To
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1	From 02:00	PM to 06:4	5 PM - Peal	k 1 of 1															
Peak Hour for Each Approach Begins at	Approach Be	gins at:						8											
	04:15 PM	92			02:00 PM				05:00 PM					05:00 PM					
+0 mins.	0	62	80	142	0	0	0	0	27	140	0	0	167	187	0	12	œ	207	
+15 mins.	0	89	78	146	0	0	0	0	18	154	0	0	172	196	0	17	7	220	
+30 mins.	0	99	81	137	0	0	0	0	24	155	0	0	179	204	0	14	10	228	
+45 mins.	0	57	92	149	0	0	0	0	20	159	0	0	179	179	0	10	5	194	
Total Volume	0	243	331	574	0	0	0	0	88	809	0	0	269	992	0	53	30	849	
% App. Total	0	42.3	57.7		0	0	0		12.8	87.2	0	0		90.2	0	6.2	3.5		
PHF	000.	.893	668.	.963	000	000	000	000	.824	956	000	000	.973	.939	000	622.	.750	.931	
Passenger Vehicles	0	224	323	547	0	0	0	0	84	879	0	0	663	741	0	48	30	819	
% Passenger Vehicles	0	92.2	9.7.6	95.3	0	0	0	0	94.4	95.2	0	0	95.1	2.96	0	9.06	100	96.5	
Heavy Vehicles	0	19	∞	27	0	0	0	0	5	29	0	0	34	23	0	2	0	28	
% Heavy Vehicles	0	7.8	2.4	4.7	0	0	0	0	5.6	4.8	0	0	4.9	3	0	9.4	0	3.3	
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	
% UTums	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	0	0	0	0.2	

File Name: US301&Fowler Site Code: 15006 Start Date: 6/30/2015 Page No: 1

City/County: Thonotosassa/Hillsborough Weather: Clear Comments:

Groups Printed- Passenger Vehicles

The   Right   App   Ap		SO	301			DRIV	WAY				US 501				20.5	LEK AVE	CONT		
This   Right   Table   Table		South	punoq			Westb	puno			Z	orthbound				-	Eastbound			
10 kg   10 k	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left		Right	RTOR	App. Total	Left	_	Right		App. Total	Int. Total
156   107   255   0	0	9/	19	143	0	0	0	0	0	16	0	0	16	29	0	5	0	34	193
156   109   238   0   0   0   0   0   1   24   0   0   25   48   0   0   5   48   44   44   44   44   44   44	0	108	107	215	0	0	0	0	3	18	0	0	21	45	0	3	1	49	285
13	0	156	109	265	0	0	0	0	-	24	0	0	25	48	0	9	0	54	344
469   392   861   0   0   0   0   0   0   1   36   0   0   108   182   0   28   1   211   143   111   234   0   0   0   0   0   4   31   0   0   0   35   35   35   35   35	0	129	109	238	0	0	0	0	4	42	0	0	46	09	0	14	0	74	358
143   111   234   0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0	469	392	861	0	0	0	0	∞	100	0	0	108	182	0	28	1	211	1180
155   157   252   256   0   0   0   0   0   0   0   0   0	0	143	111	254	0	0	0	0	-	36	0	0	37	99	0	Ξ	2	69	360
15	0	149	155	304	0	0	0	0	4	37	0	0	41	61	0	10	7	73	418
155   155   260   0   0   0   0   0   0   0   0   0	0	125	137	262	0	0	0	0	4	21	0	0	25	72	0	11	3	98	373
15   101   216   0   0   0   0   0   15   127   0   142   247   0   54   10   311     18   191   216   0   0   0   0   0   0   0   0   0	0	135	125	260	0	0	0	0	9	33	0	0	39	58	0	22	3	83	382
115   101   216   0	0	552	528	1080	0	0	0	0	15	127	0	0	142	247	0	54	10	311	1533
88         147         258         0         0         6         27         0         0         33         57         0         3         57         0         3         62           64         150         258         0         0         0         0         6         27         0         0         33         43         5         0         4         20           54         150         0         0         0         0         0         0         4         5         9         4         2         5           56         74         124         0         0         0         0         145         177         0         2         2         9           50         74         124         0         0         0         0         14         0	0	115	101	216	0	0	0	0	7	31	_	0	39	42	0	10	3	55	310
98         160         258         0         0         0         40         35         0         4         1         40           365         539         94         195         0         0         0         4         15         40         40         40         40         45         17         40         40         40         40         40         43         43         6         4         1         40	0	88	147	235	0	0	0	0	9	27	0	0	33	57	0	c	7	62	330
64         131         195         0         0         0         6         27         0         33         43         0         5         2         50           365         539         904         0         0         0         0         0         0         0         2         2         50           50         74         1124         0	0	86	160	258	0	0	0	0	_	33	0	0	40	35	0	4	1	40	338
Sign	C	64	131	195	0	0	0	0	9	27	0	0	33	43	0	5	2	50	278
50         74         124         0         0         0         5         71         0         76         91         0         2         2         95           50         77         127         0         0         0         0         11         68         0         79         107         0         2         2         95           47         127         0         0         0         0         11         68         0         66         74         0         15         38           202         266         448         0         0         0         0         0         0         11         9         0         66         74         0         15         38           202         266         111         0         0         0         0         0         0         0         0         0         13         38         370         0         13         38         38         38         38         370         0         13         48         38         0         0         0         0         0         0         0         0         0         0         0         0	0	365	539	904	0	0	0	0	26	118	-	0	145	177	0	22	∞	207	1256
50         74         124         0         0         0         5         71         0         0         76         91         0         2         2         95           50         77         127         127         0         0         0         1         68         0         0         76         115         0         115         68         0         0         66         11         0         0         115         15         175																			
50         77         127         127         0         0         0         11         68         0         79         107         0         8         0         15           47         64         111         0         0         0         0         0         1         6         74         0         15         75           202         266         468         0         0         0         0         0         0         17         0         15         38           202         266         468         0         0         0         0         0         0         0         13         37         0         13         38         0         6         17         3         38         1         0	0	50	74	124	0	0	0	0	5	71	0	0	92	91	0	2	7	95	295
47         64         111         0         0         0         4         62         0         66         74         0         1         0         75           252         266         416         0         0         0         0         0         0         0         0         10	0	50	77	127	0	0	0	0	Ξ	89	0	0	79	107	0	∞	0	115	321
55         51         106         0         0         0         0         0         0         0         0         0         64         98         0         2         3         103           202         266         468         0         0         0         0         0         0         0         13         5         38         103           45         66         111         0         0         0         0         0         102         93         0         6         15         38           42         62         111         0         0         0         0         0         102         145         0         6         15         15           49         77         121         0         0         0         0         0         0         0         0         15         145         0         0         0         0         0         0         0         0         0         0         0         0         0         0         15         14         0         0         0         0         15         14         0         0         15         14         0         <	0	47	64	1111	0	0	0	0	4	62	0	0	99	74	0	1	0	75	252
202         266         468         0         0         0         0         0         28         262         0         290         370         0         13         5         388           45         66         111         0         0         0         0         0         162         93         0         6         0         99           42         62         111         91         0         0         0         0         0         0         9         99         9 <t< td=""><td>0</td><td>55</td><td>51</td><td>106</td><td>0</td><td>0</td><td>0</td><td>0</td><td>∞</td><td>61</td><td>0</td><td>0</td><td>69</td><td>86</td><td>0</td><td>2</td><td>3</td><td>103</td><td>278</td></t<>	0	55	51	106	0	0	0	0	∞	61	0	0	69	86	0	2	3	103	278
45         66         111         91         0         0         102         93         0         6         0         99           42         62         104         0         0         5         81         0         0         86         145         0         6         1         152           50         71         121         0         0         0         0         0         145         0         6         1         152           46         71         121         0         0         0         0         0         1         152         0         6         150	0	202	266	468	0	0	0	0	28	262	0	0	290	370	0	13	5	388	1146
42         62         104         0         0         5         81         0         86         145         0         6         1         152           50         71         121         0         0         0         0         0         0         103         145         0         6         1         152           49         72         121         0         0         0         0         0         10         1 </td <td>0</td> <td>45</td> <td>99</td> <td>111</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>Ξ</td> <td>91</td> <td>0</td> <td>0</td> <td>102</td> <td>93</td> <td>0</td> <td>9</td> <td>0</td> <td>66</td> <td>312</td>	0	45	99	111	0	0	0	0	Ξ	91	0	0	102	93	0	9	0	66	312
50         71         121         0         0         0         8         95         0         103         145         0         5         0         150         150           49         72         121         0         0         0         0         10         122         0         131         0         10         15         143         0         10         10         122         0         131         0         10         10         122         0         131         0         10         10         12         11         12         0         0         0         131         0         131         0         134         38         0         134         0         0         134         0         134         0         0         134         0         0         0         0         0         0         134         0         140         0         0         0         0         0         140         0         0         0         0         0         0         140         0         0         140         0         0         140         0         0         140         0         0         0	0	42	62	104	0	0	0	0	5	81	0	0	98	145	0	9	-	152	342
49         72         121         0         0         0         10         122         0         0         132         131         0         10         2         143           186         271         457         0         0         0         0         0         122         0         136         126         0         27         3         544           46         91         137         0         0         0         0         0         136         126         0         27         3         544           58         79         137         0         0         0         0         11         129         0         0         133         161         0         27         3         34         175           51         79         130         0         0         0         0         11         129         0         0         162         188         4         170         170         170         170         170         170         170         170         170         170         170         170         170         170         170         170         170         170         170	0	20	71	121	0	0	0	0	∞	95	0	0	103	145	0	5	0	150	374
186         271         457         0         0         0         34         389         0         423         514         0         27         3         544         1           46         91         137         0         0         0         0         0         0         136         126         0         3         3         129           58         79         137         0         0         0         0         0         11         129         0         140         123         0         3         3         129           51         79         130         0         0         0         0         11         129         0         0         133         0         8         4         170           51         79         130         0         0         0         0         0         0         0         0         0         8         4         170           51         70         130         0         0         0         0         0         0         0         25         15         68         0         25         15         68           50 <td< td=""><td>0</td><td>49</td><td>72</td><td>121</td><td>0</td><td>0</td><td>0</td><td>0</td><td>10</td><td>122</td><td>0</td><td>0</td><td>132</td><td>131</td><td>0</td><td>10</td><td>2</td><td>143</td><td>396</td></td<>	0	49	72	121	0	0	0	0	10	122	0	0	132	131	0	10	2	143	396
46         91         137         0         0         0         19         117         0         0         136         126         0         8         0         134           58         79         137         0         0         0         0         11         129         0         0         140         123         0         3         3         129           65         75         140         0         0         0         0         18         144         0         0         158         0         8         4         170           220         324         544         0         0         10         0         0         0         6         8         4         170           50         90         140         0         0         0         0         0         0         0         0         571         568         0         25         15         608           50         90         140         0         0         0         0         0         0         17         147         0         0         169         16         18         17         17	0	186	271	457	0	0	0	0	34	389	0	0	423	514	0	27	3	544	1424
58         79         137         0         0         0         11         129         0         140         123         0         3         3         129           65         75         140         0         0         0         18         144         0         0         162         158         0         8         4         170           220         324         54         130         0         0         0         0         0         0         6         8         4         170           50         140         0         0         0         0         0         0         0         571         568         0         25         15         608           50         140         0         0         0         0         0         0         0         25         17         58         0         17         17         0         17	0	46	91	137	0	0	0	0	19	117	0	0	136	126	0	∞	0	134	407
65         75         140         0         0         0         18         144         0         0         162         158         0         8         4         170           220         324         130         0         0         0         0         10         123         0         0         151         60         8         4         170         8         175         170         0         6         8         4         170	0	28	79	137	0	0	0	0	Π	129	0	0	140	123	0	3	3	129	406
51         79         130         0         0         0         10         123         0         0         133         161         0         6         8         175           220         324         544         0         0         0         0         0         58         513         0         0         571         568         0         25         15         608         8         175         68         15         15         68         15         15         68         15         15         68         15         15         68         15         68         15         15         68         15         15         68         15         15         68         15         15         68         15         15         68         15         15         68         15         15         68         15	0	65	75	140	0	0	0	0	18	144	0	0	162	158	0	∞	4	170	472
220         324         544         0         0         0         0         58         513         0         0         571         568         0         25         15         68         0         68 <td>0</td> <td>51</td> <td>79</td> <td>130</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>10</td> <td>123</td> <td>0</td> <td>0</td> <td>133</td> <td>191</td> <td>0</td> <td>9</td> <td>8</td> <td>175</td> <td>438</td>	0	51	79	130	0	0	0	0	10	123	0	0	133	191	0	9	8	175	438
50         90         140         0         0         0         24         131         0         0         155         177         0         11         8         196           51         69         120         0         0         0         0         17         147         0         0         16         7         209           53         94         147         0         0         0         0         0         12         10         222           39         92         131         0         0         0         0         19         5         192	0	220	324	544	0	0	0	0	58	513	0	0	571	268	0	25	15	809	1723
51         69         120         0         0         0         0         17         147         0         0         164         186         0         16         7         209           53         94         147         0         0         0         0         0         12         10         222           39         92         131         0         0         0         19         156         0         175         178         0         9         5         192	0	90	06	140	0	0	0	0	24	131	0	0	155	177	0	Ξ	∞	196	491
53     94     147     0     0     0     0     0     24     145     0     0     169     200     0     12     10     222       39     92     131     0     0     0     0     19     156     0     0     178     0     9     5     192	0	51	69	120	0	0	0	0	17	147	0	0	164	186	0	16	7	209	493
39 92 131 0 0 0 0 19 156 0 0 175 178 0 9 5 192	0	53	94	147	0	0	0	0	24	145	0	0	169	200	0	12	10	222	538
	0	39	92	131	0	0	0	0	10	156	C	C	175	178	C	6	Υ.	192	498

City/County: Thonotosassa/Hillsborough Weather: Clear Comments:

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		Int. Total	349	416	331	296	1392	11674			
		App. Total	130	171	102	94	497	3585		30.7	
	NUE	RTOR	2	5	2	2	11	83	2.3	0.7	
	FOWLER AVENUE Eastbound	Right	S	œ	-	1	15	232	6.5	2	
	FOW	Thru	0	0	0	0	0	0	0	0	
		Left	123	158	66	91	471	3270	91.2	28	
		App. Total	110	121	110	80	421	2763		23.7	
		RTOR	0	0	0	0	0	0	0	0	
	US 301 Northbound		0	0	0	0	0	-	0	0	
r Vehicles	Ž	Thru	101	114	103	74	392	2480	8.68	21.2	
d- Passenge		Left	6	7	7	9	29	282	10.2	2.4	
proups Printed-Passenger Vehicles		App. Total	0	0	0	0	0	0		0	
5	WAY	Right	0	0	0	0	0	0	0	0	
	DRIVEW/ Westbound	Thru	0	0	0	0	0	0	0	0	
		Left	0	0	0	0	0	0	0	0	
		App. Total	109	124	119	122	474	5326		45.6	
	301 ound	Right	81	9/	79	78	314	2979	55.9	25.5	
	US 301 Southbound	Thru	28	48	40	44	160	2347	44.1	20.1	
		Left	0	0	0	0	0	0	0	0	
		Start Time	06:00 PM	06:15 PM	06:30 PM	06:45 PM	Total	Grand Total	Apprch %	Total %	

	Int. Total			360	418	373	382	1533		.917
	App. Total			69	73	98	83	311		.904
UE	RTOR			2	2	3	3	10	3.2	.833
FOWLER AVENUE Eastbound	Right			Ξ	10	Ξ	22	54	17.4	.614
FOWI	Thru			0	0	0	0	0	0	000
	Left			99	61	72	58	247	79.4	.858
	App. Total			37	41	25	39	142		998.
	RTOR			0	0	0	0	0	0	.000
US 301 Northbound	Right			0	0	0	0	0	0	000.
Ž	Thru			36	37	21	33	127	89.4	.858
	Left			-	4	4	9	15	10.6	.625
	App. Total			0	0	0	0	0		000
WAY	Right			0	0	0	0	0	0	000
DRIVEWAY Westbound	Thru			0	0	0	0	0	0	000
	Left			0	0	0	0	0	0	000
	App. Total	1 of 1		254	304	262	260	1080		888
01 nund	Right	AM - Peak	7:00 AM	111	155	137	125	528	48.9	.852
US 301 Southbound	Thru	M to 08:45	Segins at 0	143	149	125	135	552	51.1	.926
	Left	m 06:00 A	tersection I	0	0	0	0	0	0	000
	Start Timc	Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1	Peak Hour for Entire Intersection Begins at 07:00 AM	07:00 AM	07:15 AM	07:30 AM	07:45 AM	Total Volume	% App. Total	PHF

Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1 Peak Hour for Each Approach Begins at:

		0	3		3		,	<b>+</b>							9 2020	
						311		904							819	
		7	2	3	3	10	3.2	.833			∞	7	10	5	30	3.7
		Ξ	10	Ξ	22	54	17.4	.614			Ξ	16	12	6	48	
		0	0	0		0					0	0	0	0	0	0
	07:00 AM	99	61	72	58	247	79.4	828			177	186	200	178	741	90.5
		39	39	33	40	151		.944			155	164	169	175	693	
		0	0	0	0	0	0	000			0	0	0	0	0	0
		0	_	0	0	_	0.7	.250			0	0	0	0	0	0
		33	31	27	33	124	82.1	.939			131	147	145	156	579	87.3
	07:45 AM	9	7	9	7	26	17.2	676			24	17	24	19	84	12.7
		0	_	0	0	0		000		-	0	0	0	0	0	
		0	0	0	0	0	0	000			0	0	0	0	0	0
		0	0	0	0	0	0	000.			0	0	0	0	0	0
	06:00 AM	0	0	0	0	0	0	000.			0	0	0	0	0	0
	)	254	304	262	260	1080		888.	l of 1		140	120	147	131	538	
		1111	155	137	125	528	48.9	.852	PM - Peak	:00 PM	06	69	94	92	345	64.1
IIS al.		143	149	125	135	552	51.1	.926	A to 06:45	egins at 05	50	51	53	39	193	35.9
MORCH DESI	07:00 AM	0	0	0	0	0	0	000.	m 02:00 PN	tersection B	0	0	0	0	0	0
reak frout for gach Approach begins at	0	+0 mins.	+15 mins.	+30 mins.	+45 mins.	Total Volume	% App. Total	PHF	Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1	Peak Hour for Entire Intersection Begins at 05:00 PM	05:00 PM	05:15 PM	05:30 PM	05:45 PM	Total Volume	% App. Total

City/County: Thonotosassa/Hillsborough Weather: Clear Comments:

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		South	JS 301 athbound			DRIVEW, Westboun	EWAY			Z	US 301 Northbound				FOW	WLER AVE	NUE		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total

		Southbound	punoq			Westbound	puno			Z	Northbound					Eastbound			
Start Time	Left		Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1	From 02:00	PM to 06:4	15 PM - Pe	ak 1 of 1															
Peak Hour for Each Approach Begins at:	Approach Be	gins at:																	
	04:15 PM				02:00 PM				05:00 PM					05:00 PM					
+0 mins.	0	58	79	137	0	0	0	0	24	131	0	0	155	177	0	Ξ	∞	196	
+15 mins.	0	65	75	140	0	0	0	0	17	147	0	0	164	186	0	16	7	500	
+30 mins.	0	51	79	130	0	0	0	0	24	145	0	0	169	200	0	12	10	222	
+45 mins.	0	50	06	140	0	0	0	0	19	156	0	0	175	178	0	6	5	192	
Total Volume	0	224	323	547	0	0	0	0	84	579	0	0	693	741	0	48	30	819	
% App. Total	0	41	59		0	0	0		12.7	87.3	0	0		90.5	0	5.9	3.7		
PHF	000.	.862	768.	776.	000	000	000	000	.875	.928	000	000	.947	926	000	.750	.750	.922	

File Name: US301&Fowler Site Code: 15006 Start Date: 6/30/2015 Page No: 1

City/County: Thonotosassa/Hillsborough Weather: Clear Comments:

		Int. Total	21	1	33	30	95	77	1 6	47	40	112	37	30	96	33	126		7	77	17	57	33	107	21	28	26	28	103	29	13	21	17	80	32	20	20	10	82
		App. Total	6	3	13	6	34	) (	1 4	0 4	) <u>(</u>	27	14	9	4	7	26		_	4 /	0	n 4	C	20	4	<b>«</b>	9	4	22	10	3	∞	1	22	11	10	5	2	28
TI II	JOE	RTOR	_	0	0	7	3	C	0 0	> <	> C	0	Т	C	· -		3		-	- c	> <		0	-	0	0	0	0	0	-	0	-	-	£.	0	0	0	0	0
EOWI ED AVENTIE	Eastbound	Right	2	7	4	7	10	C	-		- 4	9	3	. (*	) C	0	9		-	- <	0 (	) c	7	3	0	2	0	1	3	-	-	0	0	2	-	1	2	-	5
EOW		Thru	0	0	0	0	0	O	0 0	0 0	0 0	0	0	C	o C	0	0		c	0 0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Left	9	-	6	5	21	2	ı v	יא כ	0	21	10	K	) (r	. –	17		r	7 4	0 1	n 6	0	16	4	9	9	3	19	∞	7	7	0	17	10	6	3	. —	23
		App. Total	3	9	5	10	24	000	o	9 4	0 0	31	7	2	2 =	: =	39		c	7 [	71	۲ ک	CT	36	=	6	9	8	34	6	5	7	6	30	12	80	10	4	34
		RTOR	0	0	0	0	0	0	· C	o c	0 0	0	0	С	o C	0	0		C	0 0	<b>)</b> (	<b>&gt;</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
115 301	Northbound	Right	0	0	0	0	0	С	· C	0 0	0 0	0	0	C	0 0	0	0		c	0	0	0 0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
y Vehicles	Z	Thru	2	5	4	7	18	7	· 0	o v	o v	25	4	7	10	10	31		r	4 <u>t</u>	71	۲ م	71	34	∞	6	9	∞	31	8	5	9	8	27	6	7	10	3	29
Groups Printed- Heavy Vehicles		Left	-	-	-	3	9	S <del>.</del>		> -	- 4	9	3	ď	. –	. –	∞		c	> <	> -		4	7	3	0	0	0	3	-	0	_	1	3	3	1	0	-	5
Groups Pri		App. Total	0	0	0	0	0	0	· C	0 0	0	0	0	0	0	0	0		c	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WAV	pund	Right	0	0	0	0	0	C		0 0	0	0	0	С	· C	0	0		c	•	<b>&gt;</b>	<b>O</b>	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DRIVEWAY	Westbound	Thru	0	0	0	0	0	0	0	0 0	0	0	0	0	0	0	0		0	> <	0 0	0 0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Left	0	0	0	0	0	0	C	0 0	0	0	0	C	0	0	0		<	> <	0	0 0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		App. Total	6	7	15	=	37	12	12	14	. 81	54	16	14	Ξ	20	19		- 01	0 0	N (	71	1.5	51	9	11	14	16	47	10	5	9	7	28	6	2	5	4	20
10	pund	Right	5	-	5	5	16	5	V	, ,	1 V	17	4	2	· m	6	21		"	) Z	t -	- V	٠.	13	2	2	3	3	10	0	1	3	2	9	2	0	-	_	4
11S 301	Southbound	Thru	4	-	10	9	21	7	v	. 1	13	37	12	6	∞	1	40		7	C 4	0 0	٥ -	0.0	38	4	6	11	13	37	10	4	3	5	22	7	7	4	3	16
		Left	0	0	0	0	0	0	C	0 0	0	0	0	0	0	0	0		c	0 0	0 0	o		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Start Time	06:00 AM	06:15 AM	06:30 AM	06:45 AM	Total	07:00 AM	07-15 AM	07:30 AM	07:45 AM	Total	08:00 AM	08:15 AM	08:30 AM	08:45 AM	Total	*** BREAK ***	NG 00.00	02.00 IM	MI C1.20	02:30 FM 02:45 PM	INI I C+-20	lotal	03:00 PM	03:15 PM	03:30 PM	03:45 PM	Total	04:00 PM	04:15 PM	04:30 PM	04:45 PM	Total	05:00 PM	05:15 PM	05:30 PM	05:45 PM	Lotal

File Name: US301&Fowler Site Code: 15006 Start Date: 6/30/2015 Page No: 2

City/County: Thonotosassa/Hillsborough Weather: Clear Comments:

Groups Printed- Heavy Vehicles

		Int. Total	22	18	16	15	11	176		
		App. Total	6	9	7	2	24	203		26.2
	NUE	RTOR	0	-	-	1	3	13	6.4	1.7
	FOWLER AVENUE Eastbound	Right	-	7	3	0	9	4	20.2	5.3
	FOWI	Thru	0	0	0	0	0	0	0	0
		Left	∞	3	3	_	15	149	73.4	19.2
		App. Total	9	∞	7	7	28	256		33
		RTOR	0	0	0	0	0	0	0	0
	US 301 Northbound	Right	0	0	0	0	0	0	0	0
venicles		Thru	5	9	4	7	22	217	84.8	28
ted- Heavy		Left	-	7	3	0	9	39	15.2	5
Groups Printed- Heavy		App. Total	0	0	0	0	0	0		0
	WAY	Right	0	0	0	0	0	0	0	0
	DRIVEWAY Westbound	Thru	0	0	0	0	0	0	0	0
		Left	0	0	0	0	0	0	0	0
		App. Total	7	4	2	9	19	317		40.9
	301 sound	Right	4	2	-	3	10	76	30.6	12.5
	US 301 Southbound	Thru	3	2	-	3	6	220	69.4	28.4
		Left	0	0	0	0	0	0	0	0
		Start Time	06:00 PM	06:15 PM	06:30 PM	06:45 PM	Total	Grand Total	Apprch %	Total %

	Int. Total			26	40	37	30	133		.831
	App. Total			9	13	14	9	39		969.
UE	RTOR			0	0	-	0	-	2.6	.250
FOWLER AVENUE Eastbound	Right			-	4	3	3	Π	28.2	889
FOWI	Thru			0	0	0	0	0	0	000
	Left			S	6	10	3	27	69.2	.675
	App. Total			9	6	7	10	32		800
•	RTOR			0	0	0	0	0	0	000
US 301 Northbound	Right			0	0	0	0	0	0	000
ž	Thru			5	5	4	7	21	65.6	.750
	Left			-	4	33	3	11	34.4	889.
	App. Total			0	0	0	0	0		000
WAY	Right			0	0	0	0	0	0	000
DRIVEWAY Westbound	Thru			0	0	0	0	0	0	000
	Left			0	0	0	0	0	0	000
	App. Total	1 of 1	55	14	18	16	14	62		.861
1 ınd	Right	AM - Peak	:30 AM	7	5	4	5	16	25.8	.800
US 301 Southbound	Thru	A to 08:45	egins at 07:	12	13	12	6	46	74.2	.885
	Left	m 06:00 AN	ersection B	0	0	0	0	0	0	000
	Start Time	Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1	Peak Hour for Entire Intersection Begins at 07:30 AM	07:30 AM	07:45 AM	08:00 AM	08:15 AM	Total Volume	% App. Total	PHF

Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1 Peak Hour for Each Approach Begins at:

									The same of the sa										
	07:30 AM				06:00 AM				08:00 AM				_	07:15 AM					
+0 mins.	0	12	2	14	0	0	0	0	3	4	0	0	7	5	0	_	0	9	
+15 mins.	0	13	5	18	0	C	0	0	3	7	0	0	10	5	0	1	0	9	
+30 mins.	0	12	4	16	0	0	0	0	1	10	0	0	11	6	0	4	0	13	
+45 mins.	0	6	5	14	0	0	0	0	1	10	0	0	Ξ	10	0	3	_	14	
Total Volume	0	46	16	62	0	0	0	0	8	31	0	0	39	29	0	6	_	39	
% App. Total	0	74.2	25.8		0	0	0	0	20.5	79.5	0	0		74.4	0	23.1	2.6		
PHF	000.	.885	008.	.861	000.	000.	000.	000	199.	.775	.000	000.	988.	.725	000	.563	.250	969.	
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1	From 02:00 F	<sup>2</sup> M to 06:4	5 PM - Peak	1 of 1															
Peak Hour for Entire Intersection Begins at 03:15 PM	Intersection	Begins at	03:15 PM															ē	
03:15 PM	0	6	71	11	0	0	0	0	0	6	0	0	6	9	0	2	0	∞	28
03:30 PM	0	Ξ	3	14	0	0	0	0	0	9	0	0	9	9	0	0	0	9	26
03:45 PM	0	13	3	16	0	0	0	0	0	∞	0	0	∞	3	0	-	0	4	28
04:00 PM	0	10	0	10	0	0	0	0	-	8	0	0	6	×	0	-	1	10	29
Total Volume	0	43	8	51	0	0	0	0	-	31	0	0	32	23	0	4	-	28	1111
% App. Total	0	84.3	15.7		0	0	0		3.1	6.96	0	0		82.1	0	14.3	3.6		
PHF	000.	.827	.667	767.	000	000	000	000	.250	.861	000	000	688.	.719	000	.500	.250	.700	.957

City/County: Thonotosassa/Hillsborough Weather: Clear Comments:

File Name: US301&Fowler Site Code: 15006 Start Date: 6/30/2015 Page No: 3

	Start Time Left	Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1 Peak Hour for Each Approach Begins at:	02:00 PM	+0 mins. 0	+15 mins. 0	+30 mins. 0	+45 mins. 0	Total Volume 0	% App. Total 0	PHF 000
South	Thru	0 PM to 06: Begins at:	Ą	15	5	<b>∞</b>	10	38	74.5	633
US 301 Southbound	Right	45 PM - Peal		3	4		5	13	25.5	650
	App. Total	k 1 of 1		18	6	6	15	51		708
	Left		02:00 PM	0	0	0	0	0	0	000
DRIVEWAY Westbound	Thru			0	0	0	0	0	0	000
SWAY	Right			0	0	0	0	0	0	000
	App. Total			0	0	0	0	0		000
	Left		02:15 PM	0	_	-	3	5	11.1	417
_	Thru			12	<b>∞</b>	12	∞	40	6.88	833
US 301 Northbound	Right			0	0	0	0	0	0	000
	RTOR			0	0	0	0	0	0	000
	App. Total			12	6	13	11	45		865
	Left		04:30 PM	7	0	10	6	26	86.7	650
FOW	Thru			0	0	0	0	0	0	000
FOWLER AVENUE Eastbound	Right			0	0	-	-	7	6.7	200
NUE	RTOR			-	-	0	0	7	6.7	200
	App. Total			∞	_	11	10	30		689
	Int. Total									

City/County: Thonotosassa/Hillsborough Weather: Clear Comments:

File Name: US301&Fowler Site Code: 15006 Start Date: 6/30/2015 Page No: 1

								Groups Printed- I	5	Lums									
		US 301 Southbound	301 bound			DRIVEWAY	WAY			Z	US 301 Northbound				FOWI	FOWLER AVENUE Eastbound	NUE		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
*** BREAK ***																			
08:00 AM   *** BREAK ***	0	0	0	0	0	0	0	0	0	0	0	0	0	-	0	0	0	_	-
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	-	0	0	0	-	-
*** BREAK ***																			
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	_	0	0	0		-
05:30 PM *** BDEAK ***	0	0	0	0	0	0	0	0	0	0	0	0	0	-	0	0	0	-	-
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
*** BREAK ***																			
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
Appreh %	0	0	0		0	0	0		0	С	0	0		100	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	0	0	100	

	Int. Total			0	0	0	-	-		.250
	App. Total			0	0	0	-	-		.250
TUE	RTOR			0	0	0	0	0	0	000
FOWLER AVENUE Eastbound	Right			0	0	0	0	0	0	000
FOW	Thru			0	0	0	0	0	0	000
	Left			0	0	0	1	_	100	.250
	App. Total			0	0	0	0	0		000
	RTOR			0	0	0	0	0	0	000.
US 301 Northbound	Right			0	0	0	0	0	0	000
Z	Thru			0	0	0	0	0	0	000.
	Left			0	0	0	0	0	0	000
	App. Total		8	0	0	0	0	0		000
WAY bund	Right			0	0	0	0	0	0	000
DRIVEWAY Westbound	Thru			0	0	0	0	0	0	000
	Left			0	0	0	0	0	0	000.
	App. Total	1 of 1		0	0	0	0	0		000.
01 ound	Right	AM - Peak	7:15 AM	0	0	0	0	0	0	000
US 301 Southbound	Thru	M to 08:45	Begins at 07	0	0	0	0	0	0	000
	Left	m 06:00 A	tersection E	0	0	0	0	0	0	000.
	Start Time	Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1	Peak Hour for Entire Intersection Begins at 07:15 AM	07:15 AM	07:30 AM	07:45 AM	08:00 AM	Total Volume	% App. Total	PHF

Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1 Peak Hour for Each Approach Begins at:

	06:00 AM				06:00 AM				06:00 AM				0	07:15 AM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	-	0	0	0	_
% App. Total	0	0	0		0	0	0		0	0	0	0		100	0	0	0	
DILE	000	000	000	000	000	000	000	000	000	000	000	000	000	250	000	000	000	250

City/County: Thonotosassa/Hillsborough Weather: Clear Comments:

File Name: US301&Fowler Site Code: 15006 Start Date: 6/30/2015 Page No: 2

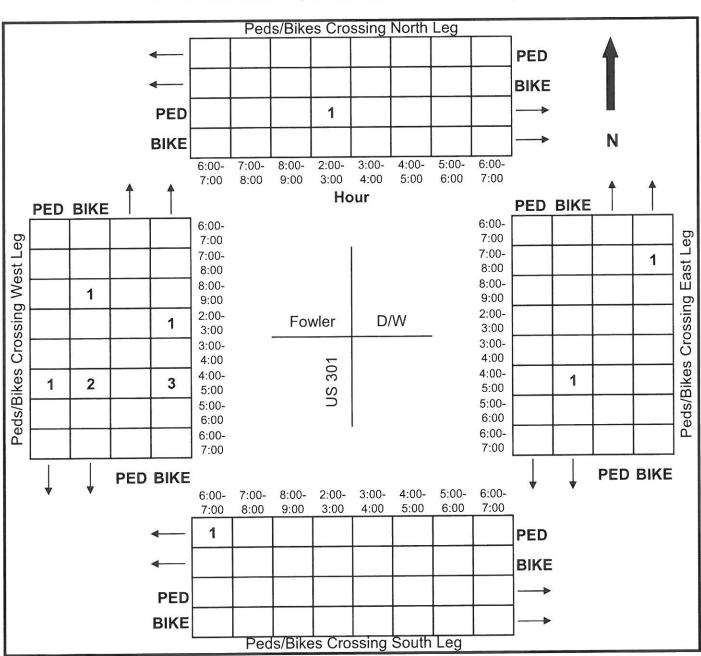
	App. Int. Total			0 0	0 0	1	1	2 2		500
UE	RTOR			0	0	0	0	0	0	000
FOWLER AVENUE Eastbound	Right R			0	0	0	0	0	0	000
FOWI	Thru			0	0	0	0	0	0	000
	Left			0	0	-	1	2	100	200
	App. Total			0	0	0	0	0		000
2	RTOR			0	0	0	0	0	0	000
US 301 Northbound	Right			0	0	0	0	0	0	000
ž	Thru			0	0	0	0	0	0	000
	Left			0	0	0	0	0	0	000
	App. Total			0	0	0	0	0		000
WAY	Right			0	0	0	0	0	0	000
DRIVEWA Westbound	Thru			0	0	0	0	0	0	000
	Left			0	0	0	0	0	0	000
	App. Total	l of 1		0	0	0	0	0		000
)1 und	Right	PM - Peak	:45 PM	0	0	0	0	0	0	000
US 301 Southbound	Left Thru Right	M to 06:45	Segins at 04	0	0	0	0	0	0	000
	Left	m 02:00 PN	tersection B	0	0	0	0	0	0	000
	Start Time	Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1	Peak Hour for Entire Intersection Begins at 04:45 PM	04:45 PM	05:00 PM	05:15 PM	05:30 PM	Total Volume	% App. Total	PHE

	02:00 PM			_	02:00 PM			0	12:00 PM					04:45 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	_	0	0	0	-
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	_	0	0	0	-
Fotal Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	2
% App. Total	0	0	0		0	0	0		0	0	0	0		100	0	0	0	
PHF	000	000	000	000	000	000	000	000	000	000	000	000	000	500	000	000	000	200

#### Intersection Pedestrian & Bicycle Count

Date:	6/30/15	Day: <u>Tuesday</u>
Count Times:	6-9am & 2-7pm	Weather: Clear
Intersection:	US 301 at Fowler Avenue	
Comments:		

C - Children under 12; S - Seniors 65 or over; D - Physical Disability



#### Turning Movement Count Field Data Sheet & Sketch

Date:	7/1/15	Count Times:	6-9 pm \$ 2-7 pm
Major Street:	US 301	Direction:	N-S Speed Limit: 55 mph
Minor Street:	Harney Road	Direction:	E-W Speed Limit: 35 mph
City/County:	Thonotosassa/Hillsborough	Weather:	Clear
Interception Cla		gnalized	
Intersection Ske	etch		
A -	Consignment RV-Boats-Cars-Trucks	0/W	U5 30 <sup>1</sup>
		s top	k Driveway
Vaca	the state of the s		Lightning RV Supply

File Name: US301&Harney Site Code: 15006 Start Date: 7/1/2015 Page No: 1

City/County: Thonotosassa/Hillsborough Weather: Clear Comments:

						֡				-				J.K.	WAY		
		Southbound	puno			Westbound	und den			Northbound	pur			Eastbound	pur		
Start Time	Left	Thru	ght	App. Total	Left	Thru	ight	App. Total	Left	Thru	ght	App. Total	Left	Thru	Right	App. Total	Int. Total
06:00 AM	2	169		171	0	0		0	0	41		-	0	0	0	0	212
06:15 AM	9	215	0	221	0	0	4	4	0	51	_	52	0	0	0	0	277
06:30 AM	6	271	0	280	_	0	7	3	0	65	_	99	0	0	0	0	34
06:45 AM	2	238	0	240	0	0	1	-	0	92	2	78	0	0	0	0	319
Total	19	893	0	912	1	0	7	8	0	233	4	237	0	0	0	0	1157
07:00 AM	"	213	C	216	_	C	9	7	C	09	ćτ	- 63	С	С	C	C	280
07:15 AM	· v	797	° C	303	-	C	c	- (1	0	75	· C	75	C	C	-	-	8
07.20 AM	0	207	0 0	316	- 6	0 0	1 V	n 0	0 0	2 9	o c	57	0 0	0 0	- 0		000
07:30 AIM	א מ	220	0	23.5	n C	> <	א פ	0 4		90	> <	99	0	> <	> <	00	302
Total	23	1047	0	1070	S	0	19	24	0	262	000	265	0	0	-		1360
08.00 AM	r	214	c	217	-	C	-	- '	C	99	C	- 99 - 99	C	С	C	C	28
08.15 AM	) (	211	0	213		o C	-	1 -	0 0	76	-	77	0	· C	0	0	190
08:30 AM	1 <	202	0 0	206	- (	0 0	, (	- (	o c	0,0	٠, ١	63	0 0	0 0	o c		271
08.45 AM	r \	162	o <b>c</b>	168	- C	· C	1 m	) (r		99	۰ -	20	0 0	0 0	0	0 0	23
Total	15	780	0	804	,		1	o	0	3,48	4	27.2		0	0	0	1085
BREAN								(FE									
02:00 PM	0	102	0	102	3	0	7	5	0	119	_	120	0	0	0	0	227
02:15 PM	-	1111	0	112	0	0	7		0	101	0	101	0	0	0	0	21
02:30 PM	-	102	0	103	0	0	0	0	0	123	_	124	0	0	0	0	22
02:45 PM	0	78	0	78	3	0	7	10	1	134	3	138	0	0	-	1	22
Total	2	393	0	395	9	0	10	16	-	477	5	483	0	0	-	1	89
03:00 PM	т	98	0	68	2	0	9	-	0	157	-	158	0	0	0	0	25
03:15 PM	2	94	0	96	0	0	3	3	0	154	0	154	0	0	0	0	253
03:30 PM	-	110	0	1111	0	0	∞	∞	0	148	0	148	0	0	0	0	26
03:45 PM	1	91	0	92	0	0	12	12	0	181	_	182	0	0	3	3	28
Total	7	381	0	388	2	0	29	31	0	640	7	642	0	0	3	3	1064
04:00 PM	2	102	0	104	-	0	7	8	0	195	2	197	0	0	0	0	309
04:15 PM	3	16	0	94	2	0	10	12	-	214	4	219	1	0	0	1	32
04:30 PM	-	68	0	06	-	0	10	11	-	231	4	236	0	0	2	2	339
04:45 PM	3	66	0	102	-	0	14	15	0	263	-	264	0	0	_	_	382
Total	6	381	0	390	5	0	41	46	2	903	Π	916	-	0	3	4	1356
05:00 PM	0	107	0	107	4	0	11	15	0	263	0	263	0	0	0	0	385
05:15 PM	_	96	-	86	3	0	18	21		291	9	298	0	0	2	2	41
05:30 PM	7	133	0	135	0	0	15	15	0	278	_	279	0	0	0	0	429
05:45 PM	2	83	0	85	0	0	11	11	0	247	0	247	C	C	<u> </u>	C	343
													>	>	>		2

City/County: Thonotosassa/Hillsborough Weather: Clear Comments:

File Name: US301&Harney Site Code: 15006 Start Date: 7/1/2015 Page No: 2

			Int. Total	340	316	259	237	1152		9645			9023	93.6	622	6.4	0	0
			App. Total	1	0	0	0	1	8	12		0.1	10	83.3	2	16.7	0	0
	WAY	pund	Right	1	0	0	0	-		11	91.7	0.1	6	81.8	2	18.2	0	0
	DRIVEWAY	Eastbound	Thru	0	0	0	0	0		0	0	0	0	0	0	0	0	0
			Left	0	0	0	0	0		1	8.3	0	-	100	0	0	0	0
			App. Total	222	205	150	149	726	,	4628		48	4312	93.2	316	8.9	0	0
	301	puno	Right			0	2	4		40	6.0	0.4	35	87.5	5	12.5	0	0
s - UTurns	US 301	Northbound	Thru	221	203	150	147	721		4583	66	47.5	4272	93.2	311	8.9	0	0
avy Vehicle			Left	0	1	0	0	-		5	0.1	0.1	5	100	0	0	0	0
Printed- Passenger Vehicles - Heavy Vehicles - UTurns			App. Total	11	9	11	5	33		229		2.4	224	8.76	5	2.2	0	0
<ul> <li>Passenge</li> </ul>	RNEY ROAD	pun	Right	6	9	6	3	27		195	85.2	2	190	97.4	5	2.6	0	0
Groups Printed	HARNEY	Westbound	Thru	0	0	0	0	0		0	0	0	0	0	0	0	0	0
Ğ			Left	7	0	7	2	9		34	14.8	0.4	34	100	0	0	0	0
			App. Total	106	105	86	83	392		4776		49.5	4477	93.7	299	6.3	0	0
	01	punc	Right	0	0	0	0	0		_	0	0	Н	100	0	0	0	0
	US 301	Southbound	Thru	105	105	94	82	386		4689	98.2	48.6	4391	93.6	298	6.4	0	0
			Left	_	0	4	-	9		98	1.8	6.0	85	8.86	-	1.2	0	0
			Start Time	M4 00:90	06:15 PM	06:30 PM	06:45 PM	Total		Grand Total	Apprch %	Total %	Passenger Vehicles	% Passenger Vehicles	Heavy Vehicles	% Heavy Vehicles	UTurns	% UTums

		US 301	301			HARNEY ROAD	'ROAD			US 301	101			DRIVEWAY	<b>EWAY</b>		
		South	Southbound			Westbound	pun			Northbound	puno			Eastbound	punc		
Start Time	Left	Thru		Right   App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1	nn 06:00 AM	to 08:45 A.	M - Peak 1 c	of 1													
Peak Hour for Entire Intersection Begins at 06:45 AM	tersection Beg	zins at 06:4	5 AM														
06:45 AM	2	238	0	240	0	0	1		0	92	7	78	0	0	0	0	319
07:00 AM	3	213	0	216	_	0	9	7	0	09	3	63	0	0	0	0	286
07:15 AM	9	297	0	303	1	0	2	3	0	75	0	75	0	0	1		382
07:30 AM	6	307	0	316	3	0	S	8	0	99	0	99	0	0	0	0	390
Total Volume	20	1055	0	1075	S	0	14	19	0	277	S	282	0	0	-	1	1377
% App. Total	1.9	98.1	0		26.3	0	73.7		0	98.2	1.8		0	0	100		
PHF	.556	859	000	.850	.417	000	.583	.594	000.	.911	.417	906.	000	000	.250	.250	.883
Passenger Vehicles	19	L66	0	1016	5	0	Ξ	16	0	242	5	247	0	0	-	T	1280
% Passenger Vehicles	95.0	94.5	0	94.5	100	0	78.6	84.2	0	87.4	100	87.6	0	0	100	100	93.0
Heavy Vehicles	_	28	0	65	0	0	3	3	0	35	0	35	0	0	0	0	16
% Heavy Vehicles	5.0	5.5	0	5.5	0	0	21.4	15.8	0	12.6	0	12.4	0	0	0	0	7.0
UTums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% UTums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

City/County: Thonotosassa/Hillsborough Weather: Clear Comments:

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	US 301 Southbound	01 und			HARNEY ROAD Westbound	ROAD			US 301 Northbound	101 ound			DRIVEWA Eastbound	DRIVEWAY Eastbound		
Thru		ght	App. Total	Left	Thru	ght	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
8:45 AM	1 - Pc	ak 1 01	£1											<b>,</b>		
Peak Hour for Each Approach Begins at: 06.45 AM				07-00 AM				06-30 AM				06:30 AM				
238		0	240	-	0	9	7	0	65	-	99	0	0	0	0	
213		0	216	-	0	2	3	0	76	7	78	0	0	0	0	
297		0	303	ĸ	0	5	8	0	09	e	63	0	0	0	0	
307		0	316	0	0	9	9	0	75	0	75	0	0	-	П	
1055		0	1075	5	0	19	24	0	276	9	282	0	0	-	-	
98.1	ı	0		20.8	0	79.2		0	97.9	2.1		0	0	100		
.859		000	.850	.417	000	.79Z	.750	000.	806	.500	.904	000	000.	.250	.250	
266		0	1016	\$	0	16	21	0	242	9	248	0	0	-	-	
94.5		0	94.5	100	0	84.2	87.5	0	87.7	100	87.9	0	0	100	100	
58		0	65	0	0	3	3	0	34	0	34	0	0	0	0	
5.5		0	5.5	0	0	15.8	12.5	0	12.3	0	12.1	0	0	0	0	
0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1	- P	eak 1 of														
Peak Hour for Entire Intersection Begins at 04:45 PM	P	-													-	
66		0	102	_	0	14	15	0	263	_	264	0	0	-	_	382
107		0	107	4	0	Π	15	0	263	0	263	0	0	0	0	385
96		-	86	3	0	18	21	1	291	9	298	0	0	7	2	419
133		0	135	0	0	15	15	0	278	-	279	0	0	0	0	429
435		_	442	∞	0	28	99	=	1095	∞	1104	0	0	3	3	1615
98.4		0.2		12.1	0	87.9		0.1	99.2	0.7		0	0	100		
.818		.250	.819	.500	000	908.	982.	.250	.941	.333	.926	000	000	.375	.375	.941
409		П	416	∞	0	58	99	-	1052	7	1060	0	0	ю	3	1545
94.0		100	94.1	100	0	100	100	100	96.1	87.5	0.96	0	0	100	100	95.7
26		0	26	0	0	0	0	0	43	-	44	0	0	0	0	70
0.9		0	5.9	0	0	0	0	0	3.9	12.5	4.0	0	0	0	0	4.3
0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1

	04:45 PM				04:45 PM			_	4:45 PM				03:45 PM			
+0 mins.	3	66	0	102		0	14	15	0	263	1	264	0	0	3	3
+15 mins.	0	107	0	107	4	0	11	15	0	263	0	263	0	0	0	0
+30 mins.	-	96	-	86	3	0	18	21	-	291	9	298	_	0	0	_
+45 mins.	2	133	0	135	0	0	15	15	0	278	1	279	С	0	2	2
Total Volume	9	435	1	442	∞	0	58	99	_	1095	∞	1104	-	0	5	9
% App. Total	1.4	98.4	0.2		12.1	0	87.9		0.1	99.2	0.7		16.7	0	83.3	
PHF	.500	.818	.250	618.	.500	000	908.	.786	.250	.941	.333	.926	.250	000.	.417	.500
Passenger Vehicles	9	409	1	416	œ	0	58	99	-	1052	7	1060	-	0	3	4

Intersection Turning Movement Count

	66.7	2	33.3	0	0
	09	2	40	0	0
	0	0	0	0	0
	100	0	0	0	0
	96	44	4	0	0
	87.5	-	12.5	0	0
5	96.1	43	3.9	0	0
	100	0	0	0	0
	100	0	0	0	0
	100	0	0	0	0
	0	0	0	0	0
	100	0	0	0	0
	94.1	26	5.9	0	0
	100	0	0	0	0
	94	56	9	0	0
	100	0	0	0	0
	% Passenger Vehicles	Heavy Vehicles	% Heavy Vehicles	UTurns	% UTnms

File Name: US301&Harney Site Code: 15006 Start Date: 7/1/2015 Page No: 1

City/County: Thonotosassa/Hillsborough Weather: Clear Comments:

Start Time		Court	Courthbound			Westhound	thound			Northbound	ound			Eastbound	pu		
OLD 00.20	Ieff	Thru	Right	Ann Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	ight	App. Total	Int. Total
	2	150	0	191	C	0	0	0	0	36	0	36	0	0	0	0	197
06.15 AM	1 40	204	0	210	0	0	3	3	0	43	-	44	0	0	0	0	257
06-30 AM	6	250	0	259	,	0	7	3	0	58		59	0	0	0	0	321
06.45 AM	2	224	0	226	0	0	-	-	0	65	7	19	0	0	0	0	294
Total	19	837	0	856	1	0	9	7	0	202	4	706	0	0	0	0	1069
A 4 00.50	,	200	C	300	-	C	ť	4	C	49	'n	52	0	0	0	0	261
07:00 AIM	י ט	707		100			י ר	- ~	; C	70	C	70	0	С	-	-	365
07:15 AM	9	782	0	167	- •	0 0	7 1	2		0/		07	0	0 <			360
07:30 AM	∞	286	0	294	m	0	Λ.	× ×	O č	28	0 (	000		> 0	0	-	280
07:45 AM	5	219	0	224	0	0	9	9	0	75	0	75		0	0		707
Total	22	992	0	1014	S	0	16	21	0	229	ю	232	0	0	-	_	1268
MA 00.90	"	105	C	198		C	-	2	0	57	0	57	0	0	0	0	257
00.00 AM	י כ	100		000	· c	C			С	62	-	63	0	0	0	0	264
08:13 AM	7 .	061		2001	> -	0 0	٠ ,		0 0	10	C	15	C	С	С	C	247
08:30 AM	4 /	189	0 0	193	٦ ٥	> <	4 m	. r	0 0	5	1	53	0	c	0	0	206
08:45 AM	0	144		001				0		1000		200			0	0	07.7
*** BREAK ***								15									
02:00 PM	0	96	0	96	3	0	7	5	0	107	-	108	0	0	0	0	20
02:15 PM		103	0	104	0	0	-	-	0	94	0	94	0	0	0	0	10
02-30 PM	-	94	C	95	0	0	0	0	0	114	_	115	0	0	0	0	21(
02-45 PM	- C	7	c	71		0	7	10	-	121	3	125	0	0	-	-	207
Total	2	364	0	366	9	0	10	16	1	436	5	442	0	0	-	_	825
			,	-	•	c	,		c	145	10 <u>10 10 10 10 10 10 10 10 10 10 10 10 10 1</u>	146	C	C	c	-	73%
03:00 PM	m	11	0	08	7	0	0	ĸ ı	0 0	54.	<b>-</b> (	1 1	> 0	0	0 0		735
03:15 PM	7	83	0	82	0	0	3	3	0	/4/	0 '	74.	> <	> 0	> <	> 0	9 4
03:30 PM	1	101	0	102	0	0	∞	∞	0	136	0	136	O ¢	0 0	o (	0 0	47
03:45 PM	-	85	0	98	0	0	-	11	0	173	_	1/4	0	0	7	7	17
Total	7	346	0	353	2	0	28	30	0	601	7	603	0	0	7	2	886
04:00 PM	2	96	0	86	_	0	7	8	0	186	7	188	0	0	0	С	294
04:15 PM	13	84	0	87	7	0	10	12	-	206	4	211	_	0	0	-	311
04·30 PM	-	82	0	83	_	0	10	11	П	222	1	224	0	0	_	-	319
04:45 PM	, n	92	0	95	-	0	14	15	0	254	-	255	0	0	-	-	366
Total	6	354	0	363	5	0	41	46	2	898	∞	878	-	0	2	3	1290
MG 00:30	C	102	O	100	4	C	=	15	0	250	0	250	0	0	0	0	367
MG 21.30	-	101	- 0	03	. "	0	18	1,0	-	282	5	288	0	0	7	7	404
05.15 PM	٠ ,	17	- 0	27.1	n c		2 4	12		297	. –	190	C	С	0	0	408
05:30 PM	7 (	124		971	<b>&gt;</b> C	> <	. T	1.		231		231	0	o C	° C	0	326
05:45 PM	7	2		XX	=					,							

File Name: US301&Harney Site Code: 15006 Start Date: 7/1/2015 Page No: 2

City/County: Thonotosassa/Hillsborough Weather: Clear Comments:

Groups Printed- Passenger Vehicles

		Int. Total	327	302	248	227	1104	9023		
		App. Total	_	0	0	0	-	10		0.1
WAY	pun	Right	-	0	0	0	-	6	06	0.1
DRIVEWAY	Eastbound	Thru	0	0	0	0	0	0	0	0
		Left	0	0	0	0	0	-	10	0
		App. Total	211	195	142	143	169	4312		47.8
101	puno	Right	-	-	0	_	3	35	8.0	0.4
US 301	Northbound	Thru	210	193	142	142	289	4272	99.1	47.3
		Left	0	_	0	0	1	8	0.1	0.1
		App. Total	11	9	11	5	33	224		2.5
ROAD	pund	Right	6	9	6	3	27	190	84.8	2.1
HARNEY ROAD	Westbo	Thru	0	0	0	0	0	0	0	0
		Left	2	0	2	2	9	34	15.2	0.4
		App. Total	104	101	95	79	379	4477		49.6
01	pund	Right	0	0	0	0	0	-	0	0
US 301	Southbound	Thru	103	101	91	78	373	4391	98.1	48.7
		Left	1	0	4	-	9	85	1.9	6.0
		Start Time	06:00 PM	06:15 PM	06:30 PM	06:45 PM	Total	Grand Total	Apprch %	Total %

Thru Right App. Total   0   1   1   0   0   2   3   0   0   0   1   16   0   0   1   1   16   0   0   1   1   16   0   0   1   1   16   0   0   0   0   0   0   0   0   0	Left 1		ght   App. Total   cak 1 of 1   cak 205   cak	
1 2 2 2 3 4 4 1 1 8 8 8 8 8 8 1 9 1 9 1 9 1 9 1 9 1 9	000	226 0 0 0 205 1 0 0	ak 1 of 1 0 0	ak 1 of 1 0 0
2 2 3 4 4 1	000	226 0 0 0 205 1 0	000	000
1 3 2 2 8 8 8 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	000	226 0 0 0 205 1 0 0	0 226 0 0 0 205 1 0	000
2 2 3 4 5 5 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0 0	205 1 0	0 205 1 0	00
5 8 8 11 16	0	1 100	100	C
5 8	4	7 1 167	0 1 167 0	
11 16	)	294 3 (	0 294 3 (	286 0 294 3 (
		1016 5	0 1016 5	997 0 1016 5
0 68.8		31.2	0 31.2	98.1 0 31.2
000550 .500	0.	.864 .417 .00	.417 .0	.864 .417 .0

Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1 Peak Hour for Each Approach Begins at:

										366	367	404	408	1545		947
	0	0	0	-	-		.250			=	0	7	0	3	0.00	375
	0	0	0		_	100	.250			-	0	7	0	3	100	375
	0	0	0	0	0	0	000.			0	0	0	0	0	0	000
06:30 AM	0	0	0	0	0	0	000.			0	0	0	0	0	0	000
		19	52	70	248		988.			255	250	288	267	1060		026
	_	2	3	0	9	2.4	.500			-	0	S	_	7	0.7	350
	28	65	49	70	242	9.76	.864			254	250	282	266	1052	99.2	933
06:30 AM	0	0	0	0	0	0	000.			0	0	_	0	_	0.1	250
0	4	В	∞	9	21		959.			15	15	21	15	99		786
	3	2	S	9	16	76.2	199.			14	Ξ	18	15	58	87.9	808
	0	0	0	0	0	0	000			0	0	0	0	0	0	000
07:00 AM	-	-	3	0	5	23.8	.417			-	4	3	0	8	12.1	.500
	226	205	291	294	1016		.864			95	102	93	126	416		.825
	0	0	0	0	0	0	000.	Pcak 1 of 1	M	0	0	_	0	_	0.2	.250
	224	202	285	286	266	98.1	.872	06:45 PM -	ns at 04:45 F	92	102	91	124	409	98.3	.825
06:45 AM	7	С	9	<b>«</b>	19	1.9	.594	02:00 PM to	rsection Begir	m	0	1	2	9	1.4	.500
3	+0 mins.	+15 mins.	+30 mins.	+45 mins.	Total Volume	% App. Total	PHF	Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1	Peak Hour for Entire Intersection Begins at 04:45 PM	04:45 PM	05:00 PM	05:15 PM	05:30 PM	Total Volume	% App. Total	PHF

City/County: Thonotosassa/Hillsborough Weather: Clear Comments:

File Name: US301&Harney Site Code: 15006

raye No

: 7/1/2015	
: 7/1	۳.
Start Date	
Start	Page

301   Sight   App. Total   App.
US 301   Southbound   Start Time

City/County: Thonotosassa/Hillsborough Weather: Clear Comments:

File Name: US301&Harney Site Code: 15006 Start Date: 7/1/2015 Page No: 1

Thin   Right   App Total   Lich   Thin   Right   App Total   Lich   Thin   Color   C		•	US 301 Southbound	ρι			HARNEY RO Westbound	HARNEY ROAD Westbound			US 301 Northbound	301 sound			DRIVEWAY Eastbound	WAY		
AM 0 110 0 11 0 0 0 0 0 0 0 0 0 0 0 0 0 0		_		ght	pp. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
AM 0 11 0 21 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0	10		10	0	0	0		0	5	0		0	0	0		15
AM 0 21 0 24 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0	П	0	11	0	0	-	_	0	∞	0	∞	0	0	0	0	20
AM         0         14         0         14         0		0	21	0	21	0	0	0	0	0	7	0	7	0	0	0	0	28
Color   Colo		0	14	0	14	0	0	0	0	0	Ξ	0	11	0	0	0	0	25
AM		0	56	0	99	0	0	1	1	0	31	0	31	0	0	0	0	88
AM	_	0	11	0	11	0	0	3	3	0	11	0	11	0	0	0	C	25
AM 1 21 0 22 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2075	0	12	C	12	0	0	0	0	0	5	0	2	C	0	C	C	17
AM			2.5	· C	22	0	0	• •	0	0	×	0	, ox	0	0	· C	0	30
PM			: =	o C	11	0	0	0	0	0	0 0	0	6	0	0	0	0	20
AM 0 19 0 19 0 19 0 0 0 0 0 0 0 0 0 0 0 0			55	0	56	0	0	3	3	0	33	0	33	0	0	0	0	92
AM 0 13 0 13 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0	19	0	19	0	0	0	0	0	6	0	6	0	0	0	0	28
AM         0         13         0         13         0		0	13	0	13	0	0	0	0	0	14	0	14	0	0	0	0	27
AM         0         18         0         18         0	-012	0	13	0	13	0	0	0	0	0	Ξ	0	=	0	0	0	0	24
PM		0	18	0	18	0	0	0	0	0	14	0	14	0	0	0	0	32
PM         0         6         0         6         0		0	63	0	63	0	0	0	0	0	48	0	48	0	0	0	0	111
0         6         0         6         0																		
0         8         0	_	0	9	0	9	0	0	0	0	0	12	0	12	0	0	0	0	18
0         8         0         8         0		0	<b>%</b>	0	∞	0	0	0	0	0	7	0	7	0	0	0	0	15
0         7         0         7         0		0	∞	0	∞	0	0	0	0	0	6	0	6	0	0	0	0	17
0         29         0         29         0		0	7	0	7	0	0	0	0	0	13	0	13	0	0	0	0	20
0         9         0		0	29	0	29	0	0	0	0	0	41	0	41	0	0	0	0	70
0 11 0 11 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	_	0	6	0	6	0	0	0	0	0	12	0	12	0	0	0	0	21
0         9         0         9         0		0	11	0	11	0	0	0	0	0	7	0	7	0	0	0	0	18
0         6         0         6         0         0         1         1         0           0         35         0         35         0         0         1         1         0           0         7         0         0         0         0         0         0         0           0         7         0         7         0         0         0         0         0         0           0         7         0         7         0		0	6	0	6	0	0	0	0	0	12	0	12	0	0	0	0	21
0         35         0         35         0         1         1         0           0         7         0         7         0		0	9	0	9	0	0	-	_	0	∞	0	∞	0	0	-	-	10
0         6         0         6         0		0	35	0	35	0	0	-	-	0	39	0	39	0	0	П	1	92
0         7         0         7         0		0	9	0	9	0	0	0	0	0	6	0	6	0	0	0	0	1.
0         7         0         7         0	2	0	7	0		0	0	0	0	0	∞	0	∞	0	0	0	0	
0         7         0         7         0		0	7	0	7	0	0	0	0	0	6	3	12	0	0	_	-	20
0         27         0		0	7	0	7	0	0	0	0	0	6	0	6	0	0	0	0	1
0 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0	27	0	27	0	0	0	0	0	35	3	38	0	0	_	1	9
0 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0	S	0	5	0	0	0	0	0	13	0	13	0	0	0	0	18
0 9 0 9 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0	5	0	5	0	0	0	0	0	6	_	10	0	0	0	0	15
0 1 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	200	0	6	0	6	0	0	0	0	0	12	0	12	0	0	0	0	21
0 20 0 20 0 0 0 0 0 0	200	0	-	0	-	0	0	0	0	0	16	0	16	0	0	0	0	17
	Total	0	20	0	20	0	0	0	0	0	20	-	51	0	0	0	0	71

City/County: Thonotosassa/Hillsborough Weather: Clear Comments:

File Name: US301&Harney Site Code: 15006 Start Date: 7/1/2015 Page No: 2

			Int. Total	13	14	11	10	48	622		
		20,000	App. Total	0	0	0	0	0	2	,	0.3
	'AY		Right /	0	0	0	0	0	7	100	0.3
	DRIVEWAY		Thru	0	0	0	0	0	0	0	0
			Left	0	0	0	0	0	0	0	0
			App. Total	11	10	œ	9	35	316	2	20.8
	)1		Right	0	0	0	_	1	5	1.6	0.8
	US 301	Northbound	Thru	Ξ	10	œ	5	34	311	98.4	20
enicles			Left	0	0	0	0	0	0	0	0
Groups Printed- Heavy Vehicles			App. Total	0	0	0	0	0	5		0.8
Groups Pr	ROAD	nd	Right   A	0	0	0	0	0	5	100	8.0
	HARNEY ROAD	Westbound	Thru	0	0	0	0	0	0	0	0
			Left	0	0	0	0	0	0	0	0
			App. Total	2	4	3	4	13	299		48.1
	. 10	pun	Right	0	0	0	0	0	0	0	0
	US 301	Southbound	Thru	2	4	ъ.	4	13	298	7.66	47.9
			Left	0	0	0	С	0	1	0.3	0.2
			Start Time	MG 00:90	06:15 PM	06:30 PM	06:45 PM	Total	Grand Total	Apprch %	Total %

		US 301			HARN	HARNEY ROAD			US 301	301			DRIVEWAY	WAY		
	So	Southbound			We	Westbound			Northbound	puno			Eastbound			
Left			Right App. Total	1 Left	Thru	Right	App. Total	Left	Thru	ht	App. Total	Left	Thru	Right	App. Total	Int. Total
6:00 A	M to 08:4.	eak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1	1 of 1													
ection I	Peak Hour for Entire Intersection Begins at 08:00 AM	18:00 AM													-	
0		0 6	11	0 6	0	0	0	0	6	0	6	0	0	0	0	28
0	-	0		3	0	0	0	0	14	0	14	0	0	0	0	27
С	-	3 0		3 0	0	0	0	0	Ξ	0	=======================================	0	0	0	0	24
0		0	1	3 0	0	0	0	0	14	0	14	0	0	0	0	32
0	9	3 0	63	3 0	0	0	0	0	48	0	48	0	0	0	0	Ξ
0	10	0 0	91	0	0	0		0	100	0		0	0	0		
000	829	000.	.829	000.	000	000	000	000	.857	000	.857	000	000	000.	000	.867

Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1 Peak Hour for Each Approach Begins at:

can tron to many the boar and the													311 00 50				
	07:30 AM				06:15 AM				08:00 AM				06:00 AM				
+0 mins.	-	21	0	22	0	0	-	_	0	6	0	6	0	0	0	0	
+15 mins.	0	1	0	11	0	0	0	0	0	14	0	14	0	0	0	0	
+30 mins	0	19	0	19	0	0	0	0	0	=	0	11	0	0	0	0	
+45 mins.	0	13	0	13	0	0	3	3	0	14	0	14	0	0	0	С	
Total Volume		64	0	65	0	0	4	4	0	48	0	48	0	0	0	0	
% App. Total	1.5	98.5	0		0	0	100		0	100	0		0	0	0		
PHF	.250	.762	000.	.739	000.	000	.333	.333	000	.857	000	.857	000	000	000.	000.	
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1	m 02:00 PM t	to 06:45 PM	I - Peak 1 of 1														
Peak Hour for Entire Intersection Begins at 02:45 PM	ersection Beg	tins at 02:45	PM:														1
02:45 PM	0	7	0	7	0	0	0	0	0	13	0	13	0	0	0	0	20
03:00 PM	0	6	0	6	0	0	0	0	0	12	0	12	0	0	0	0	21
03:15 PM	0	11	0	Ξ	0	0	0	0	0	7	0	7	0	0	0	0	18
03:30 PM	0	6	0	6	0	0	0	0	0	12	0	12	0	0	0	0	21
Total Volume	0	36	0	36	0	0	0	0	0	4	0	44	0	0	0	0	80
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	000	.818	000	.818	000	000	000	000	000	.846	000	.846	000	000	000	000	.952

File Name: US301&Harney Site Code: 15006 Start Date: 7/1/2015 Page No: 3

City/County: Thonotosassa/Hillsborough Weather: Clear Comments:

		Int. Total										
		Right   App. Total					0	0	-	7		.500
WAY	pur	Right				_	0	0	-	7	100	.500
DRIVEWAY	Eastbound	Thru				0	0	0	0	0	0	000.
		Left			03:45 PM	0	0	0	0	0	0	000.
		Right App. Total				13	10	12	16	51		767.
01	punc	Right				0	-	0	0	_	2	.250
US 301	Northbound	Thru			w .	13	6	12	16	20	86	.781
	200 Total Control of the Control of	Left			05:00 PM	0	0	0	0	0	0	000
		App. Total			0	0	0	0	1			.250
ROAD	pui	Right   A				0	0	0	1	_	100	.250
HARNEY ROAD	Westbound	Thru				0	0	0	0	0	0	000.
		Left			03:00 PM	0	0	0	0	0	0	000.
		p. Total			0	7	6	11	6	36		.818
	pu	Right   App. Total	Peak 1 of 1			0	0	0	0	0	0	000.
US 301	Southbound	Thru	)6:45 PM -			7	6	11	6	36	100	.818
		Left	02:00 PM to (	bach Begins at	02:45 PM	0	0	0	0	0	0	000
		Start Time	Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1	Peak Hour for Each Approach Begins at:	0	+0 mins.	+15 mins.	+30 mins.	+45 mins.	Total Volume	% App. Total	PHF

File Name: US301&Harney Site Code: 15006 Start Date: 7/1/2015 Page No: 1

City/County: Thonotosassa/Hillsborough Weather: Clear Comments:

		US 301	,0,1			*** * * * * * * * * * * * * * * * * * *	4.00							, m			
		Southbound	son ound			HAKNEY KO Westbound	HARNEY ROAD Westbound			US 301 Northbound	101 ound			DRIVEWA Eastbound	DRIVEWAY Eastbound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
*** BREAK ***																	
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch % Total %	0	0	0		0	0	0	<u> </u>	0	0	0		0	0	0		
		110	100			LIABNE	0.000			116 201	10			Man	DPIVEWAY		
		0.5 501	301			HARINE	MAKINET KOAD				100			Prof	E WAI		
		Southbound	puno			Westb	- 1-			Northbound	onna		,	Eastbound	onna	E	
Start Time	Left	Thru	Right	Thru Right App. Total	Left	Thri	Right	App. Total	Lett	Lhru	Kight	App. I otal	Lett	Thru	Kıght	App. 1 otal	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1	m 06:00 AM	to 08:45 Al	M - Peak 1	of 1													
Peak Hour for Entire Intersection Begins at 06:00 AM	ersection Beg	ins at 06:00	) AM					-				1-					
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	С	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	c	0		0	0	0		8
DUTE	000	000	000	000	0000	000	000	000	000	000	000	000	000	000	000	000	000

Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak I of I Peak Hour for Each Approach Begins at:

+O mine	00.00			<u>ں</u>	06:00 AM			_	00:00 AM			_	16:00 AM				
TO IIIIIIS.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	000.	000	000	000.	000	000	000	000.	000.	000.	000	000.	000	000	000	000	
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1	n 02:00 PM to	, 06:45 PM	<ul> <li>Peak 1 of 1</li> </ul>														
Peak Hour for Entire Intersection Begins at 02:00 PM	ersection Begi	ns at 02:00	PM													,	
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHE	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000

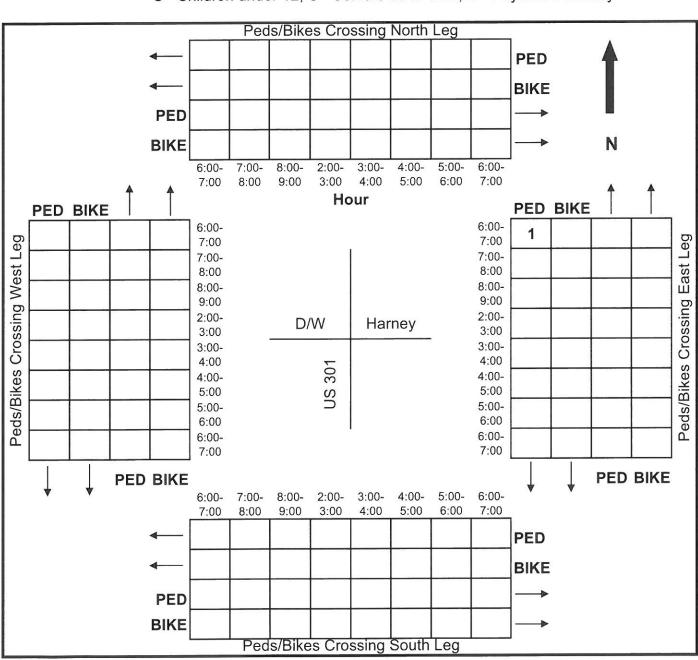
File Name: US301&Harney Site Code: 15006 Start Date: 7/1/2015 Page No: 2

City/County: Thonotosassa/Hillsborough Weather: Clear Comments:

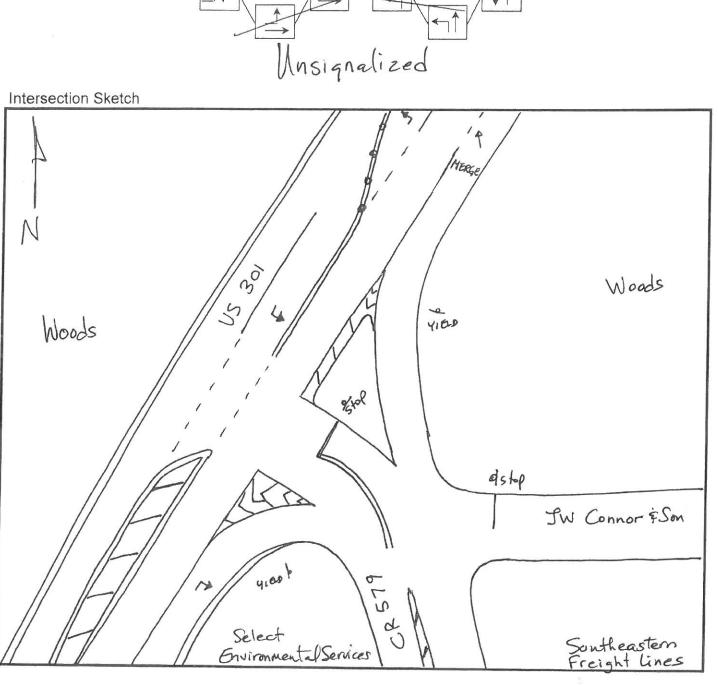
#### Intersection Pedestrian & Bicycle Count

Date:	7/1/15	Day: Wednesday
Count Times:	6-9am & 2-7pm	Weather: Clear
Intersection:	US 301 at Harney Road	
Comments:		

C - Children under 12; S - Seniors 65 or over; D - Physical Disability



#### Turning Movement Count Field Data Sheet & Sketch



City/County: Thonotosassa/Hillsborough Weather: Rain 2:15-2:30pm Comments:

File Name: US301&CR579
Site Code: 15006
Start Date: 7/2/2015
Page No: 1

		US 301	01	Groups Pr	Groups rrinted- rassenger venicles - Beavy venicles  CR 579	Venicies - Heav CR 579	avy venicies - C	e e e e e e e e e e e e e e e e e e e		US 301	1		
		Southbound				Westbound				Northbound			
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:00 AM	9	150	0	156	7	0	5	7	0	25	5	30	193
06:15 AM	17	207	0	224	4	0	6	13	0	45	5	20	287
06:30 AM	17	221	0	238	9	0	5	11	0	41	6	20	299
06:45 AM	18	224	0	242	8	0	9	6	0	33	11	44	295
Total	58	802	0	098	15	0	25	40	0	144	30	174	1074
N 00:20	23	300	c	130	c	c	7	1	c	7	,,	18	787
07:15 AM	2,000	245	0	273	7 =		` -	, , ,	0 0	6 9	0.4	64	350
07:30 AM	200	300	0 0	255		0 0	17	27	o c	57	- 1	- 2	341
07:45 AM	2.7	173	0	200	. =	0	7	77 81	0	47	· v	52	270
Total	107	850	0	756	27	0	42	69	0	209	19	228	1254
NA 00.80	71	081	c	106	٥	c	<u>-</u>	110	c	7	7	- 48	396
100.00 AIN	01	0 -		021	c u	0	61	1-1-1		; =	<b>+</b> 4	94	226
08:15 AM	× <u>-</u>	1/1	0 0	1.19	0 0	0	0 •	_ :	0 0	4 6	O 4	9 6	236
08:30 AM	C 1	133	00	148	c z	0 0	4 v	71	00	0.2	n v	50	255
Total	62	614	0	641	36		200	01		200	10	378	948
*** BREAK ***													
M3.00 PM	6	93	C	102	Ý	C	~	73	C	65	×	1001	225
02-15 PM	· V	92	· C	7.6	, v	С	12	17	C	100	· V	105	219
02:30 PM	9	72	0	78	. –	0	2 -	: <b>-</b>	0	122	۰ ۷	127	216
02:45 PM	o oc	83	0	91	- 4	0	7	=	0	110	9	116	218
Total	28	340	0	368	15	0	47	62	0	424	24	448	878
8 -								ar =				g =	
03:00 PM	9	42	0	85	2	0	11	13	0	122	4	126	224
03:15 PM	7	78	0	82	2	0	17	61	0	130	4	134	238
03:30 PM	12	95	0	107	3	0	16	19	0	147	2	149	275
03:45 PM	2	77	0	79	5	0	23	28	0	189	5	194	301
Total	27	329	0	356	12	0	29	1 62	0	588	15	603	1038
04:00 PM	9	81	0	87	4	0	21	25	0	173	5	178	290
04:15 PM	7	72	0	62	9	0	24	30	0	237	_	238	347
04:30 PM	13	78	0	91	9	0	16	22	0	196	3	199	312
04:45 PM	15	72	0	87	4	0	30	34	0	219	4	223	344
Total	41	303	0	344	20	0	91	111	0	825	13	838	1293
05:00 PM	18	86	0	116	9	0	19	25	0	233	8	241	382
05:15 PM	6	06	0	66	∞	0	30	38	0	228	œ	236	373
05:30 PM	6	87	0	96	Ξ	0	25	36	0	224	7	231	363
05:45 PM	14	68	0	103	6	0	32	41	0	194	12	206	350
Total	20	364	0	414	34	0	106	140	0	879	35	914	1468
06:00 PM	10	06	0	100	11	0	31	42	0	187	∞	195	337
06:15 PM	10	62	0	72	12	0	18	30	0	149	7	156	258
06:30 PM	9	74	0	80	5	0	16	21	0	130	5	135	236
06:45 PM	4	62	0	99	9	0	10	91	0	103	9	109	191
Total	30	288	0	318	34	0	75	109	0	695	26	595	1022

File Name: US301&CR579
Site Code: 15006
Start Date: 7/2/2015
Page No: 2

City/County: Thonotosassa/Hillsborough Weather: Rain 2:15-2:30pm Comments:

Right 181 4.5 2 2 115 63.5 66 36.5 0 Northbound US 301 7. Thru 3847 95.5 42.9 3631 94.4 216 5.6 5.6 90.0 0 00000000 631 95 33 5 0 0 App. Total 664 Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns Right 482 72.6 5.4 466 96.7 16 3.3 Westbound Thru 00000000 165 90.7 17 9.3 0 47.7 4028 94 255 App. Total 4283 00000000 Southbound US 301 Thru 3890 90.8 43.3 3656 94 234 393 9.2 4.4 4.4 372 94.7 21 21 5.3 Heavy Vehicles % Heavy Vehicles UTums % UTums Grand Total Apprch % Total % Passenger Vehicles

8405 93.6 570 6.4 0

44.9 3746 93 282

00

Int. Total 8975

App. Total 4028

		US 301	)1			CR 579	6			US 301	01		
		Southbound	nnd		No. of the second second second second	Westbound	pu			Northbe	puno		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1	AM to 08:45 A	M - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 06:45 AM	n Begins at 06:4	5 AM		9				8				8	
06:45 AM	18	224	0	242	3	0	9	6	0	33	1	44	295
07:00 AM	23	206	0	229	0	0	7	7	0	45	3	48	284
07:15 AM	28	245	0	273	11	0	Ξ	22	0	09	4	64	359
07:30 AM	29	226	0	255	5	0	17	22	0	57	7	64	341
Total Volume	86	106	0	666	19	0	41	09	0	195	25	220	1279
% App. Total	8.6	90.2	0		31.7	0	68.3		0	9.88	11.4		
PHF	.845	.919	000	.915	.432	000	.603	.682	000	.813	.568	.859	168.
Passenger Vehicles	96	862	0	856	13	0	37	90	0	167	18	185	1193
% Passenger Vehicles	0.86	95.7	0	626	68.4	0	90.2	83.3	0	85.6	72.0	84.1	93.3
Heavy Vehicles	2	39	0	41	9	0	4	10	0	28	7	35	98
% Heavy Vehicles	2.0	4.3	0	4.1	31.6	0	8.6	16.7	0	14.4	28.0	15.9	6.7
UTums	0	0	0	0	0	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1

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	Peak Hour for Each Approach Begins at:
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				·					311001			
	06:45 AM			0	07:15 AM				17:00 AM			
+0 mins.	18	224	0	242	=	0	=	22	0	45	3	48
+15 mins.	23	206	0	229	5	0	17	22	0	09	4	64
+30 mins.	28	245	0	273	11	0	7	18	0	57	7	64
+45 mins.	29	226	0	255	8	0	13	21	0	47	S	52
Total Volume	86	901	0	666	35	0	48	83	0	209	19	228
% App. Total	8.6	90.2	0		42.2	0	57.8		0	91.7	8.3	
PHF	.845	.919	000	.915	795	000	.706	.943	000	.871	629.	.891
Passenger Vehicles	96	862	0	958	28	0	45	73	0	172	11	183
% Passenger Vehicles	86	95.7	0	95.9	80	0	93.8	88	0	82.3	57.9	80.3
Heavy Vehicles	2	39	0	41	7	0	n	10	0	37	∞	45
% Heavy Vehicles	2	4.3	0	4.1	20	0	6.2	12	0	17.7	42.1	19.7
UTurns	0	0	0	0	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0

File Name: US301&CR579
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Start Date: 7/2/2015
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City/County: Thonotosassa/Hillsborough Weather: Rain 2:15-2:30pm Comments:

US 301 CR 579 US 301

		100 00	100			CICNO	,						
		Southbound	puno			Westbound	pur			Northbound	pun		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1	00 PM to 06:45 Pl	M - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 05:00 PM	ion Begins at 05:0	10 PM						8,					
05:00 PM	18	86	0	116	9	0	19	25	0	233	∞	241	382
05:15 PM	6	06	0	66	8	0	30	38	0	228	∞	236	373
05:30 PM	6	87	0	96	11	0	25	36	0	224	7	231	363
05:45 PM	14	68	0	103	6	0	32	41	0	194	12	206	350
Total Volume	50	364	0	414	34	0	106	140	0	879	35	914	1468
% App. Total	12.1	87.9	0		24.3	0	75.7		0	96.2	3.8		
PHF	.694	.929	000	.892	.773	000.	.828	.854	000	.943	.729	.948	.961
Passenger Vehicles	46	347	0	393	33	0	105	138	0	846	17	863	1394
% Passenger Vehicles	92.0	95.3	0	94.9	97.1	0	99.1	9.86	0	96.2	48.6	94.4	95.0
Heavy Vehicles	4	17	0	21		0	-	2	0	33	18	51	74
% Heavy Vehicles	8.0	4.7	0	5.1	2.9	0	6.0	1.4	0	3.8	51.4	9.6	5.0
UTums	0	0	0	0	0	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1

18         98         0         30         38         38         0         219         4         223           9         90         0         99         11         0         25         36         0         233         8         241           14         89         0         103         11         0         31         42         0         228         8         248           50         364         0         103         11         0         328         8         236           12.1         89         0         118         157         0         904         27         231           12.1         87.9         0         118         157         0         97.1         2.9         95           694         929         0         75.2         935         0         97.1         2.9         95           46         347         0         94.9         97.4         0         99.2         98.7         0         96.8         51.9         95.5           4         17         0         94.9         97.4         0         99.2         98.7         0         96.8	05:00 PM	M				05:15 PM				04:45 PM			
90         0         99         11         0         25         36         0         233         8           87         0         96         9         0         32         41         0         228         8           89         0         11         0         31         42         0         224         7           87         0         118         15         0         904         27         7           87,9         0         75,2         93         90         97,1         2.9         84           95,3         0         88         .000         922         93         0         97,1         2.9           95,3         0         94,9         97,4         0         99,2         98,7         0         96,8         51,9           17         0         21         1         0         99,2         98,7         0         96,8         51,9           17         0         24         0         99,2         98,7         0         29         13           4,7         0         24         0         0         0         0         96,8         13		18	86	0	116	8	0	30	38	0	219	4	223
87         0         96         9         0         32         41         0         228         8           89         0         103         11         0         31         42         0         224         7           364         0         103         11         0         224         7         7           87.9         0         118         157         0         904         27         27           929         .000         .824         .000         .922         .935         .000         .971         2.9           347         0         .886         .000         .922         .935         .000         .971         .844           95.3         0         94.9         97.4         0         99.2         98.7         0         875         114           17         0         21         1         0         99.2         98.7         0         96.8         51.9           17         0         24         1         2         0         29         13           4.7         0         0         0         0         0         0         0         0         0 <td></td> <td>6</td> <td>06</td> <td>0</td> <td>66</td> <td>11</td> <td>0</td> <td>25</td> <td>36</td> <td>0</td> <td>233</td> <td>∞</td> <td>241</td>		6	06	0	66	11	0	25	36	0	233	∞	241
89         0         103         11         0         31         42         0         224         7           364         0         414         39         0         118         157         0         904         27           87.9         0         118         157         0         904         27           929         .000         .892         .886         .000         .922         .935         .000         .971         .29           95.3         0         333         38         0         117         155         0         .875         14           95.3         0         94.9         97.4         0         99.2         98.7         0         875         11           4.7         0         21         1         0         99.2         98.7         0         875         11.4           4.7         0         5.1         2         0         96.8         1.3         0         29.8         1.3           0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0 <td></td> <td>6</td> <td>87</td> <td>0</td> <td>96</td> <td>6</td> <td>0</td> <td>32</td> <td>41</td> <td>0</td> <td>228</td> <td>∞</td> <td>236</td>		6	87	0	96	6	0	32	41	0	228	∞	236
364         0         414         39         0         118         157         0         904         27           87.9         0         75.2         0         97.1         29           929         .000         89.2         .935         .000         .970         .844           347         0         39.3         38         0         117         155         0         875         14           95.3         0         94.9         97.4         0         99.2         98.7         0         875         114           4.7         0         2.1         0         1         2         0         29.8         13           4.7         0         5.1         2.6         0         <		14	88	0	103	11	0	31	42	0	224	7	231
87.9         0         24.8         0         75.2         0         97.1         2.9           929         .000         .892         .886         .000         .922         .935         .000         .970         .844           347         0         393         .38         0         117         155         0         875         14           95.3         0         94.9         97.4         0         99.2         98.7         0         96.8         51.9           17         0         5.1         0         96.8         1.3         13         13           4.7         0         5.1         0         0         0         0         0         0           0         0         0         0         0         0         0         0         0           0         0         0         0         0         0         0         0         0		50	364	0	414	39	0	118	157	0	904	27	931
929         .000         .892         .886         .000         .922         .935         .000         .970         .844           347         0         393         38         0         117         155         0         875         14           95.3         0         94.9         97.4         0         99.2         98.7         0         96.8         51.9           17         0         21         1         0         1         2         0         96.8         51.9           4.7         0         5.1         2.6         0         0         3.2         48.1           0         0         0         0         0         0         0         0         0           0         0         0         0         0         0         0         0         0         0		12.1	87.9	0		24.8	0	75.2		0	97.1	2.9	
0         393         38         0         117         155         0         875         14           0         94.9         97.4         0         99.2         98.7         0         96.8         51.9           0         21         1         0         1         2         0         29         13           0         5.1         2.6         0         0.8         1.3         0         29         13           0         0         0         0         0         0         0         0         0         0           0         0         0         0         0         0         0         0         0         0         0		694	.929	000	.892	.886	000	.922	.935	000	970	.844	996.
$ \begin{array}{c ccccccccccccccccccccccccccccccccccc$		46	347	0	393	38	0	117	155	0	875	14	688
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$		92	95.3	0	94.9	97.4	0	99.2	7.86	0	8.96	51.9	95.5
$ \begin{array}{cccccccccccccccccccccccccccccccccccc$		4	17	0	21	-	0	-	2	0	29	13	42
		∞	4.7	0	5.1	2.6	С	8.0	1.3	0	3.2	48.1	4.5
		0	0	0	0	0	0	0	0	0	0	0	0
		0	0	0	0	0	0	0	0	0	0	0	0

City/County: Thonotosassa/Hillsborough Weather: Rain 2:15-2:30pm Comments:

File Name: US301&CR579 Site Code: 15006 Start Date: 7/2/2015 Page No: 1

Start Time 06:00 AM 06:15 AM 06:30 AM		105 501				CR 579	CR 579			US 301	)]		
06:00 AM 06:15 AM 06:30 AM	Teff	Then	Rioht	Ann Total	Left	Тһгіі	Right	Ann Total	Left	Thru	Right	Ann. Total	Int. Total
06:15 AM 06:30 AM	9	140	O	146	-	0	2	9	0	22.	_	23	1
06:30 AM	17	199	0	216	'n	0	, ∞	· II	0	39	7	4	268
	17	206	0	223	5	0	4	6	0	35	∞	43	275
06:45 AM	17	209	0	226	2	0	5	7	0	30	10	40	273
Total	57	754	0	811	1	0	22	33	0	126	21	147	991
MA 00.70	73	100	C	111	c	0	9	-9	c	38	-	39	197
07.00 AM	3,0	737	e c	590	o	0 0	01	01	° C	52		33	337
07:13 AM	07	717	0 0	202	, (	0 0	10	× ×	0 0	7.7	- 4	53.5	316
07:30 AIM	97	167	0	193	7 0	0 0	91	16	0 0	35	n (	280	247
Total	105	820	0	925	21	0	38	59	0	172	11	183	1167
NA 00.00	16	171	C	163	1	c	7	100	c	33	,,	35	238
08:00 AM	0 1	101		193	٠ ,	0 0	) v	0,4	0 0	33	) (*	36	902
08:15 AM	,	40.	> 0	101	n a	0	0 4	٠. ت		53	) Z	57	200
08:30 AM	11	128	0	137	¢ 4	0 0	1 4	7T &		42	† 4	46	191
Total	49	571	0	620	22	0	27	49	0	170	14	184	853
*** BREAK ***													
02:00 PM	6	87	0	96	5	0	15	20	0	88	7	95	211
02:15 PM	5	83	0	88	5	0	12	17	0	93	3	96	20
02:30 PM	4	58	0	62	-	0	10	Ξ	0	116	5	121	194
02:45 PM	9	77	0	83	4	0	7	11	0	104	4	108	202
Total	24	305	0	329	15	0	44	59	0	401	19	420	808
03:00 PM	9	77	0	83	2	0	11	13	0	113	4	117	213
03-15 PM	7	72	0	42	2	0	16	18	0	126	4	130	22
03:30 PM	П	87	0	86	7	0	16	18	0	141	-	142	258
03:45 PM	_	69	0	70	5	0	22	27	0	180	4	184	281
Total	25	305	0	330	11	0	99	192	0	260	13	573	976
04:00 PM	9	72	0	78	3	0	21	24	0	165	3	168	270
04:15 PM	7	89	0	75	9	0	24	30	0	229	-	230	33;
04:30 PM	10	73	0	83	9	0	16	22	0	189	3	192	29.
04:45 PM	14	65	0	62	4	0	30	34	0	213	2	215	328
Total	37	278	0	315	19	0	91	110	0	962	6	802	1230
05:00 PM	17	88	0	105	9	0	19	25	0	221	4	225	355
05:15 PM	6	87	0	96	∞ ;	0	29	37	0 (	219	so o	224	55
05:30 PM	∞ ້	85	0 (	93	0 0	0 0	25	35	0 0	184	87 V	577	65.
Total	46	347	0	393	33	0	105	138	0	846	17	863	1394
		ç			ā	ć	ī		c	t c		001	ć
06:00 PM	10	∞ ∞	0	86	_ :	0	15	42	0 0	/81	0.	761	55
06:15 PM	10	59	0 0	69	12	0 0	77	73	0 0	146	4 -	150	747
06:30 PM	v 4	69	0	4 2	n v	0 0	9 9	17	0 0	101		107	181
10.45 F.M.	1 6	27.0		205	22		77	701		101	-	571	86

City/County: Thonotosassa/Hillsborough Weather: Rain 2:15-2:30pm Comments:

File Name: US301&CR579
Site Code: 15006
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		Int Total	IIII. I OIAI	8405						Int. Total		,	273	267	337	316	1193		.885
		Ama Total	App. 10tal	3746		44.6				App. Total			40	39	53	53	185		.873
	- 4	Diaht	Kigiii	115	3.1	1.4			pui	Right			10	-	_	9	18	6.7	.450
	US 301	Then	Turn	3631	6.96	43.2		US 301	Northbound	Thru			30	38	52	47	167	90.3	803
		Q. I	neit	0	0	0				Left			0	0	0	0	0	0	000
		A T. 4-1	App. Total	631		7.5				App. Total		_	7	9	19	18	50		859.
Vehicles	6		Kignt	466	73.9	5.5		6	pu	Right			2	9	10	16	37	74	.578
Groups Printed- Passenger Vehicles	CR 579	Westbou	I hru	0	0	0		CR 579	Westbound	Thru			0	0	0	0	0	0	000
Groups Print		9	Lett	165	26.1	2				Left			2	0	6	2	13	26	.361
			App. Lotal	4028		47.9				App. Total			226	222	265	245	958		.904
			Kight	0	0	0			pu	Right			0	0	0	0	0	0	000
	US 301	Soumbound	Ihru	3656	8.06	43.5		US 301	Southbound	Thru	1 - Peak 1 of 1	AM	209	199	237	217	862	06	606.
		4	Left	372	9.2	4.4				Left	AM to 08:45 AN	Begins at 06:45	17	23	2.8	28	96	01	.857
				Grand Total	Appreh %	Total %				Start Time	Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1	Peak Hour for Entire Intersection Begins at 06:45 AM	06:45 AM	07:00 AM	07-15 AM	07:30 AM	Total Volume	% App. Total	PHF

Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak I of I Peak Hour for Each Ameroach Revins at:

Peak Hour for Each Approach Begins at:	Begins at:												
	06:45 AM			100	07:15 AM			Õ	06:45 AM				
+0 mins	17	209	0	226	6	0	10	19	0	30	10	40	
+15 mins	23	199	0	222	2	0	16	18	0	38		39	
+30 mins.	78	237	0	265	10	0	9	16	0	52		53	
+45 mins.	28	217	0	245	7	0	13	20	0	47	9	53	
Total Volume	96	862	0	958	28	0	45	73	0	167	18	185	
% App. Total	10	06	0	- 110	38.4	0	61.6		0	90.3	6.7		
PHF	.857	606	000	904	.700	000	.703	.913	000	.803	.450	.873	
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1	00 PM to 06:45 PN	1 - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 05:00 PM	ion Begins at 05:00	0 PM						1000000					
05:00 PM	17	88	0	105	9	0	19	25	0	221	4	225	355
05:15 PM	6	87	0	96	80	0	29	37	0	219	5	224	357
05:30 PM	~	85	0	93	10	0	25	35	0	222	3	225	353
05:45 PM	12	87	0	66	6	0	32	41	0	184	5	189	329
Total Volume	46	347	0	393	33	0	105	138	0	846	17	863	1394
% App. Total	11.7	88.3	0		23.9	0	76.1		0	86	2		
PHF	929	986	000.	.936	.825	000.	.820	.841	000	.953	.850	956.	926.

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City/County: Thonotosassa/Hillsborough Weather: Rain 2:15-2:30pm Comments:

US 301 Northbound CR 579 Westbound Southbound US 301

Int. Total 215 225 224 225 225 889 886. App. Total 2 4 4 5 14 14 1.6 700 Right Thru 213 221 219 222 875 98.4 Left 04:45 PM 37 35 41 42 155 923 App. Total Right 29 25 32 31 117 775.5 Thru 00000 000 8 10 9 11 38 24.5 .864 Left 05:15 PM 96 93 99 393 936 App. Total Right 00000 000 Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak I of 1
Peak Hour for Each Approach Begins at:
05:00 PM 88 87 85 87 347 88.3 .986 17 9 8 12 46 11.7 .676 +0 mins. +15 mins. +30 mins. +45 mins. Total Volume % App. Total

File Name: US301&CR579 Site Code: 15006 Start Date: 7/2/2015 Page No: 1

City/County: Thonotosassa/Hillsborough Weather: Rain 2:15-2:30pm Comments:

September   Sept			05 501				CIC NO	,			100 201	-	_	
Control   Cont	Ctort Time	401	Southbo		Ann Total	#41	Westbor		Ann Total	₽ I	Then		Ann Total	Int Total
March   Marc	Staft Hille	רכוו	T T T	N.B.III	10 10 10 10 10 10 10 10 10 10 10 10 10 1	1	niii	Nigin O	App. 10tal	TOTAL	2	11.6.11	7	
Control of the cont	06:00 AM	0 (	01	0 0	0.0	٦.	0 0	> -	- 0	0	2	* "	~ 0	01
No.   No.	06:15 AM	0	×	0	× ;		<b>o</b> (	<b>-</b> - ,	7 (	o (	o	ο,	, t	67 6
Column   C	06:30 AM	0	15	0	15	-	0	-	7	0	9	<b>-</b> ,	,	77
Total I 48 0 0 49 0 4 0 0 3 7 7 0 0 18 9 27 1 0 0 18 0 0 0 1 0 1 0 1 0 1 0 1 0 1 0	06:45 AM	-	15	0	91	_	0		2	0	3		4	7.7
Column   C	Total	1	48	0	48	4	0	ĸ	7	0	18	6	27	83
77:36 AM	MA 00.70	C	7	C	7	0	c	_		С	7	2	6	17
Triangle   Triangle	MA 21:70	0 0	~ O/	0	~ 0	, (	° C	. –		c	· oc	ı (r	=	22
Chicago May   1	07:30 AM	) <del>-</del>	0	0 0	0 0	1 rr	0	•	0 4	0	10	. –	=	25
Total   2   30   0   32   6   0   4   10   0   37   8   45     Residand   1   17   0   18   2   0   0   0   0   12   1   13     Residand   2   17   0   18   2   0   0   0   0   0   12   1   13     Residand   3   43   0   18   2   0   0   0   0   0   0   12   1   13     Residand   3   43   0   18   2   0   0   0   0   0   0   12   1   13     Residand   3   43   0   46   3   0   0   0   0   0   0   12   1   13     Residand   3   43   0   46   3   0   0   0   0   0   0   12   1   13     Residand   3   43   0   46   0   0   0   0   0   0   0   0   0     Residand   3   43   0   46   0   0   0   0   0   0   0   0     Residand   4   5   6   6   6   6   6   6   6   6   6	07:45 AM		6	00	27	· ·	0		7	0	12	. 2	14	23
05:00 AM	Total	2	30	0	32	9	0	4	10	0	37	8	45	87
08:10 FM									i <del>s</del>					
05:30 FAM	08:00 AM	0	13	0	13	1	0	0	1	0	12	1	13	2.
Color Decision   Colo	08:15 AM	-	17	0	18	2	0	0	7	0	∞	7	10	3(
Total   3	08:30 AM	2	7	0	6	0	0	0	0	0	7	-	∞ ;	Τ.
Total 3 43 0 46 3 0 2 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	08:45 AM	0	9	0	9	0	0	2	2	0	12	_	13	2
Chicago PM   Chi	Total	3	43	0	46	3	0	2	5	0	39	2	4	6
0         6         0         6         0         0         3         3         0         4         1         5         9           2         14         0         16         0         0         0         0         0         0         0         6         2         8           4         35         0         38         0         0         0         0         6         0         0         6         0         8         0         8         8         0         8         0         8         0         8         8         0         9         1         0 <td>BREAK ***</td> <td></td>	BREAK ***													
2         14         0         9         0	02:00 PM	0	9	0	-9	0	0	3	3	0	4	-	5	1
2         14         0         16         0         0         0         0         0         6         0         6         0         6         0         6         0         6         0         6         0         6         0	02:15 PM	0	6	0	6	0	0	0	0	0	7	2	6	1
2         6         0         8         0	02:30 PM	2	14	0	16	0	0	0	0	0	9	0	9	2
4         35         0         39         0         0         3         3         0         23         5         28           1         8         0         2         0         0         0         0         4         0         4         0         4         0         4         0         4         0         4         0         4         0         4         0         4         0         4         0         4         0         4         0         4         0         4         0         4         0         4         0         4         0 <td>02:45 PM</td> <td>7</td> <td>9</td> <td>0</td> <td>8</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>9</td> <td>2</td> <td>~</td> <td>1</td>	02:45 PM	7	9	0	8	0	0	0	0	0	9	2	~	1
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4         25         0         29         4         33           1         10         0         11         0         0         4         16           0         3         0         0         0         0         1         4         16           1         2         0         3         1         0         0         0         3         12           2         2         0         4         0         0         0         0         0         0         10         7         17           4         17         0         21         1         0         1         0         1         6           0         3         0         0         0         0         0         0         0         1         1         1           1         4         17         0         2         0         3         18         51         1           0         3         0         0         0         0         0         0         3         3         6           0         2         0         0         0         0         0         0	04:45 PM	-	7	0	8	0	0	0	0	0	9	2	∞	
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1         2         0         3         1         0         0         1         0         2         4         6           2         2         0         4         1         0         0         1         7         17           4         17         0         21         1         0         1         1         17           9         2         0         0         0         0         0         3         3         8           1         5         0         6         0         0         0         0         4         4         4         8           0         2         0         2         0         0         0         0         4         4         8	05:15 PM	0	3	0	3	0	0	_		0	6	3	12	
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4     17     0     21     1     0     1     2     0     33     18     51       0     2     0     0     0     0     0     3     3     3       0     3     0     3     3     6       1     5     0     0     0     0     4     4     4       0     2     0     0     0     0     2     5     7	05:45 PM	2	2	0	4	0	0	0	0	0	10	7	17	7
0         2         0         0         0         0         0         3         3         3           0         3         0         0         1         1         0         3         3         3         6           1         5         0         6         0         0         0         0         4         4         8           0         2         0         0         0         0         2         5         7	Total	4	17	0	21	-	0	-	2	0	33	18	51	74
0 3 0 3 0 0 1 1 1 0 3 3 6 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	06:00 PM	0	2	0	2	0	0	0	0	0	0	3	3	
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	06:45 PM	C	C	-	•		<	•	•	•	•			

City/County: Thonotosassa/Hillsborough Weather: Rain 2:15-2:30pm Comments:

File Name: US301&CR579
Site Code: 15006
Start Date: 7/2/2015
Page No: 2

Int. Total 570 App. Total 282 49.5 Right 66 23.4 11.6 | Northbound | R | Thru | R | 216 | 76.6 | 37.9 | US 301 Left 0 0 0 App. Total 33 5.8 Right 16 48.5 2.8 Groups Printed- Heavy Vehicles CR 579 Westbound Thru 0 0 0 Left 17 51.5 3 App. Total 255 44.7 Right 000 Left 21 8.2 3.7 Grand Total Apprch % Total %

		Int. Total			25	23	27	30	105		.875
		App. Total			11	14	13	10	48		.857
	nd	Right			П	2		2	9	12.5	.750
US 30	Northbou	Thru Ri			10	12	12	&	42	87.5	.875
		Left			0	0	0	0	0	0	000.
		App. Total		).	4	2	-	2	6		.563
6	pu	Right			_	_	0	0	2	22.2	.500
CR 579	Westbound	Thru			0	0	0	0	0	0	000
		Left			n	-	1	2	7	77.8	.583
		App. Total		13	10	7	13	18	48		299.
	pu	Right			0	0	0	0	0	0	000
US 301	Southbound	Thru	- Pcak 1 of 1	AM	6	9	13	17	45	93.8	.662
		Left	M to 08:45 AM	segins at 07:30.		-	0	1	3	6.2	.750
		Start Time	Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1	Peak Hour for Entire Intersection Begins at 07:30 AM	07:30 AM	07:45 AM	08:00 AM	08:15 AM	Total Volume	% App. Total	PHF

Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1 Peak Hour for Each Ammoach Begins at:

+0 mins. 0 10 10 0 11 1 1 1 1 1 1 1 1 1 1 1 1 1	06:00 AM	06:00 AM			0	6:45 AM			0	07:15 AM				
15	+0 mins.	0	10	0	10	1	0	-	2	0	∞	8	==	
15         0         15         2         0         1         3         0         12         2           15         0         16         3         0         1         4         0         12         2           48         0         49         6         0         40         10         0         42         7           80         0         6         0         40         100         0         82.7         14.3           8k1 of 1         0         0         0         0         85.7         14.3           5         0         8         0         0         0         85.7         14.3           7         0         8         0	+15 mins.	0	œ	0	∞	0	0	-		0	10	Т	11	
15         0         16         3         0         1         4         0         12         1           48         0         49         6         0         4         10         0         42         7           800         0         0         40         100         0         8.77         14.3           800         .000         .000         1.000         .625         .000         .875         .583           3         0         .00         0         0         0         7         0         0           7         0         8         0         0         0         0         0         6         2         2           10         0         0         0         0         0         0         6         2         2           10         0	+30 mins.	0	15	0	15	2	0	-	М	0	12	2	14	
48         0         49         6         0         4         10         0         42         7           98         0         60         0         40         0         85.7         14.3           8800         .000         .000         1.000         .625         .000         .875         .583           ak 1 of 1         .000         .000         0         0         .875         .583           5         0         .00         0         0         .875         .583           7         0         .87         .000         .000         .000         .000         .875         .583           10         0 <t< td=""><td>+45 mins.</td><td>1</td><td>15</td><td>0</td><td>16</td><td>3</td><td>0</td><td>1</td><td>4</td><td>0</td><td>12</td><td>1</td><td>13</td><td></td></t<>	+45 mins.	1	15	0	16	3	0	1	4	0	12	1	13	
98         0         60         40         40         85.7         14.3           800         .000         .500         .000         1.000         .625         .000         .875         .583           ak l of 1         .000         .000         1.000         .625         .000         .875         .583           5         .000         .000         .000         .000         .000         .875         .583           5         .000         .000         .000         .000         .000         .875         .583           10         .000         .000         .000         .000         .000         .875         .583           10         .000	Total Volume		48	0	49	9	0	4	10	0	42	7	49	
800         .000         .766         .500         .000         1.000         .625         .000         .875         .583           ak 1 of 1         .000         .000         .000         .000         .000         .875         .583           5         .000         .000         .000         .000         .000         .000         .875         .583           5         .000         .000         .000         .000         .000         .000         .983         .9           25         .000         .000         .250         .000         .708         .563           55         .000         .700         .250         .000         .708         .563	% App. Total	2	86	0		09	0	40		0	85.7	14.3		
ak 1 of 1       5     0     8     0     0     0     0     6     2       7     0     8     0     0     0     0     6     2       10     0     11     0     0     0     12     4       10     0     1     1     0     9     3       2     0     0     1     1     0     9     3       25     0     3     0     0     100     0     34     9       4     0     0     0     0     0     79.1     20.9       6     0     0     0     0     79.1     20.9       6     0     0     0     79.1     20.9       6     0     0     0     79.1     20.9       6     0     0     0     70.0     708     563     63	PHF	.250	008.	000	992.	.500	000	1.000	.625	000.	.875	.583	.875	
5         0         8         0         0         0         0         7         0           7         0         8         0         0         0         0         6         2           10         0         11         0         0         0         0         12         4           3         0         0         0         1         1         0         9         3           25         0         30         0         0         0         34         9           625         .000         .000         .000         .250         .000         .708         .563         .6	Peak Hour Analysis From 02:0 Peak Hour for Entire Intersection	10 PM to 06:45 PN on Begins at 04:31	M - Peak 1 of 1 0 PM											
1         7         0         8         0         0         0         0         6         2           1         10         0         11         0         0         0         0         12         4           0         3         0         0         0         1         1         0         9         3           16.7         83.3         0         0         0         1         1         0         34         9           417         625         300         682         300         300         300         350         36         36         36	04:30 PM	3	5	0	∞	0	0	0	0	0	7	0	7	15
1         10         0         11         0         0         0         0         12         4           0         3         0         0         1         1         0         9         3           5         25         0         30         0         1         1         0         34         9           16.7         83.3         0         0         0         100         0         79.1         20.9           417         625         .000         .682         .000         .000         .250         .000         .700         .708         .563         .66	04:45 PM	П	7	0	∞	0	0	0	0	0	9	2	∞	16
0         3         0         0         0         1         1         0         9         3           5         25         0         30         0         0         1         1         0         34         9           16.7         83.3         0         0         0         100         0         79.1         20.9           417         .625         .000         .682         .000         .000         .250         .250         .000         .708         .563         .66	05:00 PM		10	0	Ξ	0	0	0	0	0	12	4	16	27
5         25         0         30         0         0         1         1         0         34         9           16.7         83.3         0         0         0         100         0         79.1         20.9           417         .625         .000         .682         .000         .000         .250         .250         .000         .708         .563         .6	05:15 PM	0	3	0	3	0	0	1	_	0	6	3	12	91
16.7         83.3         0         0         0         100         0         79.1         20.9           417         .625         .000         .682         .000         .000         .250         .000         .708         .563	Total Volume	5	25	0	30	0	0	-	-	0	34	6	43	74
. 417 . 625 . 000 . 682 . 000 . 000 . 250 . 250 . 000 . 708 563	% App. Total	16.7	83.3	0		0	0	100		0	79.1	20.9		
	PHF	.417	.625	000	.682	000	000	.250	.250	000.	.708	.563	.672	.685

City/County: Thonotosassa/Hillsborough Weather: Rain 2:15-2:30pm Comments:

File Name: US301&CR579 Site Code: 15006 Start Date: 7/2/2015 Page No: 3

		Int. Total										
		App. Total				16	12	9	17	51		.750
11	und	Right				4	3	4	7	18	35.3	.643
US 301	NOTINDO	Thru				12	6	2	10	33	64.7	889
		Left			05:00 PM	0	0	0	0	0	0	000
		App. Total			0	-	-		1	4		1.000
97	nna	Right				Ι	0	-	0	7	50	500
CR 579	Westbol	Thru				0	0	0	0	0	0	000
		Left			03:15 PM	0	-	0	1	2	50	500
		App. Total			03	9	6	16	∞	39		609
	nd	Right	Ç.			0	0	0	0	0	0	000
US 301	Southbound	Thru	- Peak 1 of 1			9	6	14	9	35	89.7	509
		Left	PM to 06:45 PM	egins at:	02:00 PM	0	0	2	2	4	10.3	200
		Start Time	Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1	Peak Hour for Each Approach Begins at:	0	+0 mins.	+15 mins.	+30 mins.	+45 mins.	Total Volume	% App. Total	bHF.

Groups Printed- UTurns

City/County: Thonotosassa/Hillsborough Weather: Rain 2:15-2:30pm Comments:

File Name: US301&CR579 Site Code: 15006 Start Date: 7/2/2015 Page No: 1

	Int. Total		0				Int. Total			0	0	0	0	0		000
	App. Total		0	<u> </u>			App. Total			0	0	0	0	0		000
)1 und	Right		0	0	01	pund	Right			0	0	0	0	0	0	000
US 301 Northbound	Thru		0	0	US 301	Northbound	Thru			0	0	0	0	0	0	000
	Left		0	0			Left			0	0	0	С	0	0	000
	App. Total		0				App. Total		10.7	0	0	0	0	0		000
) nd	Right		0	0	6	pu	Right			0	0	0	0	0	0	000
CR 579 Westbound	Thru		0	0	CR 579	Westbound	Thru			0	0	0	0	0	0	000
	Left		0	0			Left			0	0	0	0	0	0	000
	App. Total		0				App. Total		2a-	0	0	0	0	0		000
nd	Right		0	0		pu	Right			0	0	0	0	0	0	000
US 301 Southbound	Thru		0	0	US 301	Southbound	Thru	- Peak 1 of 1	AM	0	0	0	0	0	0	000
	Left		0	0			Left	.M to 08:45 AM	3egins at 06:00	0	0	0	0	0	0	000.
	Start Time	*** BREAK ***	Grand Total	Appreh % Total %			Start Time	Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1	Peak Hour for Entire Intersection Begins at 06:00 AM	06:00 AM	06:15 AM	06:30 AM	06:45 AM	Total Volume	% App. Total	PHF

Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1 Peak Hour for Each Amenach Regins at:

Peak Hour for Each Approach Begins at:	Begins at:												
	06:00 AM				06:00 AM			ŏ	06:00 AM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	
% App. Total	0	0	0		0	0	0		0	0	0		
PHF	000.	000	000.	000.	000.	000.	000.	000.	000.	000	000	000.	
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1	30 PM to 06:45 PN	A - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 02:00 PM	ion Begins at 02:00	0 PM		9									
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		
PHF	000	000	000	000	000	000	000	000	000	000	000	000	000

City/County: Thonotosassa/Hillsborough Weather: Rain 2:15-2:30pm Comments:

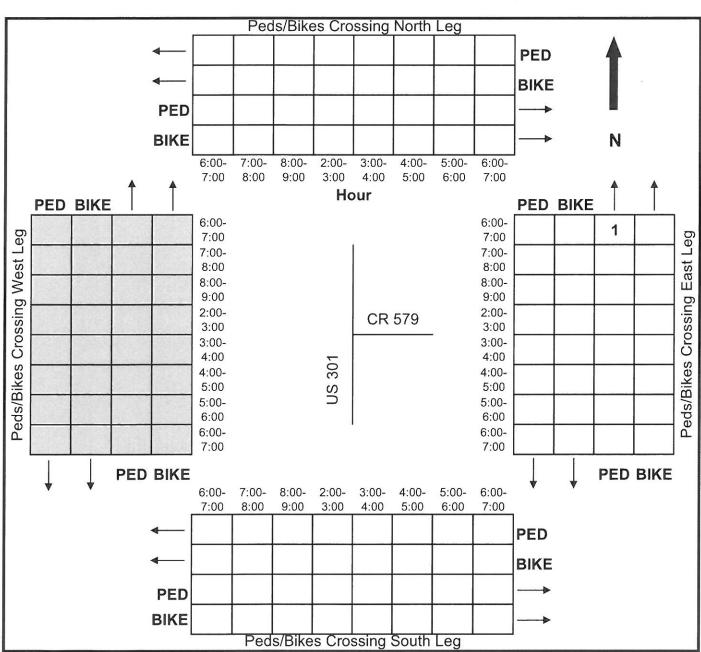
File Name: US301&CR579
Site Code: 15006
Start Date: 7/2/2015
Page No: 2

		US 301	11			CR 579	6			US 301	_		
		Southbound	pun			Westbound	pu			Northbound	pun		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1	10 PM to 06:45 PM	1 - Peak 1 of 1											
Peak Hour for Each Approach Begins at:	Begins at:												
	02:00 PM			02	02:00 PM			.0	02:00 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	
% App. Total	0	0	0		0	0	0		0	0	0		
TITU	000	000	000	000	000	000	000	000	000	000	000	000	

#### Intersection Pedestrian & Bicycle Count

Date:	7/2/15	Day: Thursday
Count Times:	6-9am & 2-7pm	Weather: Rain 2:15-2:30pm
Intersection:	US 301 at CR 579	
Comments:		

C - Children under 12; S - Seniors 65 or over; D - Physical Disability



#### Turning Movement Count Field Data Sheet & Sketch

Date: Major Street: Minor Street: City/County:	7/1/15 US 301 Stacy Road Thonotosassa/Hillsborough	Count Times: 6-9 m \$ 2-7 pm  Direction: N-S Speed Limit: 55 mph  Direction: E-W Speed Limit: posteomph  Weather: Clear
e		gnalized
Intersection Sk	etch	
A	Stop	John B. Sargeant Park of
		115 201
		US 301
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	The state of the s	
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	Vacant	§'
	17	5

File Name: US301&Stacy Site Code: 15006 Start Date: 7/1/2015 Page No: 1

City/County: Thonotosassa/Hillsborough Weather: Clear Comments:

Wight         App. Total         Discriptional App. Total         Each Damid         Total Damid         Residence of the Property of the	US 301
App Total         Left         Thru         Right         App Total         Teft         Thru         Right         App Total         Left         Thru         Right         App Total         Int Total           35         0         34         6         33         6         33         6         9         0	nd Westbour
27         0         24         6         30         0	ght App. Total Left Thru
35         0         33         4         43         0	132 27
58         0         33         6         439         0         0         1         1           161         0         133         5         42         0         0         0         1         1           161         0         133         21         154         0         0         0         0         0         1	184 0
148	0 227 53
161   0   133   21   154   0   0   1   1   1   1   1   1   1   1	185 0 190 43
42         0         49         9         58         0	11 723 0 734 151 0
56         0         49         11         60         1         0         0         1           50         1         37         12         50         0	0 181
49         0         45         4         49         0	0 229 55
50         1         37         12         50         0 <td>0 224 48</td>	0 224 48
197         1         180         36         217         1         0         0         1         1         1         1         180         36         217         1         0         <	
46         1         41         6         48         0	0 819 193
53         1         61         7         69         0         0         1	0 129
52         0         38         13         51         0 <td>152</td>	152
41         1         36         13         50         0 <td>117 0</td>	117 0
192         3         176         39         218         0         0         1         0         1         1         1         2         1<	40
22         1         66         21         88         0         0         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         2         1         1         1         2         1         1         1         2         1         1         1         1         2         2         1         1         1         1         1         1         2         1 <td>0 478 186</td>	0 478 186
22         1         66         21         88         0         0         1         1         1         2         1         1         1         2         1         1         2         1         1         1         2         2         1         1         1         1         2         2         1         1         1         1         2         2         1         1         1         1         2         2         1         1         1         2         1         1         1         2         1         1         1         1         2         3         4         4         7         1 <td></td>	
18       0       54       20       74       0       1       1       2         17       0       75       27       102       0       1       1       2         13       0       80       24       104       0       1       1       2         16       1       1       25       368       0       3       4       7         16       1       109       30       140       1       0       2       3         18       0       116       26       142       0       0       0       2       2         17       4       143       33       180       0       0       0       1       1         16       0       113       587       1       0       6       7       1         16       0       144       38       182       0       0       0       0       0         19       0       144       38       182       0       0       0       0       0         22       0       182       63       248       0       0       0       0       0 <td>1 63 1 65 17 2</td>	1 63 1 65 17 2
17         0         75         27         102         0         1         1         2           70         1         24         104         0         1         1         2           16         1         25         36         140         1         0         2         3           16         0         116         26         142         0         0         2         2           18         0         101         24         125         0         0         1         1           17         4         143         33         180         0         0         1         1           60         5         469         113         587         1         0         6         7           16         0         144         38         182         0         0         0         1         1           16         0         144         38         182         0         0         0         0         0         0         0         0           18         0         153         63         248         0         0         0         0         0	58 2 64
13         0         80         24         104         0         1         1         2           70         1         275         92         368         0         3         4         7           16         1         109         30         140         1         0         2         3           18         0         116         26         142         0         0         2         2           18         0         101         24         125         0         0         1         1           17         4         143         33         180         0         0         1         1           16         0         5         60         13         60         1         1         1           16         0         144         38         182         0         0         0         0           18         0         153         60         213         0         0         0         0         0           18         0         185         63         248         0         1         0         0         0         0         1	0 72 1 73 14
16         1         275         92         368         0         3         4         7           9         0         116         26         142         0         0         2         2           18         0         116         26         142         0         0         0         1         1           17         4         143         33         180         0         0         1         1         1           60         5         469         113         587         1         0         6         7           16         0         144         38         182         0         0         1         1           16         0         144         38         182         0         0         0         0         0         0           18         0         185         63         248         0         1         0 <td< td=""><td>47 0 49</td></td<>	47 0 49
16         1         109         30         140         1         0         2         3           18         0         116         26         142         0         0         2         2         2           17         4         143         33         180         0         0         1         1         1           16         0         5         469         113         587         1         0         6         7           15         1         137         35         173         1         0         6         7           16         0         144         38         182         0         0         0         1         1           19         0         153         60         213         0 <td>7 240 4 251 57</td>	7 240 4 251 57
9         0         116         26         142         0         0         2         2         2           18         0         101         24         125         0         0         1         1         1           60         5         469         113         587         1         0         1	53 0 56 1
18         0         101         24         125         0         0         1         1           60         5         469         113         587         1         0         1         1         1           15         1         137         35         173         1         0         6         7           16         0         144         38         182         0         0         1         1           19         0         153         60         213         0         <	60 1 64
17         4         143         33         180         0         0         1         1           60         5         469         113         587         1         0         6         7           15         1         137         35         173         1         0         6         7           16         0         144         38         182         0         0         1         1           22         0         185         63         248         0         1         0         0           72         1         619         196         816         1         1         6         8         1           24         1         222         73         296         0         4         4         4           18         0         173         70         243         0         0         0         0           16         0         198         76         274         0         0         0         0         0           16         0         198         76         274         0         0         0         0         0           18 </td <td>0 71</td>	0 71
60         5         469         113         587         1         0         6         7           15         1         137         35         173         1         0         5         6         7           16         0         144         38         182         0         0         1         1           22         0         185         63         248         0         1         0         0           72         1         619         196         816         1         1         6         8         1           24         1         222         73         296         0         0         4         4         4           18         0         173         70         243         0         0         0         0         0           16         0         198         76         274         0         0         0         0         0         0           16         0         198         76         274         0         0         0         0         0         0           16         0         198         76         274         0 <td>55</td>	55
15         1         137         35         173         1         0         5         6           16         0         144         38         182         0         0         1         1           22         0         153         60         213         0         0         0         1         1         1           22         0         185         63         248         0         1         0 <td>10 237 1 248 49</td>	10 237 1 248 49
16         0         144         38         182         0         0         1 </td <td>89 0</td>	89 0
19         0         153         60         213         0 </td <td>64 0 65</td>	64 0 65
22         0         185         63         248         0         1         0         1           72         1         619         196         816         1         1         6         8         1           26         1         191         70         262         1         0         4         4         4           18         0         173         70         243         0         0         0         0         1           16         0         198         76         274         0         0         0         0         0         0           84         2         784         289         1075         1         1         8         10         1	2 50 1 53 12
26         1         191         70         262         1         0         4         5           24         1         222         73         296         0         0         4         4         4           18         0         173         70         243         0         1         0         1         1           16         0         198         76         274         0         0         0         0         0         0           84         2         784         289         1075         1         1         8         10         1	61 0 63
26         1         191         70         262         1         0         4         5           24         1         222         73         296         0         0         4         4         4           18         0         173         70         243         0         1         0         1           16         0         198         76         274         0         0         0         0           84         2         784         289         1075         1         1         8         10         1	8 240 1 249 55
24     1     222     73     296     0     0     4     4     4       18     0     173     70     243     0     1     0     1       16     0     198     76     274     0     0     0     0       84     2     784     289     1075     1     1     8     10     1	58 0 59
18         0         173         70         243         0         1         0         1           16         0         198         76         274         0         0         0         0           84         2         784         289         1075         1         1         8         10         1	78 0 80
16         0         198         76         274         0         0         0         0         0           84         2         784         289         1075         1         1         8         10         1	2 77 1 80 16
84 2 784 289 1075 1 1 8 10	1 53
	8 262 2 272 75

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			Int. Total	273	241	257	180	951		8308			7877	94.8	431	5.2	0	0
	<b>×</b>		App. Total	2	-	7	0	10	-	45		0.5	41	91.1	4	8.9	0	0
	JOHN B SARGEANT PARK		Right	7	1	5	0	∞		34	75.6	0.4	30	88.2	4	11.8	0	0
	N B SARGEAN	Easing	Thru	0	0	2	0	2		7	15.6	0.1	7	100	0	0	0	0
	JOH		Left	0	0	0	0	0		4	8.9	0	4	100	0	0	0	0
			App. Total	195	161	177	126	629	8	4094		49.3	3900	95.3	194	4.7	0	0
	301	Ouna	Right	43	46	39	37	165		951	23.2	11.4	932	86	19	2	0	0
s - UTurns	US 301	DINOGINION	Thru	151	115	138	86	493		3129	76.4	37.7	2957	94.5	172	5.5	0	0
avy Vehicle			Left	1	0	0	0	-		14	0.3	0.2	Ξ	78.6	3	21.4	0	0
Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns	V		App. Total	21	28	13	15	11		913	000000000000000000000000000000000000000	11	887	97.2	26	2.8	0	0
1- Passenge	ROAD	uma	Right	9	0	7	-	6		72	7.9	6.0	99	7.16	9	8.3	0	0
oups Printe	STACY ROAD	westbound	Thru	1	0	0	0	-		<b>∞</b>	6.0	0.1	∞	100	0	0	0	0
Gr			Left	14	28	1	14	19		833	91.2	10	813	9.7.6	20	2.4	0	0
			App. Total	55	51	09	39	205		3256		39.2	3049	93.6	207	6.4	0	0
	)1	una	Right	0	0	0	0	0		×	0.2	0.1	∞	100	0	0	0	0
	US 301	Southbound	Thru	53	20	55	34	192		3165	97.2	38.1	2958	93.5	207	6.5	0	0
			Left	2	_	S	S	13		83	2.5	1	83	100	0	0	0	0
			Start Time	M4 00:90	06:15 PM	06:30 PM	06:45 PM	Total		Grand Total	Appreh %	Total %	Passenger Vehicles	% Passenger Vehicles	Heavy Vehicles	% Heavy Vehicles	UTurns	% UTurns

		Int. Total			281	346	322	285	1234		.892	1172	95.0	62	5.0	0	0
~		App. Total			0	-	0	0	-		.250	1	100	0	0	0	0
SANT PAR		Right			0	0	0	0	0	0	000	0	0	0	0	0	0
JOHN B SARGEANT PARK	Eastbound	Thru			0	0	0	0	0	0	000	0	0	0	0	0	0
JOH		Left			0	_	0	0	1	100	.250	-	100	0	0	0	0
		App. Total			58	09	49	20	217		.904	191	88.0	79	12.0	0	0
108		Right			6	11	4	12	36	16.6	.750	33	91.7	3	8.3	0	0
US 301	Northbound	Thru			49	49	45	37	180	82.9	.918	157	87.2	23	12.8	0	0
		Left			0	0	0	-	-	0.5	.250	-	100	0	0	0	0
		App. Total			42	99	49	50	197		879	190	96.4	7	3.6	0	0
ROAD	puno	Right			-	-	-	,	4	2	1.00	3	75.0	-	25.0	0	0
STACY ROAD	Westbound	Thru			0	0	0	0	0	0	000	0	0	0	0	0	0
		Left			41	55	48	49	193	86	.877	187	6.96	9	3.1	0	0
		Right App. Total	1		181	229	224	185	819		894	790	96.5	29	3.5	0	0
=	pun	Right /	- Peak 1 of	4M	0	0	0	0	0	0	000	0	0	0	0	0	0
US 301	Southbound	Thru	08:45 AM	ns at 07:00	174	228	223	179	804	98.2	.882	775	96.4	29	3.6	0	0
		Left	2 06:00 AM to	rsection Begin	7	1	-	9	15	1.8	.536	15	100	0	0	0	0
		Start Time	Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1	Peak Hour for Entire Intersection Begins at 07:00 AM	07:00 AM	07:15 AM	07:30 AM	07:45 AM	Total Volume	% App. Total	PHF	Passenger Vehicles	% Passenger Vehicles	Heavy Vehicles	% Heavy Vehicles	UTums	% UTurus

City/County: Thonotosassa/Hillsborough Weather: Clear Comments:

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Int. Total

JOHN B SARGEANT PARK
Eastbound
Eft Thru Right App. Total Left US 301 Northbound Thru Right App. Total Left STACY ROAD
Westbound
Thru Right App. Total Left US 301
Southbound
Thru Right App. Total Left Start Time

+0 mine	06:30 AM				06:30 AM			_	07:45 AM				06:30 AM			
o milio.	3	224	0		53	0	3	99	г	37	12	50	0	0	-	-
+15 mins.	5	185	0		43	0	5	84	-	41	9	48	0	0	0	0
+30 mins.	7	174	0	181	41	0	-	42	_	61	7	69	0	0	0	0
+45 mins.		228	0	229	55	0	-	56	0	38	13	51	_	0	0	-
Total Volume	16	811	0	827	192	0	10	202	3	177	38	218	-	0	-	2
% App. Total	1.9	98.1	0		95	0	5		1.4	81.2	17.4	-302	50	0	50	
PHF	.571	688.	000.	.903	.873	000.	.500	.902	.750	.725	.731	.790	.250	000.	.250	.500
Passenger Vehicles	16	LL	0	793	186	0	10	196	3	154	36	193	-	0	-	2
% Passenger Vehicles	100	8.26	0	6.59	6'96	0	100	16	100	87	94.7	88.5	100	0	100	100
Heavy Vehicles	0	34	0	34	9	0	0	9	0	23	2	25	0	0	0	0
% Heavy Vehicles	0	4.2	0	4.1	3.1	0	0	3	0	13	5.3	11.5	0	0	0	0
UTums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% UTums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pcak Hour Analysis From 02:00 PM to 06:45 PM - Pcak 1 of 1	02:00 PM to	o 06:45 PM	<ul> <li>Pcak 1 of 1</li> </ul>													
Peak Hour for Entire Intersection Begins at 05:00 PM	section Begi	ins at 05:00 l	PM													
05:00 PM	1	58	0	65	25	0	-	26	-	191	70	262	_	0	4	5
05:15 PM	2	78	0	80	21	0	3	24	-	222	73	296	0	0	4	4
05:30 PM	2	77	-	80	16	0	2	18	0	173	70	243	0	_	0	_
05:45 PM	3	49	_	53	13	0	3	16	0	198	9/	274	0	0	0	0
Total Volume	∞	262	2	272	75	0	6	84	2	784	289	1075	_	-	∞	10
% App. Total	2.9	96.3	0.7		89.3	0	10.7		0.2	72.9	26.9		10	10	80	
PHF	.667	.840	.500	.850	.750	000	.750	808	.500	.883	.951	806.	.250	.250	.500	.500
Passenger Vehicles	∞	243	2	253	74	0	6	83	1	764	288	1053	-	1	∞	10
% Passenger Vehicles	100	92.7	100	93.0	7.86	0	100	98.8	50.0	97.4	7.66	0.86	100	100	100	100
Heavy Vehicles	0	19	0	19	-	0	0	-	_	20		22	0	0	0	0
% Heavy Vehicles	0	7.3	0	7.0	1.3	0	0	1.2	50.0	2.6	0.3	2.0	0	0	0	0
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

352 404 342 343 1441

.892 1399 97.1 42 2.9 0

Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1 Peak Hour for Each Approach Receive ...

	04:45 PM				04:30 PM			0	05:00 PM				04:45 PM			
+0 mins.	2	61	0	63	12	0	7	19	П	191	70	262	0	П	0	_
+15 mins.	1	58	0	59	19	0	ĸ	22	П	222	73	296	_	0	4	5
+30 mins.	7	78	0	80	25	0	-	79	0	173	70	243	0	0	4	4
+45 mins.	2	77	-	80	21	0	3	24	0	198	76	274	0	-	0	_
Total Volume	7	274	_	282	77	0	14	16	2	784	289	1075	_	2	∞	1
% App. Total	2.5	97.2	0.4		84.6	0	15.4		0.2	72.9	26.9		9.1	18.2	72.7	
PHF	.875	.878	.250	.881	.770	000.	.500	.875	.500	.883	.951	806.	.250	.500	.500	.550
Passenger Vehicles	7	251	-	259	76	0	12	88	1	764	288	1053	1	2	∞	11

Intersection Turning Movement Count

,	100	0	0	0	0
	100	0	0	0	0
	100				
	35—3X	0			
	86	22	2	0	0
	7.66				
5	97.4	20	2.6	0	0
	50				
	1.96	3	3.3	0	0
	85.7	2	14.3	0	0
	0	0	0	0	0
	7.86		1.3		
	91.8	23	8.2	0	0
	100			0	
	91.6	23	8.4	0	0

100

0000

% Passenger
Vehicles
Heavy Vehicles
% Heavy Vehicles
UTurns
% UTurns

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City/County: Thonotosassa/Hillsborough Weather: Clear Comments:

JOHN B SARGEANT PARK US 301 Groups Printed- Passenger Vehicles STACY ROAD US 301

pt         App Total         Left         Thru         Right         App Total         Inch Total         Thru         Right         App Total         Inch Total         Thru         Right         App Total         Inch Total         Inch Total         Right         App Total         Inch Total         Inch Total         Right         App Total         Inch Total         In			South	US 301 Southhound			STACY RO/ Westbound	CY ROAD			US 301 Northbound	01 yund		JOH	JOHN B SARGEAN Eastbound	EAN! FAK	¥	
AAM         1         17         0         173         25         0         13         6         25         0	Start Time	Left	Thru	Right	App. Total	Left	Thru	ight	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	-
AM         1         178         0         214         28         0         23         4         37         0	06:00 AM	2	119	0	121	27	0		27	0	19	9	25	0	0	0	0	173
AM         5         15         16         25         45         9         31         6         37         0         0         11         1           AM         5         17         6         181         4         4         2         0         3         45         0         31         6         37         0         0         1         1           AM         1         254         0         655         148         0         10         13         21         34         0<	06:15 AM	-	178	0	179	28	0	2	30	0	33	4	37	0	0	0	0	246
Name of the control	06:30 AM	3	211	0	214	52	0	3	55	0	31	9	37	0	0	1	-	307
The control of the	06:45 AM	5	176	0	181	41	0	5	46	0	30	5	35	0	0	0	0	262
AM	Total	11	684	0	969	148	0	10	158	0	113	21	134	0	0	-	-	886
AM         1         224         0         231         54         0         43         9         43         9         43         1         204         0         0         43         4         45         0	07:00 AM	7	166	0	173	39	0	-	40	0	41	œ	49	0	0	0	0	262
AM         i         10         10         0         11         13         12         44         0         0         44         0	07-15 AM	_	224	C	225	54	С	_	55	0	43	6	52	_	0	0	_	333
Mail	07-30 AM	· <u>-</u>	210	0	211	47	0	0	47	0	40	4	44	0	0	0	0	302
Coal   15   775   0   790   187   0   3   190   1   157   33   191   1   0   0   0   1	07-45 AM	, 9	175	0	181	47	0	-	48	-	33	12	46	0	0	0	0	275
AM         4         111         0         115         44         0         0         44         1         37         6         44         0	Total	15	775	0	790	187	0	8	190	-	157	33	161	_	0	0	-	1172
AM 1 1 699 0 10 188 499 0 2 3 49 1 5 4 5 6 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0 1 0	08:00 AM	4	11	0	115	44	0	0	44	-	37	9	44	0	0	0	0	203
PM         1         107         0         108         49         0         2         51         30         13         43         0 <th< td=""><td>08:15 AM</td><td>٧.</td><td>142</td><td>0</td><td>147</td><td>46</td><td>0</td><td>3</td><td>49</td><td>-</td><td>54</td><td>5</td><td>09</td><td>0</td><td>0</td><td>_</td><td>-</td><td>257</td></th<>	08:15 AM	٧.	142	0	147	46	0	3	49	-	54	5	09	0	0	_	-	257
AM         i         69         0         70         38         0         i         39         1         29         12         42         0	08:30 AM		107	0	108	49	0	2	51	0	30	13	43	0	0	0	0	202
PM         1         59         1         60         17         2         2         11         59         19         79         0         1         59         1         60         17         2         2         21         6         17         2         2         21         6         17         2         2         21         6         17         2         2         21         6         19         79         0	08:45 AM		69	0	70	38	0	-	39	-	29	12	42	0	0	0	0	151
PM         1         59         1         61         17         2         2         21         1         59         19         79         0	Total	=	429	0	440	177	0	9	183	3	150	36	189	0	0	-	-	813
4         5.9         1         5.9         1.7         2         2.1         1         5.7         1.9         7.7         1         2         1.9         7.7         1         0         5.9         7.1         0         0         0         1         1         2         1         0         6.9         2.6         95         0         1         1         2         1         0         6.9         2.6         95         0         1         1         2         1         0         6.9         2.6         95         0         1         1         0         0         1         1         0         0         1         1         0         0         1         1         0         0         1         0         0         1         1         0         0         1         1         0         0         1         0         0         1         0         0         1         1         0         0         1         1         0         0         1         0         0         1         0         0         1         0         0         1         0         0         0         0         0	EAN	,	ć		-	Ţ	r	r	-	s <del>-</del>	Q.	-	9	c	c	c	c	<u> </u>
4         54         2         60         17         1         0         51         20         71         0         11         1         0         14         1         0         18         0         51         20         71         0         1         1         2           2         38         0         40         40         9         1         23         88         342         0         1         1         0         1         0         1         0         1         0         1         0         1         0         1         0         1         0         1         0         1         0         0         1         0         0         1         0         0         1         0         0         1         0         0         1         0         0         1         0         0         1         0         0         1         0         0         1         0         0         1         0         0         0         1         0         0         0         0         0         0         0         0         0         0         0         0         0         0	07:00 PM		59		19	` .	7 .	7 <	17	- (	33	61	6 :	0	> -	- 0	· (	2
0         0	02:15 PM	4	54	2	09	I./	<b>-</b> ,	o (	× :	0	51	07	1/	0 (		-	7 (	CI
1         2         3         4         24         57         5         7         69         1         253         88         342         0         3         2         5           3         4         3         4         26         1         1         103         29         133         1         0         1         2         2         2         4         135         0         0         1         2         4         135         0         0         1         2         2         4         135         0         0         1         0         0         1         1         2         24         135         0         0         1         2         24         135         0         0         1         1         0         0         1         1         0         0         1         1         0         0         1         1         0         0         1         1         0         0         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1<	02:30 PM	0 (	90		65	4 c		7 6	13	<b>-</b>	66 7	93	92	0 0		- 0	7 -	
3         43         0         46         14         0         2         16         1         103         29         133         1         0         1         2         135         1         0         1         2         1         1         2         1 <t< td=""><td>Total</td><td>7 1</td><td>215</td><td>4</td><td>226</td><td>57</td><td></td><td>5</td><td>69</td><td>-</td><td>253</td><td>88</td><td>342</td><td>0</td><td>3</td><td>2</td><td>5</td><td>642</td></t<>	Total	7 1	215	4	226	57		5	69	-	253	88	342	0	3	2	5	642
3         43         0         46         14         0         2         16         1         103         29         133         1         0         1         2         2         2         2         2         4         116         0         0         0         1         1         2         2         2         4         116         0         0         0         1         1         1         2         135         24         116         0         0         0         1         1         1         1         0         9         0         0         1         1         1         1         1         24         116         0         0         0         1				2					_				-					_
3         54         1         58         7         1         1         9         0         111         24         155         0         0         2         2         2         2         17         2         137         34         116         0         0         0         1         1         1         1         1         1         1         1         1         2         137         34         116         0         0         1	03:00 PM	m	43	0	46	14	0 -	7 .	16		103	29	133	<b>—</b> «	0 0	c	7 (	P 20
2         62         0         64         12         1         4         17         0         92         24         116         0         0         1         1           2         47         0         48         2         9         59         3         443         110         556         1         0         0         1         1           1         60         0         61         15         0         0         138         38         176         0         0         1         1           2         44         1         47         12         0         146         39         240         0         0         1         0         1         5         0         1         5         0         1         0         0         1         1         1         146         146         146         140         0	03:15 PM	3	54	-	- 28	7	_	_	6	0	111	24	135	0	0	7	7	707
1         2         47         0         49         15         0         2         137         33         172         0         0         1         1           1         10         206         1         217         48         2         9         59         3         443         110         556         1         0         1         0         1         0         1         0         1         0         1         0         1         0         1         0         4         5         6           1         1         1         1         14         1         14         34         34         169         1         0         4         5         6           2         44         1         47         12         0         15         0         146         59         205         0         0         1         1           2         56         0         5         1         1         14         79         1         0         1         1         1         1         1         1         1         1         1         1         1         1         1         1	03:30 PM	7	62	0	49	12	1	4	17	0	92	24	116	0	0		Η,	19
10         206         1         217         48         2         9         59         14         1         134         34         169         1         0         4         5         6           1         62         0         61         15         0         15         0         138         38         176         0         0         1         1         146         59         205         0         0         0         1         1         146         59         205         0         0         0         0         0         1         1         146         59         205         0         0         0         0         0         1         1         146         59         205         0         0         0         0         0         0         0         0         0         0         0         0         0         0         0         1         1         146         59         104         790         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1         1 <t< td=""><td>03:45 PM</td><td>2</td><td>47</td><td>0</td><td>49</td><td>15</td><td>0</td><td>2</td><td>17</td><td>2</td><td>137</td><td>33</td><td>172</td><td>0</td><td>0</td><td></td><td></td><td>23</td></t<>	03:45 PM	2	47	0	49	15	0	2	17	2	137	33	172	0	0			23
3         62         0         65         9         0         5         14         1         134         34         169         1         0         4         5           1         60         0         61         15         0         15         0         138         38         176         0         0         1	Total	10	206	-	217	48	2	6	96	33	443	110	256	-	0	S	9	83
1         60         0         61         15         0         138         38         176         0         0         1         1         1         1         47         12         0         7         19         0         146         59         205         0	04:00 PM	3	62	0	59	6	0	S	14		134	34	169	1	0	4	5	25
2         44         1         47         12         0         7         19         0         146         59         205         0	04:15 PM	_	09	0	19	15	0	0	15	0	138	38	176	0	0	_	-	25
2         56         0         58         19         0         1         20         0         177         63         240         0         1         0         1           8         222         1         231         55         0         13         68         1         595         194         790         1         1         5         7           1         51         0         52         1         26         0         185         70         255         1         0         4         4         4           2         72         1         75         16         0         2         18         0         168         70         238         0         1         4         4         4           2         72         1         75         18         0         168         70         238         0         1         0         1           3         48         1         52         17         0         9         83         1         764         288         1053         1         1         1         1         1         1         1         1	04:30 PM	2	44	-	47	12	0	7	19	0	146	59	205	0	0	0	0	27
8         222         1         231         55         0         13         68         1         595         194         790         1         1         5         7           1         51         0         52         0         1         26         0         185         70         255         1         0         4         5           2         72         1         75         16         0         2         18         0         168         70         238         0         1         4         4         4           3         48         1         52         13         0         3         16         0         193         76         269         0	04:45 PM	2	99	0	58	19	0	-	20	0	177	63	240	0	-	0		31
1         51         0         52         25         0         1         26         0         185         70         255         1         0         4         5           2         72         0         74         20         0         3         23         1         218         72         291         0         0         4         4         4           2         72         1         75         16         0         2         18         0         168         70         238         0         1         0         1           3         48         1         52         13         0         3         16         0         193         76         269         0         0         0         0         0           8         243         2         253         74         0         9         83         1         764         288         1053         1         1         8         10	Total	∞	222	_	231	55	0	13	89	1	595	194	190	-	-	Ś	7	109
2         72         0         74         20         0         3         23         1         218         72         291         0         0         4         5         1         4         5         1         4         6         1         1         4         5         6         6         7         6         9         9         8         1         7         6         2         9         9         8         1         7         6         2         8         1         1         1         8         10         9	05:00 PM		51	0	52	25	0	Г	26	0	185	70	255	_	0	4	S	33
2         72         1         75         16         0         2         18         0         168         70         238         0         1         0         1           3         48         1         52         13         0         3         16         0         193         76         269         0         0         0         0         0           8         243         2         253         74         0         9         83         1         764         288         1053         1         1         8         10	05:15 PM	2	72	0	74	20	0	3	23	-	218	72	291	0	0	4	4	39
3         48         1         52         13         0         3         16         0         193         76         269         0         0         0         0         0         0           1         8         243         2         253         74         0         9         83         1         764         288         1053         1         1         8         10	05:30 PM	2	72	_	75	16	0	2	18	0	168	70	238	0	П	0	_	33
8 243 2 253 74 0 9 83 1 764 288 1053 1 1 8 10	05:45 PM	8	48	_	52	13	0	3	16	0	193	9/	269	0	0	0	0	33
	Total	8	243	2	253	74	0	6	83	_	764	288	1053	_	-	∞	10	139

File Name: US301&Stacy Site Code: 15006 Start Date: 7/1/2015 Page No: 2

City/County: Thonotosassa/Hillsborough Weather: Clear Comments:

			Int. Total	266	238	249	176	929	7877		
	K		App. Total	2	_	7	0	10	41		0.5
	SANT PAR	pur	Right	7	_	2	0	∞	30	73.2	0.4
	JOHN B SARGEANT PARK	Eastbound	Thru	0	0	7	0	2	7	17.1	0.1
	JOH		Left	0	0	0	0	0	4	8.6	0.1
			App. Total	190	159	172	124	645	3900		49.5
	01	puno	Right	43	46	37	36	162	932	23.9	11.8
	US 301	Northbound	Thru	146	113	135	88	482	2957	75.8	37.5
venicies			Left		0	0	0	1	11	0.3	0.1
Jroups Printed-Passenger Venicles			App. Total	21	28	13	15	177	887		11.3
Groups Pri	ACY ROAD	pun	ight	9	0	2	1	6	99	7.4	8.0
	STACY	Westbound	Thru	1	0	0	0	_	∞	6.0	0.1
			Left	14	28	Ξ	14	<i>L</i> 9	813	91.7	10.3
			App. Total	53	20	57	37	197	3049		38.7
	01	pund	Right	0	0	0	0	0	∞	0.3	0.1
	US 301	Southbound	Thru	51	49	52	32	184	2958	76	37.6
			Left	2	-	5	5	13	83	2.7	11
			Start Time	M4 00:90	06:15 PM	06:30 PM	06:45 PM	Total	Grand Total	Apprch %	Total %

		US 301	301			STACY ROAD	ROAD			US 301	01		JOH	N B SARC	JOHN B SARGEANT PARK	K	
		Southbound	puno			Westbound	punc			Northbound	punc			Eastbound	punc		
Start Time	Left	Thru	Right App. Total	pp. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	Right App. Total	Int. Total
eak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1	n 06:00 AM	to 08:45 AN	M - Peak 1 of 1														
Peak Hour for Entire Intersection Begins at 07:00 AM	prection Beg	zins at 07:00	) AM									30,00					
07:00 AM	7	166	0	173	39	0	-	40	0	41	8	49	0	0	0	0	262
07:15 AM	1	224	0	225	54	0	-	55	0	43	6	52	_	0	0	-	333
07:30 AM	_	210	0	211	47	0	0	47	0	40	4	44	0	0	0	0	302
07:45 AM	9	175	0	181	47	0	1	48	-	33	12	46	0	0	0	0	275
Total Volume	15	775	0	790	187	0	3	190	-	157	33	191	_	0	0		1172
% App. Total	1.9	98.1	0		98.4	0	1.6		0.5	82.2	17.3		100	0	0		
PHF	.536	865	000	878	998.	000	.750	.864	.250	.913	889.	.918	.250	000	000	.250	.880

Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1 Peak Hour for Each Approach Begins at:

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	06:30 AM				06:30 AM				07:30 AM				06:30 AM				
+0 mins.	3	211	0	214	52	0	С	55	0	40	4		0	0	1	-	
+15 mins.	S	176	0	181	41	0	S	46	-	33	12	46	0	0	0	0	
+30 mins.	7	166	0	173	39	0	_	40	-	37	9	44	0	0	0	0	
+45 mins.	1	224	0	225	54	0	-	55	-	54	5	09	_	0	С	-	
Total Volume	16	777	0	793	186	0	10	196	3	164	27	194	П	0	-	2	
% App. Total	2	86	0		94.9	0	5.1		1.5	84.5	13.9		50	0	50		
PHF	.571	798.	000.	1881	.861	000.	.500	168.	.750	.759	.563	808	.250	000	.250	.500	
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1 Peak Hour for Entire Intersection Begins at 05:00 PM	m 02:00 PM t ersection Beg	to 06:45 PM ins at 05:00	- Peak 1 of 1 PM														
05:00 PM	'	51	0	52	25	0	-	56	0	185	70	255	1	0	4	5	(4)
05:15 PM	7	72	0	74	20	0	3	23	-	218	72	291	0	0	4	4	
05:30 PM	2	72	-	75	16	0	2	18	0	168	70	238	0	-	0		. ,
05:45 PM	8	48	-	52	13	0	3	16	0	193	76	269	0	0	0	0	.,
Total Volume	8	243	7	253	74	0	6	83	-	764	288	1053	1	-	∞	10	1399
% App. Total	3.2	96	8.0		89.2	0	10.8		0.1	72.6	27.4		10	10	80		
PHF	299	844	200	843	740	000	750	798	250	876	047	908	250	250	500	200	668

City/County: Thonotosassa/Hillsborough Weather: Clear Comments:

File Name: US301&Stacy Site Code: 15006 Start Date: 7/1/2015 Page No: 3

		US 301	301			STACY ROAD	ROAD			US 301	301		JOH	IOHN B SARGEANT PARK	<b>SEANT PA</b>	RK	
		Southbound	punoc			Westbound	puno			Northbound	puno			Eastbound	puno		
Start Time	Left	Thru	Right	Right App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	Right   App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of	m 02:00 PM t	o 06:45 PN	1 - Peak 1 o	f1													
Peak Hour for Each Approach Begins at:	proach Begins	at:															
	04:45 PM				04:30 PM				05:00 PM				04:45 PM				2/4/00-
+0 mins.	2	26	0	58	12	0	7	19	0	185	70	255	0	-	0	-	
+15 mins.	-	51	0	52	19	0	-	20	-	218	72	291		0	4	5	
+30 mins.	2	72	0	74	25	0	-	26	0	168	70	238	0	0	4	4	
+45 mins.	2	72	-	75	20	0	3	23	0	193	76	269	0	-	0	-	
Total Volume	7	251	1	259	76	0	12	88		764	288	1053		2	∞	11	
% App. Total	2.7	6.96	0.4		86.4	0	13.6		0.1	72.6	27.4		9.1	18.2	72.7		
PHF	.875	.872	.250	.863	.760	000	.429	.846	.250	.876	.947	.905	.250	.500	.500	.550	

File Name: US301&Stacy Site Code: 15006 Start Date: 7/1/2015 Page No: 1

Int. Total 16 12 16 16 18

City/County: Thonotosassa/Hillsborough Weather: Clear Comments:

		Southbound	buno			Westbound	und			Northbound	puno		100	Eastbound	Eastbound	4
Start Time	Left	Thru	ght	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
06:00 AM	0	Ξ		11	0	0	0	0	0	5	0	5	0	0	0	
06:15 AM	0	9	0	9	0	0	0	0	0	9	0	9	0	0	0	
06:30 AM	0	13	0	13	_	0	0	-	0	7	0	2	0	0	0	
06:45 AM	0	6	0	6	2	0	0	2	0	7	0	7	0	0	0	
Total	0	39	0	39	3	0	0	3	0	20	0	20	0	0	0	
07:00 AM	0	∞	0	~	2	0	0	2	0	∞	Т	6	0	0	0	
07:15 AM	0	4	0	4	-	0	0	Т	0	9	7	8	0	0	0	
07:30 AM	0	13	0	13	1	0	_	2	0	5	0	5	0	0	0	
07:45 AM	0	4	0	4	2	0	0	2	0	4	0	4	0	0	0	
Total	0	29	0	29	9	0	1	7	0	23	3	26	0	0	0	
08:00 AM	0	14	0	14	7	0	0	2	0	4	0	4	0	0	0	
08:15 AM	0	S	0	3	4	0	0	4	0	7	7	6	0	0	0	
08:30 AM	0	10	0	10	-	0	0	T	0	∞	0	~	0	0	0	
08:45 AM	0	6	0	6	2	0	0	2	0	7	-	8	0	0	0	
Total	0	38	0	38	6	0	0	6	0	26	3	50	0	0	0	

02:00 PM	02:15 PM	02:30 PM	02:45 PM	Total	03:00 PM	03:15 PM	03:30 PM	03:45 PM	Total	04:00 PM	04:15 PM	04:30 PM	04:45 PM	Total	05:00 PM	05:15 PM	05:30 PM	05:45 PM
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	4	∞	6	25	10	9	7	∞	31	3	4	9	S	18	٢	9	5	-
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	4	∞	6	25	10	9	7	8	31	3	4	9	5	18	7	9	2	-
0	0	0	0	0	0	0	-	0	-	0	0	0	0	0	0	-	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	0	1	0	0	0	0	0	-	-	0	2	4	0	0	0	0
-	0	0	0		0	0	-1	0	1	_	_	0	2	4	0	_	0	0
0	0	0	0	0	0	0	0	7	2	0	0	0	0	0	-	0	0	0
7	3	9	9	22	9	2	6	9	26	3	9	7	8	24	9	4	5	S
7	0	-	-	4	1	7	0	0	С	-	0	-	0	7	0	_	0	0
6	3	7	7	26	7	7	6	∞	31	4	9	8	∞	76	7	S	S	5
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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City/County: Thonotosassa/Hillsborough Weather: Clear Comments:

File Name: US301&Stacy Site Code: 15006 Start Date: 7/1/2015 Page No: 2

	US 301	.01			STACY ROAD	ROAD	OAD		US 301	101		HOI	N B SARC	JOHN B SARGEANT PARK	Ж	
	Southbound	puno			Westbound	princ			Northbound	puno			Eastbound	princ		
1	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
	2	0	2	0	0	0	0	0	5	0	5	0	0	0	0	7
	_	0	-	0	0	0	0	0	7	0	7	0	0	0	0	3
	3	0	3	0	0	0	0	0	33	2	5	0	0	0	0	œ
	2	0	2	0	0	0	0	0	_	1	2	0	0	0	0	4
	∞	0	~	0	0	0	0	0	11	3	14	0	0	0	0	22
	207	0	207	20	0	9	26	3	172	19	194	0	0	4	4	431
	100	0		76.9	0	23.1		1.5	88.7	8.6		0	0	100		
	48	0	48	4.6	0	1.4	9	0.7	39.9	4.4	45	0	0	6.0	6.0	

		US 301	301			STACY ROAD	ROAD			US 301	01		JOH	N B SARG	JOHN B SARGEANT PARK	· ·	
		Southbound	puno			Westbound	puno			Northbound	puno			Eastbound	pund		
Start Time	Start Time Left	Thru	Right	Right App. Total	Left	Thru	Right	App. Total	Left	Thru	Right App. Total	App. Total	Left	Thru	Right App. Total	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1	m 06:00 AM	to 08:45 Al	M - Peak 1 03	:1													
Peak Hour for Entire Intersection Begins at 08:00 AM	tersection Beg	ins at 08:00	) AM	139								5					
08:00 AM	0	14	0	14	7	0	0	2	0	4	0	4	0	0	0	0	20
08:15 AM	0	5	0	S	4	0	0	4	0	7	7	6	0	0	0	0	18
08:30 AM	0	10	0	10	-	0	0	_	0	∞	0	8	0	0	0	0	19
08:45 AM	0	6	0	6	2	0	0	2	0	7	1	8	0	0	0	0	19
Total Volume	0	38	0	38	6	0	0	6	0	56	3	53	0	0	0	0	92
% App. Total	0	100	0		100	0	0		0	2.68	10.3		0	0	0		
PHF	000	629	000	629.	.563	000	000	.563	000	.813	.375	908	000	000	.000	000	.950

Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1 Peak Hour for Each Approach Begins at:

06:00 AM  0 11 0 11  0 6 6 0 6  0 13 0 0 13  0 39 0 9  0 100 0 0 39  crom 02:00 PM to 06:45 PM - Peak I of I  Intersection Begins at 02:45 PM  0 0 0 0 0 0 0 0  0 0 0 0 0 0 0 0  0 0 0 0 0 0 0 0  0 0 0 0 0 0 0 0  0 0 0 0 0 0 0 0  0 0 0 0 0 0 0 0  0 0 0 0 0 0 0 0  0 0 0 0 0 0 0 0  0 0 0 0 0 0 0 0  0 0 0 0 0 0 0 0  0 0 0 0 0 0 0 0  0 0 0 0 0 0 0 0  0 0 0 0 0 0 0 0  0 0 0 0 0 0 0 0  0 0 0 0 0 0 0 0 0  0 0 0 0 0 0 0 0 0  0 0 0 0 0 0 0 0 0  0 0 0 0 0 0 0 0 0  0 0 0 0 0 0 0 0 0  0 0 0 0 0 0 0 0 0  0 0 0 0 0 0 0 0 0  0 0 0 0 0 0 0 0 0  0 0 0 0 0 0 0 0 0  0 0 0 0 0 0 0 0 0  0 0 0 0 0 0 0 0 0  0 0 0 0 0 0 0 0 0  0 0 0 0 0 0	L	0000	1 0 0 0 0 0 0 1 1 10 	2 2 2 4 4 4 4 5 5 5 5 5 5 5 5 5 5 5 5 5	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7 8 6 6 5 26 89.7 .813	0 1 2 0 0 10.3 .375	7 7 99 8 8 29 29 29	06:00 AM 0 0 0 0 0 0 0 0	0 0 0 0 0	0000	0000	
L.	11 6 13 9 39 	0 0 0 0 000	1 0 0 0 1 1 10 	2 2 2 4 4 4 4 4 4 5 5 5 5 5 5 5 5 5 5 5		7 8 6 5 26 89.7 .813	0 1 2 0 0 3 110.3 375	7 9 8 8 5 5 29 .806	0 0 0 0 000.	0 0 0 0	0000	0000	
<i>L</i> .	6 9 39 50	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 1 1 10 .250	2 2 4 4 4 50 50 50 50 50 50 50 50 50 50 50 50 50		8 6 5 26 89.7 .813	1 2 0 0 3 10.3 375	98 8 5 29806	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0	000	0000	
	13 9 39 37.	0000.	0 0 1 1 1 1 1 2 5 0	2 4 4		6 5 26 89.7 .813	2 0 3 10.3 .375	29 29806	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0	00	0 0 0	
L.	99 39	0000	1 10250	10 .625		26 89.7 .813	0 3 10.3 .375	29 .806	000.	0 0 0	<b>C</b>	0 0	
L	39	000.	1 10 .250	10		26 89.7 .813	3 10.3 .375	29	000.	0		0	
L	.750	000.	10	.625		89.7	10.3	908.	000.	0	0		
<i>L</i> .	.750	000.	.250	.625		.813	.375	908.	000	000	0		
	cak 1 of 1									000.	000	000.	
00000													
0 9 0 0 10 0 6 0 7 7 0 32 0								ē				5	
0 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 6 0	0	0	0	0	9	-	7	0	0	1	_	17
0 6 0 0 0 3 7 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 10 0	0	0	0	0	9	-	7	0	0	_	1	18
0 7 0 0 32 0	0 9 0	0	0	0	0	5	7	7	0	0	0	0	13
0 32 0	0 7 1	0	0	1	0	6	0	6	0	0	0	0	17
<	0 32 1	0	0	1	0	26	4	30	0	0	2	2	65
% App. 10tal 0 100 0	0 100	0	0		0	7.98	13.3		0	0	100		
PHF .000 .800 .000 800		000.	000.	.250	000	.722	.500	.833	000	000.	.500	.500	.903

File Name: US301&Stacy Site Code: 15006 Start Date: 7/1/2015 Page No: 3

City/County: Thonotosassa/Hillsborough Weather: Clear Comments:

JOHN B SARGEANT PARK Northbound US 301 STACY ROAD Westbound US 301 Southbound Thru Rig

Int. Total .500 1000 Right App. Total 100 .500 Eastbound Thru 00000 000 Left 02:00 PM 9 3 3 3 3 3 1 App. Total .861 1 2 0 0 0 3 3 3.75 Right Thru 26 83.9 .722 6.5 Left 03:00 PM Right App. Total 11074 500 100 4 .500 Thru Left 04:00 PM 000 Start Time Left Thru Right App. Total
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at: 8 9 10 6 6 825 000000 000 8 9 10 6 6 33 100 100 825 000 02:30 PM +0 mins. +15 mins. +30 mins. Total Volume % App. Total +45 mins.

Groups Printed- UTurns

File Name: US301&Stacy Site Code: 15006 Start Date: 7/1/2015 Page No:1

City/County: Thonotosassa/Hillsborough Weather: Clear Comments:

		US 301 Southbound	US 301 outhbound			STACY ROA Westbound	STACY ROAD Westbound			US 301 Northbound	301 sound		JOI	IN B SARGEAN Eastbound	JOHN B SARGEANT PARK Eastbound	ξĶ	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
							•										
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0		0	0	0		0	0	0		0	0	0		
		SO	US 301			STACY	STACY ROAD			US 301	301		JOE	IN B SARC	JOHN B SARGEANT PARK	RK	
		South	Southbound			Westbound	punoc			Northbound	punoc			Eastbound	puno		
	Left	Thru	Right	Thru Right App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
	06:00 AM 1	to 08:45 A	Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1	of 1													
H	Peak Hour for Entire Intersection Begins at 06:00 AM	ins at 06:0	10 AM					8									
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	0	0		0	0	0		0	0	0		0	0	0		
	000	000	000	000	000	000	000	000	0000	000	000	000	000	000	000	000	000

Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1

	06:00 AM				06:00 AM				MW 00:90			_	06:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	000	000	000.	000	000.	000	000	000	000	000	000.	000.	000	000	000.	000.
Peak Hour for Entire Intersection Begins at 02:00 PM	ersection Begi	ins at 02:00	PM									77				
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	000	000.	000.	000	000.	000	000	000	000	000	000	000.	000	000	000	000.

City/County: Thonotosassa/Hillsborough Weather: Clear Comments:

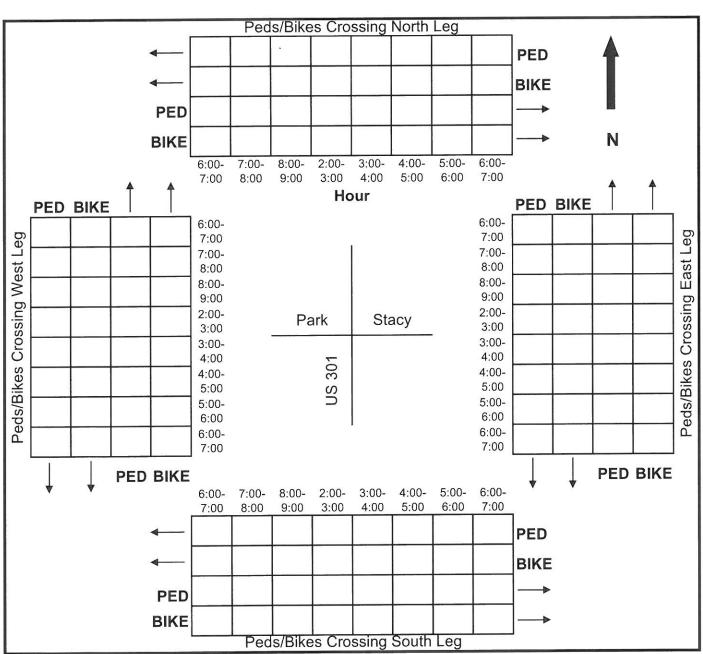
File Name: US301&Stacy Site Code: 15006 Start Date: 7/1/2015 Page No: 2

		US 301	301			STACY ROAD	ROAD			US 301	101		JOH	JOHN B SARGEANT PARK	EANT PAI	K.	
		Southbound	punoc			Westbound	puno			Northbound	puno			Eastbound	pun		
Start Time	Left	Thru	Right	Right App. Total	Left	Thru	Right	Right App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of	nm 02:00 PM	to 06:45 PA	A - Peak 1 of	1													
Peak Hour for Each Approach Begins at:	proach Begins	s at:															
	02:00 PM				02:00 PM				02:00 PM			0	02:00 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
HIId	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	000	

#### Intersection Pedestrian & Bicycle Count

Date:	7/1/15	Day: Wednesday
Count Times:	6-9am & 2-7pm	Weather: Clear
Intersection:	US 301 at Stacy Road	
Comments:	NO PEDS/BIKES CROSSED INTE	RSECTION DURING COUNT

C - Children under 12; S - Seniors 65 or over; D - Physical Disability



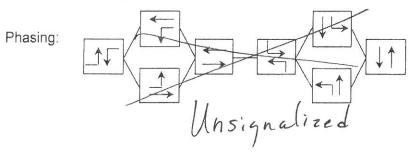
#### Turning Movement Count Field Data Sheet & Sketch

Date: 7/2/15 Count Times: 6-9am \$ 2-7pm

Major Street: US 301 Direction: N-S Speed Limit: 60 mph

Minor Street: McIntosh Road Direction: E-W Speed Limit: 40 mph

City/County: Thonotosassa/Hillsborogh Weather: Rain 2:15-2:30pm



Intersection Sketch House Woods 15301 Stop House McFutosh Road House

File Name: US301&McIntosh Site Code: 15006 Start Date: 7/2/2015 Page No: 1

City/County: Thonotosassa/Hillsborough Weather: Rain 2:15-2:30pm Comments:

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Surffree   Surffee   Surffee   Surffee   Surffree   S					OTORIDS 1 11	Groups Printed- Passenger Venicles - Heavy Venicles - Ulums	Vehicles - 11ca	avy venicies -	Otherns		The second second			
Sear Time         Left         Thru         Right         App Total         Left         Thru         Right			US 30.	l I			MCINTOSE	H ROAD			US 301 Northhound	)] und		
OGDO AM         6         128         0         134         S         0         8           OGSIO AM         16         128         0         134         S         0         8           OGSIO AM         16         178         0         221         3         0         8           OGSIO AM         11         168         0         175         14         0         8           OT-10 AM         11         168         0         179         3         0         11           OT-10 AM         11         168         0         179         3         0         11           OT-10 AM         11         168         0         179         3         0         11           OT-10 AM         11         168         0         277         3         0         11           OT-10 AM         11         16         0         124         4         0         13           OS-10 AM         11         16         0         124         4         0         13           OS-10 AM         1         1         1         1         1         1         1           OS-10 AM <th>start Time</th> <th>Left</th> <th>Thru</th> <th></th> <th>App. Total</th> <th>Left</th> <th>Thru</th> <th></th> <th>App. Total</th> <th>Left</th> <th>Thru</th> <th>Right</th> <th>App. Total</th> <th>Int. Total</th>	start Time	Left	Thru		App. Total	Left	Thru		App. Total	Left	Thru	Right	App. Total	Int. Total
06.15 AM	06:00 AM	9	128	0	134	5	0	000	13	0	18	2		1
06-53 O AM	06:15 AM	7	200	0	207	4	0	∞	12	0	41	-	42	261
D6-45 AM         10         211         0         221         3         0           Total         39         717         0         756         14         0           7-00 AM         11         168         0         179         3         0           07-15 AM         18         209         0         224         8         0           07-35 AM         14         190         0         204         8         0           07-35 AM         13         126         0         204         8         0           07-35 AM         12         114         0         124         0         0           08-0 AM         12         114         0         124         0	06:30 AM	16	178	0	194	7	0	6	11	0	30	3	33	238
Total 39 717 0 756 14 0 0 07:00 AM 11 168 0 179	06:45 AM	10	211	0	221	3	0	10	13	0	35	3	38	272
11   168	Total	39	717	0	156	14	0	35	46	0	124	6	133	938
07:15 AM         18         209         0         227         9         0           07:30 AM         14         190         0         227         8         0           07:30 AM         13         126         0         139         4         0           08:10 AM         12         114         0         126         13         0           08:15 AM         1         115         0         122         5         0           08:20 AM         7         115         0         473         0         473         0           09:30 AM         7         115         0         473         0         473         0           00:30 PM         8         4         0         473         0         473         0           01:15 PM         8         65         0         73         73         0	07:00 AM	=	168	0	179	3	0	Ξ	14	0	24	3	27	220
07:30 AM	07:15 AM	81	209	0	227	6	0	4	13	0	55	_	99	296
07:45 AM         13         126         0         139         4         0           1	07:30 AM	14	190	0	204	00	0	13	21	0	69	7	71	296
Total         \$6         693         0         749         24         0           08:16 AM         8         114         0         126         13         0           08:15 AM         8         126         0         134         4         0           08:15 AM         8         126         0         134         4         0           08:30 AM         7         115         0         122         5         0           08:45 AM         7         115         0         44         0         44         0           08:45 AM         8         44         0         44         0         44         0           02:30 PM         8         44         0         82         0         6         0           02:30 PM         4         65         0         65         0         6         0           03:30 PM         11         51         0         82         0         6         0           03:30 PM         11         51         0         73         3         0         0           04:30 PM         10         60         0         73         0 <td< td=""><td>07:45 AM</td><td>13</td><td>126</td><td>0</td><td>139</td><td>4</td><td>0</td><td>10</td><td>14</td><td>0</td><td>51</td><td>1</td><td>52</td><td>205</td></td<>	07:45 AM	13	126	0	139	4	0	10	14	0	51	1	52	205
08:15 AM	Total	56	693	0	749	24	0	38	62	0	199	7	206	1017
08:15 AM         8         126         0         134         4         0           08:30 AM         7         115         0         122         5         0           08:45 AM         7         115         0         122         5         0           08:45 AM         7         115         0         4         6         8         0           02:10 PM         6         83         0         89         1         0           02:15 PM         8         44         0         52         5         0           02:15 PM         8         65         0         73         3         0           02:30 PM         4         65         0         73         3         0           03:30 PM         11         51         0         62         5         0         0           03:30 PM         11         51         0         65         0         73         3         0           03:45 PM         15         58         0         73         3         0         0           04:45 PM         17         44         245         0         73         12         0	08:00 AM	12	114	0	126	13	0	Ξ	24	0	28	2	30	180
08:30 AM         7         115         0         122         5         0           08:45 AM         7         115         0         91         4         0           08:45 AM         7         84         0         91         4         0           08:45 AM         7         84         0         473         26         0           02:00 PM         8         8         4         0         52         5         0           02:15 PM         8         65         0         73         3         0         0           02:15 PM         8         44         0         52         5         0         0           02:45 PM         4         63         0         67         2         0         0           03:40 PM         11         51         65         0         72         1         0           03:45 PM         15         58         0         72         1         0           04:45 PM         17         48         0         65         6         0           04:45 PM         17         48         249         0         71         0 <t< td=""><td>08-15 AM</td><td>×</td><td>126</td><td>C</td><td>134</td><td>4</td><td>0</td><td>13</td><td>17</td><td>0</td><td>41</td><td>2</td><td>43</td><td>194</td></t<>	08-15 AM	×	126	C	134	4	0	13	17	0	41	2	43	194
08:45 AM         7         84         0         91         4         0           Total         34         439         0         473         26         0           02:00 PM         6         83         0         89         1         0           02:15 PM         8         44         0         52         5         0           02:30 PM         8         65         0         73         3         0           02:45 PM         4         63         0         67         2         0           03:00 PM         11         51         0         67         2         0           03:15 PM         11         51         0         67         0         0           03:15 PM         11         71         0         82         0         0           03:45 PM         11         71         0         82         0         0           04:00 PM         11         71         0         73         0         0           04:15 PM         12         44         245         0         289         9         0           04:30 PM         12         48	08:30 AM	۲-	115	o C	122	٧.	C	6	4	0	48	-	49	185
Total         34         439         0         473         26         0           02:00 PM         6         83         0         89         1         0           02:15 PM         8         44         0         52         5         0           02:45 PM         8         65         0         67         2         0           02:45 PM         11         51         0         67         2         0           03:15 PM         11         51         0         62         5         0           03:15 PM         11         7         65         0         72         1         0           03:45 PM         11         7         65         0         72         5         0         0           03:45 PM         11         7         65         0         72         1         0           04:40 PM         15         58         0         73         3         0           04:45 PM         12         44         245         0         289         9         0           04:30 PM         17         48         0         65         6         0      <	08:45 AM		84	0	91	4	0	10	14	0	56	2	58	163
02:00 PM         6         83         0         89         1         0           02:15 PM         8         44         0         52         5         0           02:30 PM         8         65         0         73         3         0           02:30 PM         11         51         0         67         2         0           03:00 PM         11         51         0         65         0         72         1         0           03:15 PM         7         65         0         72         5         0         0           03:30 PM         11         71         0         82         0         0         0           03:30 PM         11         71         0         82         0         0         0           03:30 PM         11         71         0         82         0         0         0           04:45 PM         10         60         0         73         0         0         0           04:45 PM         17         48         0         65         0         0         0           04:45 PM         17         48         0         71	Total	34	439	0	473	26	0	43	69	0	173	7	180	722
8     44     0     52     5     0       8     63     0     73     5     0       4     63     0     67     2     0       11     51     0     62     5     0       7     65     0     72     1     0       11     71     0     82     0     0       15     58     0     73     3     0       16     58     0     73     3     0       17     44     245     0     289     9     0       10     60     0     71     2     0       11     59     0     71     2     0       9     82     0     7     0       9     82     0     7     0       9     82     0     7     0       9     82     0     7     0       11     59     0     7     0       12     62     0     0       12     62     0     0       12     62     0     0       12     62     0     0       12     0     0     0	02-00 PM	9	83	C	- 68		C	13	14	C	72	9	78	181
8     44     0     52     5     0       8     65     0     73     5     0       4     63     0     67     2     0       11     51     0     62     5     0       11     71     0     82     0     0       11     71     0     82     0     0       15     58     0     73     3     0       10     60     0     70     9     0       11     59     0     71     2     0       11     59     0     70     0       11     59     0     70     0       11     59     0     70     0       12     60     0     7     0       11     59     0     70     0       12     62     0     7     0       12     62     0     0     0       12     62     0     0     0       11     59     0     7     0       12     0     0     0     0       18     77     0     0       18     77     0 <t< td=""><td>02:00 PM</td><td>0</td><td>83</td><td>0</td><td>89</td><td>-</td><td>0</td><td>51</td><td><del>1</del> .</td><td>0 •</td><td>7/</td><td>0 •</td><td>0 1</td><td>101</td></t<>	02:00 PM	0	83	0	89	-	0	51	<del>1</del> .	0 •	7/	0 •	0 1	101
8         65         0         73         3         0           4         63         0         67         2         0           11         51         0         62         5         0           7         65         0         72         1         0           11         71         0         82         0         0           15         58         0         73         3         0           16         60         0         73         3         0           17         44         245         0         7         0           10         60         0         70         7         0           11         59         0         71         2         0           11         59         0         71         1         0           12         60         0         7         0         0           11         59         0         7         0         0           12         0         0         7         0         0           12         0         0         7         0         0	02:15 PM	∞	44	0	52	5	0	6	14	0	71	4	75	141
4         63         0         67         2         0           26         255         0         281         11         0           11         51         0         62         5         0           7         65         0         72         1         0           11         71         0         82         0         0           15         58         0         73         0         0           10         60         0         71         2         0         0           11         59         0         71         2         0         0         0           11         59         0         70         12         0         0         0           11         59         0         70         0         7         0         0         0           12         60         0         10         7         0	02:30 PM	∞	65	0	73	3	0	∞	= :	0	101	4	105	189
26         255         0         281         11         0           11         51         0         65         0         72         1         0           7         65         0         72         1         0         0         0           11         71         0         82         0         0         0         0           15         58         0         73         3         0         0           10         60         0         71         2         0         0           11         48         0         65         6         0         0           11         59         0         7         0         0         0           12         60         0         10         7         0         0           12         62         0         10         7         0         0           12         62         0         10         7         0         0           12         62         0         0         10         0         0           12         0         348         37         0         0 <tr< td=""><td>02:45 PM</td><td>4</td><td>63</td><td>0</td><td>29</td><td>2</td><td>0</td><td>∞</td><td>10</td><td>0</td><td>86</td><td>_</td><td>06</td><td>167</td></tr<>	02:45 PM	4	63	0	29	2	0	∞	10	0	86	_	06	167
11         51         0         62         5         0           7         65         0         72         1         0           11         71         0         82         0         0           15         58         0         73         3         0           10         60         0         73         9         0           11         59         0         71         2         0           9         82         0         71         2         0           9         82         0         51         6         0           9         82         0         51         12         0           17         48         249         0         297         12         0           11         59         0         7         0         0           12         62         0         7         0         0           12         62         0         7         0         0           12         62         0         0         0         0           12         62         0         0         0         0	Total	26	255	0	281	Ξ	0	38	49	0	333	15	348	829
7         65         0         72         1         0           11         71         0         82         0         0           15         58         0         73         3         0           10         60         0         73         9         0           11         59         0         71         2         0           11         48         0         65         6         0           11         59         0         7         0           12         0         7         0           13         0         7         0           14         59         0         7         0           12         0         7         0         0           12         0         7         0         0           12         0         7         0         0           12         0         7         0         0           12         0         7         0         0           12         0         0         0         0         0           12         0         0         0 <t< td=""><td>03:00 PM  </td><td>1</td><td>51</td><td>0</td><td>62</td><td>5</td><td>0</td><td>12</td><td>17</td><td>0</td><td>87</td><td>5</td><td>92</td><td>171</td></t<>	03:00 PM	1	51	0	62	5	0	12	17	0	87	5	92	171
11         71         0         82         0         0           15         58         0         73         3         0           44         245         0         289         9         0           10         60         0         70         3         0           12         59         0         71         2         0           9         82         0         71         2         0           9         82         0         91         1         0           48         249         0         297         12         0           11         59         0         7         0         0           12         62         0         7         0         0           12         62         0         7         0         0           12         62         0         7         0         0           12         62         0         7         0         0           12         6         0         7         0         0           12         0         348         37         0	03:15 PM	7	65	0	72	_	0	7	∞	0	66	4	103	183
15         58         0         73         3         0           44         245         0         289         9         0           10         60         0         70         3         0           12         59         0         71         2         0           9         82         0         51         6         0           9         82         0         51         12         0           11         59         0         70         0           12         60         0         7         0           12         62         0         0         0           12         62         0         0         0           12         62         0         0         0           12         62         0         0         0           12         62         0         0         0           12         62         0         0         0           12         0         0         0         0           12         0         0         0         0           12         0         0	03:30 PM	11	71	0	82	0	0	15	15	0	115	7	122	219
10         60         0         70         3         0           11         59         0         71         2         0           17         48         0         65         6         0           9         82         0         91         1         0           48         249         0         297         12         0           11         59         0         70         7         0           12         62         0         7         0         0           12         62         0         7         0         0           60         77         0         95         12         0           60         288         0         348         37         0	03:45 PM	15	58	0	73	3	0	16	19	0	143	3	146	238
10         60         0         70         3         0           12         59         0         71         2         0           17         48         0         65         6         0           9         82         0         91         1         0           1         48         249         0         297         12         0           11         59         0         7         0         0           12         62         0         7         0         0           12         62         0         7         0         0           60         288         0         348         37         0	Total	4	245	0	289	6	0	20	89	0	444	19	463	811
12         59         0         71         2         0           17         48         0         65         6         0           9         82         0         91         1         0           148         249         0         297         12         0           11         59         0         7         0           12         62         0         7         0           12         62         0         7         0           18         77         0         95         12         0           60         288         0         348         37         0	04:00 PM	10	09	0	70	3	0	17	20	0	138	5	143	233
17         48         0         65         6         0           9         82         0         91         1         0           48         249         0         297         12         0           11         59         0         7         0           12         62         0         7         0           12         62         0         7         0           60         77         0         95         12         0           60         288         0         348         37         0	04:15 PM	12	59	0	71	2	0	5	7	0	153	5	158	236
9         82         0         91         1         0           1         48         249         0         297         12         0           11         59         0         70         7         0           12         60         109         7         0           12         62         0         109         7         0           13         77         0         95         12         0           60         288         0         348         37         0	04:30 PM	17	48	0	65	9	0	22	28	0	157	5	162	255
48 249 0 297   12 0   11 59 0 70   70   70   70   70   70   70   7	04:45 PM	6	82	0	91	_	0	19	20	0	148	6	157	268
11         59         0         70         7         0           19         90         0         109         7         0           12         62         0         74         6         0           18         77         0         95         12         0           60         288         0         348         37         0	Total	48	249	0	297	12	0	63	75	0	969	24	620	992
19         90         0         109         7         0           12         62         0         74         6         0           18         77         0         95         12         0           60         78         0         348         0         0	05:00 PM	11	59	0	70	7	0	19	56	0	184	7	191	287
12 62 0 74 6 0 18 77 0 95 12 0 60 288 0 348 37 0	05:15 PM	19	06	0	109	7	0	21	28	0	165	=	176	313
60 288 0 348 32 0	05:30 PM	12	62	0	74	9	0	20	26	0	184	11	195	295
60 288 0 348	05:45 PM	18	77	0	95	12	0	15	27	0	160	9	166	288
0 20 007 00	Total	09	288	0	348	32	0	75	107	0	693	35	728	1183

City/County: Thonotosassa/Hillsborough Weather: Rain 2:15-2:30pm Comments:

File Name: US301&McIntosh Site Code: 15006 Start Date: 7/2/2015 Page No: 2

		US 301	_			MCINTOSH ROAD	HROAD			US 301	)1		
		Southbound	pui			Westbound	pun		100	Northbound	punq		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
M4 00:90	4	75	0	62	11	0	15	26	0	152	9	158	263
06:15 PM	7	47	0	54	17	0	15	32	0	113	4	117	203
06:30 PM	9	58	0	64	12	0	18	30	0	112	5	117	211
06:45 PM	10	47	0	57	6	0	14	23	0	77	9	83	163
Total	27	227	0	254	49	0	62	1111	0	454	21	475	840
Grand Total	334	3113	0	3447	177	0	404	581	0	3016	137	3153	7181
Apprch %	6.7	90.3	0		30.5	0	69.5		0	95.7	4.3		
Total %	4.7	43.4	0	48	2.5	0	5.6	8.1	0	42	1.9	43.9	
Passenger Vehicles	319	2849	0	3168	172	0	384	556	0	2792	136	2928	6652
% Passenger Vehicles	95.5	91.5	0	91.9	97.2	0	95	95.7	0	97.6	99.3	92.9	97.6
Heavy Vehicles	15	264	0	279	5	0	20	25	0	224	1	225	529
% Heavy Vehicles	4.5	8.5	0	8.1	2.8	0	5	4.3	0	7.4	0.7	7.1	7.4
UTums	0	0	0	0	0	0	0	0	0	0	0	0	0
% LITime	C	C	C	C	C	C	C	C	C	C	0	C	

Start Time         Left         Thru         Right         App. Total         Left         Thru         Right         App. Total         Left         Thru         Right         App. Total         App. Total         Left         Thru         Right         App. Total			US 301	01			MCINTOSH ROAD	H ROAD			US 301	01		
Right         App. Total         Left         Thru         Right         App. Total         Left         Thru         Right         App. Total           0         221         3         0         10         11         14         0         24         3           0         227         9         0         4         13         0         55         1           0         227         9         0         4         13         0         53         1           0         227         9         0         4         13         0         69         2           0         831         23         0         38         61         0         69         2           0         831         23         0         38         61         0         69         2           0         831         23         0         38         61         0         95.3         4.7           0         94.5         95.1         756         000         563         750         6           0         94.5         95.1         0         155         8         8           0         95.2			Southbo	pung			Westbo	pung			Northb	puno		
0         221         3         0         10         13         0         35         3           0         179         3         0         11         14         0         24         3           0         227         9         0         4         13         0         55         1           0         204         8         0         13         21         0         69         2           0         831         23         0         38         61         0         69         2           0         831         23         0         66.3         0         183         9           0         94.5         62.3         0         726         000         663         750         6           0         94.5         95.7         0         94.7         95.1         0         84.7         88.9         8           0         94.5         95.7         0         94.7         95.1         0         28         1         1           0         5.5         4.3         0         5.3         4.9         0         0         0         0         0 <td< th=""><th>Start Time</th><th>Left</th><th>Thru</th><th>Right</th><th>App. Total</th><th>Left</th><th>Thru</th><th>Right</th><th>App. Total</th><th>Left</th><th>Thru</th><th>Right</th><th>App. Total</th><th>Int. Total</th></td<>	Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
211         0         221         3         0         10         13         0         24         3           168         0         11         14         0         24         3           169         0         224         3         0         4         13         0         24         3           190         0         224         3         0         4         13         0         55         1           778         0         204         8         0         13         21         0         69         2         1           922         0.00         915         .639         .000         .731         .726         .000         .663         .750            922         .000         .633         .000         .731         .726         .000         .663         .750            734         0         785         .639         .000         .731         .726         .000         .663         .750            44         0         94.7         95.1         0         94.7         88.9         8           57         4,3         0	Peak Hour Analysis From 06:00	) AM to 08:45 A	M - Peak 1 of	1										
211         0         221         3         0         10         13         0         35         3           168         0         179         3         0         11         14         0         24         3           209         0         179         179         0         4         13         0         55         1           190         0         204         8         0         13         21         0         69         2           336         0         38         61         0         69         2         2         1           346         0         831         23         0         38         61         0         653         750         2           922         .000         .731         .726         .000         .663         .750         .4           734         0         78         58         0         155         8         8         8           744         0         78         4.3         0         94.7         95.1         1         1         1         1         1         1         1         1         1         1         1<	Peak Hour for Entire Intersection	in Begins at 06:4.	5 AM											
M         11         168         0         179         3         0         11         14         0         24         3           M         18         209         0         4         13         21         0         55         1           M         14         190         0         227         9         0         4         13         0         55         1           M         14         190         0         221         8         0         4         13         0         69         22         1           M         53         778         0         62.3         0         38         61         0         95.3         4.7           F         736         92.2         0         36         58         0         155         8           S         51         73         0         94.7         95.1         0         94.7         88.9         8           S         44         0         43         0         23         4.9         0         15.3         11.1         1           S         45         0         0         0         0         0	06:45 AM	10	211	0	221	3	0	10	13	0	35	3	38	272
M         18         209         0         4         13         0         55         1           te         53         778         0         831         23         0         38         61         0         69         2           te         53         778         0         831         23         0         38         61         0         693         2           te         53         778         0         623         0         183         9         3           IF         736         922         000         731         726         000         653         750         3           F         734         0         785         22         0         36         58         0         155         8           8         96,2         94,3         96,7         94,7         95,1         0         94,7         88,9         8           8         3.8         5.7         0         94,7         95,1         0         94,7         88,9         8           8         3.8         5.7         0         94,7         95,1         0         0         0         0         <	07:00 AM	=	168	0	179	3	0	11	14	0	24	3	27	220
M         14         190         0         204         8         0         13         21         0         69         2           1e         53         778         0         831         23         0         38         61         0         183         9           1f         64         93.6         0         831         23         0         38         61         0         183         9           1f         736         92.2         .000         .731         .726         .000         .663         .750         .750           1g         734         0         785         .22         0         36         .8         0         .155         .8           1g         96.2         94.3         0         94.7         95.1         0         94.7         88.9         8           1g         96.2         94.7         95.1         0         94.7         95.1         0         28         1           1g         95.7         0         94.7         95.1         0         0         1         0         1         1           1g         0         0         0         0 <td>07:15 AM</td> <td>18</td> <td>209</td> <td>0</td> <td>227</td> <td>6</td> <td>0</td> <td>4</td> <td>13</td> <td>0</td> <td>55</td> <td>П</td> <td>99</td> <td>296</td>	07:15 AM	18	209	0	227	6	0	4	13	0	55	П	99	296
te         53         778         0         831         23         0         38         61         0         183         9           all         6.4         93.6         0         831         23         0         62.3         0         95.3         4.7           F         736         92.2         0.00         731         726         0.00         .663         .750           96.2         94.3         0         785         22         0         36         58         0         155         8           9         96.2         94.3         0         94.7         95.1         0         84.7         88.9           8         57         44         0         45         95.7         94.7         95.1         0         84.7         88.9           1         0         0         0         0         0         11.1         11.1         11.1           1         0	07:30 AM	14	190	0	204	∞	0	13	21	0	69	2	71	296
IF         736         93.6         0         91.7         0         62.3         4.7           IF         736         922         .000         .915         .639         .000         .731         .726         .000         .663         .750           51         734         0         .785         .22         0         .36         .58         0         .155         .8           5         96.2         94.3         0         94.7         .95.1         0         .84.7         .88.9           8         5.7         0         94.7         .95.1         0         .84.7         .88.9           1         0         0         .23         .4.9         0         .28         1           1         0         0         0         0         0         0         0         0         0           1         0         0         0         0         0         0         0         0         0         0         0         0	Total Volume	53	778	0	831	23	0	38	61	0	183	6	192	1084
F   736   922   .000   .915   .639   .000   .731   .726   .000   .663   .750	% App. Total	6.4	93.6	0		37.7	0 »	62.3		0	95.3	4.7		
s         734         0         785         22         0         36         58         0         155         8           s         96.2         94.3         0         94.5         95.7         0         94.7         95.1         0         84.7         88.9           s         2         44         0         46         1         0         2         3         0         28.1         1           ss         3.8         5.7         0         5.3         4.3         0         5.3         4.9         0         15.3         11.1           ss         0         0         0         0         0         0         0         0         0	PHF	.736	.922	000.	.915	.639	000	.731	.726	000	.663	.750	929.	.916
s         96.2         94.3         0         94.5         95.7         0         94.7         95.1         0         84.7         88.9           s         2         44         0         46         1         0         2         3         0         28         1           s         3.8         5.7         0         5.5         4.3         0         5.3         4.9         0         15.3         11.1           ns         0         0         0         0         0         0         0         0         0         0           ns         0         0         0         0         0         0         0         0         0         0	Passenger Vehicles	51	734	0	785	22	0	36	28	0	155	∞	163	1006
2         44         0         46         1         0         2         3         0         28         1           3.8         5.7         0         5.5         4.3         0         5.3         4.9         0         15.3         11.1           5         0         0         0         0         0         0         0         0         0           5         0         0         0         0         0         0         0         0         0           6         0         0         0         0         0         0         0         0         0	% Passenger Vehicles	96.2	94.3	0	94.5	95.7	0	94.7	95.1	0	84.7	6.88	84.9	92.8
3.8 5.7 0 5.5 4.3 0 5.3 4.9 0 15.3 11.1 s 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Heavy Vehicles	2	44	0	46	-	0	7	3	0	28	-	29	78
UTums 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	% Heavy Vehicles	3.8	5.7	0	5.5	4.3	0	5.3	4.9	0	15.3	11.1	15.1	7.2
%UTums 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	UTums	0	0	0	0	0	0	0	0	0	0	0	0	0
	% UTums	0	0	0	0	0	0	0	0	0	0	0	0	0

City/County: Thonotosassa/Hillsborough Weather: Rain 2:15-2:30pm Comments:

File Name: US301&McIntosh Site Code: 15006 Start Date: 7/2/2015 Page No: 3

	Int. Total																			287	313	295	288	1183		.945	1122	94.8	61	5.2	0	0
	App. Total				99	7.1	52	30	209		.736	171	81.8	38	18.2	0	0			191	176	195	166	728		.933	189	94.4	41	5.6	0	0
pu	Right				П	2	_	2	9	2.9	.750	9	100	0	0	0	0			7	=	11	9	35	4.8	.795	35	100	0	0	0	0
US 301 Northbound	Thru				55	69	51	28	203	97.1	.736	165	81.3	38	18.7	0	0			184	165	184	160	693	95.2	.942	652	94.1	41	5.9	0	0
	Left			07:15 AM	0	0	0	0	0	0	000.	0	0	0	0	0	0			0	0	0	0	0	0	000	0	0	0	0	0	0
	App. Total			07:	21	14	24	17	9/		.792	72	7.46	4	5.3	0	0			26	28	26	27	107		.955	103	96.3	4	3.7	0	0
OAD	Right A				13	10	Ξ	13	47	61.8	.904	45	95.7	7	4.3	0	0			19	21	20	15	75	70.1	.893	7.1	7.46	4	5.3	0	0
MCINTOSH ROAD Westbound	Thru				0	0	0	0	0	0	000.	0	0	0	0	0	0			0	0	0	0	0	0	.000	0	0	0	0	С	0
	Left			07:30 AM	∞	4	13	4	29	38.2	.558	27	93.1	7	6.9	0	0			7	7	9	12	32	29.9	.667	32	100	0	0	0	0
	App. Total			07:	221	179	227	204	831		.915	785	94.5	46	5.5	0	0			70	109	74	95	348		862.	332	95.4	16	4.6	0	0
	Right A				0	0	0	0	0	0	000	0	0	0	0	0	0			0	0	0	0	0	0	000.	0	0	0	0	0	0
US 301 Southbound	Thru	- Peak 1 of 1			211	168	209	190	778	93.6	.922	734	94.3	44	5.7	0	0	- Peak 1 of 1	PM	59	06	62	77	288	82.8	.800	272	94.4	16	5.6	0	0
	Left	.M to 08:45 AM	rins at:	06:45 AM	10	Ξ	18	14	53	6.4	.736	51	96.2	2	3.8	0	0	M to 06:45 PM	Begins at 05:00 l	11	61	12	18	09	17.2	789	09	100	0	0	0	0
	Start Time	Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1	Peak Hour for Each Approach Begins at:	790	+0 mins.	+15 mins.	+30 mins.	+45 mins.	Total Volume	% App. Total	PHF	Passenger Vehicles	% Passenger Vehicles	Heavy Vehicles	% Heavy Vehicles	UTums	% UTums	Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1	Peak Hour for Entire Intersection Begins at 05:00 PM	05:00 PM	05:15 PM	05:30 PM	05:45 PM	Total Volume	% App. Total	PHF	Passenger Vehicles	% Passenger Vehicles	Heavy Vehicles	% Heavy Vehicles	UTurns	% UTurns

Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1 Peak Hour for Each Approach Regine at

90	05:15 PM			0	05:45 PM				05:00 PM			
+0 mins.	19	06	0	109	12	0	15	27	0	184	7	191
+15 mins.	12	62	0	74	11	0	15	26	0	165	11	176
+30 mins.	18	77	0	95	17	0	15	32	0	184	11	195
+45 mins.	4	75	0	79	12	0	18	30	0	160	9	166
Total Volume	53	304	0	357	52	0	63	115	0	693	35	728
% App. Total	14.8	85.2	0		45.2	0	54.8		0	95.2	4.8	
PHF	269.	.844	000	618.	.765	000.	.875	868.	000.	.942	.795	.933
Passenger Vehicles	53	293	0	346	52	0	62	114	0	652	35	289
% Passenger Vehicles	100	96.4	0	6.96	100	0	98.4	1.66	0	94.1	100	94.4
Heavy Vehicles	0	11	0	11	0	0	1	-	0	41	0	41
% Heavy Vehicles	0	3.6	0	3.1	0	0	1.6	6.0	0	5.9	0	5.6
UTurns	0	0	0	0	0	0	0	0	0	0	0	0
% UTums	C	0	C	С	C	C	C	C	_	C	C	C

Groups Printed- Passenger Vehicles

City/County: Thonotosassa/Hillsborough Weather: Rain 2:15-2:30pm Comments:

File Name: US301&McIntosh Site Code: 15006

Page No

0000	7/2/2015	_
סוום סוום	Start Date	DAG AND

	Int. Total		243	212	249	856	209	273	275	183	940	162	164	168	138	632		167	128	170	147	612	161	164	199	751	216	222	237	252	927	263	302	285	1122
	App. Total	16	36	28	33	113	22	49	85	38	168	25	32	42	47	146		71	72	16	82	322	85	92	117	437	137	152	150	153	592	176	170	187	189
01 ound	Right	2		3	2	∞	ю	_	7	_	7	2	2	-	2	7		9	4	4	_	15	5	4	r (	19	5	5	. 2	6	24	7	Ξ:	11	35
US 301 Northbound	Thru	14	35	25	31	105	19	48	57	37	161	23	30	41	45	139		65	89	93	81	307	80	88	110	418	132	147	145	144	268	169	159	176	652
	Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0 (	0	0	0	0	0	0	0	0	0 0	0
	App. Total	13	П	11	12	47	14	13	19	12	- 28	24	17	14	11	99		13	13	10	6	45	17	∞	41 :	57	18	7	26	20	71	24	26	26	103
ROAD	Right	∞	7	6	6	33	11	4	12	6	36	11	13	6	8	41		12	6	8	7	36	12	7	41	48	15	5	20	19	59	17	19	20	71
MCINTOSH ROAD Westhound	Thru	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	00	0	0	0	0	0	0	0	00	0
	Left	5	4	2	3	14	3	6	7	3	22	13	4	5	3	25		1	4	2	2	6	5	1	0 (	9	3	7	9	-	12	7	7	9 2	32
	Ann Total	123	196	173	204	969	173	211	197	133	714	113	115	112	80	420		83	43	63	99	245	59	64	89	257	61	63	61	79	264	63	106	72	332
)1 umd	Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 0	0
US 301 Southbound	Thri	119	189	159	195	662	162	193	184	120	659	101	107	106	74	388		78	35	55	53	221	48	57	58	214	52	52	44	71	219	52	87	9 6	272
	Teff	4	7	14	6	34	Ξ	18	13	13	55	12	∞	9	9	32		5	8	∞	3	24	11	7	10	43	6	11	17	8	45	11	19	12	09
	Start Time	06:00 AM	06:15 AM	06:30 AM	06:45 AM	Total	07:00 AM	07:15 AM	07:30 AM	07:45 AM	Total	08:00 AM	08:15 AM	08:30 AM	08:45 AM	Total	*** BREAK ***	02:00 PM	02:15 PM	02:30 PM	02:45 PM	Total	03:00 PM	03:15 PM	03:30 PM	03:45 PM Total	04:00 PM	04:15 PM	04:30 PM	04:45 PM	Total	05:00 PM	05:15 PM	05:30 PM	US:45 FM Total

City/County: Thonotosassa/Hillsborough Weather: Rain 2:15-2:30pm Comments:

File Name: US301&McIntosh Site Code: 15006 Start Date: 7/2/2015 Page No: 2

			,								
US 301				MCINTOSH ROAD Westhound	H ROAD			US 301 Northhound	31 nind		
Right		App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
0		77	11	0	15	26	0	151	9	157	260
0		51	17	0	14	31	0	109	4	113	195
0		58	12	0	18	30	0	107	5	112	200
0		54	6	0	13	22	0	75	9	81	157
0 2	2	240	49	0	09	109	0	442	21	463	812
0 31	3	8168	172	0	384	556	С	2792	136	2928	6652
0	_		30.9	0	69.1		0	95.4	4.6		
0	4	47.6	2.6	0	5.8	8.4	0	42	2	44	

	Int. Total			249	209	273	275	1006		.915
	App. Total			33	22	49	59	163		169.
1 ind	Right			2	8	_	2	∞	4.9	.667
US 301 Northbound	Thru			31	19	48	57	155	95.1	089.
	Left			0	0	0	0	0	0	000
	App. Total		-	12	14	13	19	58		.763
ROAD	Right			6	11	4	12	36	62.1	.750
MCINTOSH ROAD Westbound	Thru			0	0	0	0	0	0	000
	Left			3	c	6	7	22	37.9	.611
	App. Total		0	204	173	211	197	785		.930
I ind	Right			0	0	0	0	0	0	000
US 301 Southbound	Thru	I - Peak 1 of 1	AM	195	162	193	184	734	93.5	.941
	Left	M to 08:45 AM	3egins at 06:45	6	Ξ	18	13	51	6.5	.708
	Start Time	Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1	Peak Hour for Entire Intersection Begins at 06:45 AM	06:45 AM	07:00 AM	07:15 AM	07:30 AM	Total Volume	% App. Total	PHF

Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1 Peak Hour for Each Approach Begins at:

	06:45 AM			0.0	7:30 AM			0.2	07:15 AM				
+0 mins.	6	195	0	204	7	0	12	19	0	48	-	49	
+15 mins.	11	162	0	173	3	0	6	12	0	57	2	59	
+30 mins.	18	193	0	211	13	0	=	24	0	37	_	38	
+45 mins.	13	184	0	197	4	0	13	17	0	23	2	25	
Total Volume	51	734	0	785	27	0	45	72	0	165	9	171	
% App. Total	6.5	93.5	0		37.5	0	62.5		0	96.5	3.5		
PHF	.708	.941	000.	.930	.519	000.	.865	.750	000.	.724	.750	.725	
Pcak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1 Peak Hour for Entire Intersection Begins at 05:00 PM	0 PM to 06:45 PM on Begins at 05:00	A - Peak 1 01 1 ) PM											
05:00 PM		52	0	63	7	0	17	24	0	169	7	176	263
05:15 PM	61	87	0	106	7	0	19	26	0	159	=	170	302
05:30 PM	12	09	0	72	9	0	20	26	0	176	Ξ	187	285
05:45 PM	18	73	0	91	12	0	15	27	0	148	9	154	272
Total Volume	09	272	0	332	32	0	71	103	0	652	35	289	1122
% App. Total	18.1	81.9	0		31.1	0	6.89		0	94.9	5.1		
PHF	.789	.782	000.	.783	.667	000.	888.	.954	000.	.926	.795	.918	.929

City/County: Thonotosassa/Hillsborough Weather: Rain 2:15-2:30pm Comments:

File Name: US301&McIntosh Site Code: 15006 Start Date: 7/2/2015 Page No: 3

		US 301	01			MCINTOSH ROAD	4 ROAD			US 31	01		
		Southbound	punc			Westbound	pun			Northbound	punc		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of	J PM to 06:45 PM	A - Peak 1 of 1											
Peak Hour for Each Approach Begins at:	3egins at:												
	05:15 PM			0	05:45 PM				05:00 PM				
+0 mins.	19	87	0	106	12	0	15	27	0	169	7	176	
+15 mins.	12	09	0	72	11	0	15	26	0	159	11	170	
+30 mins.	18	73	0	91	17	0	14	31	0	176	11	187	
+45 mins.	4	73	0	77	12	0	18	30	0	148	9	154	
Total Volume	53	293	0	346	52	0	62	114	0	652	35	289	
% App. Total	15.3	84.7	0		45.6	0	54.4		0	94.9	5.1		
PHF	169.	.842	000	.816	.765	000	.861	916.	000	.926	.795	.918	

City/County: Thonotosassa/Hillsborough Weather: Rain 2:15-2:30pm Comments:

File Name: US301&McIntosh Site Code: 15006 Start Date: 7/2/2015 Page No: 1

		US 301	10			MCINTOSH ROAD	ROAD			US 301			
		Southbound	pun			Westbound	puı			Northbound	pun		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
MW 00:90	2	6	0	=	0	0	0	0	0	4	0	4	15
06:15 AM	0	Ξ	0		0	0	-		0	9	0	9	18
06:30 AM	2	19	0	21	0	0	0	0	0	5	0	5	26
06:45 AM		16	0	17	0	0	_	-	0	4	_	5	23
Total	5	55	0	09	0	0	2	2	0	19		20	82
	,	,	ì	7	į	,	•	•	•	į	ć	•	į
07:00 AM	0	9	0	9	0	0	0	0	0	5	0	5	
07:15 AM	0	16	0	16	0	0	0	0	0	7	0	7	23
07:30 AM	_	9	0	7	_	0	-	2	0	12	0	12	21
07:45 AM	0	9	0	9	1	0	_	2	0	14	0	14	22
Total	1	34	0	35	2	0	2	4	0	38	0	38	77
MA 00.80	c	13	C	- 13	c	c	C	_	c	v	C	- 5	31
08:15 AM		01	0 0	01	0 0	0 0	0	· ·	o C	, =	0		35
U8:13 AIM	o -	61	> 0	61		> 0		> 0		- 1		_ r	, <del>-</del>
08:30 AM	<b>-</b> -	ی ز	0 0	01:	o -	0	0 1	) r	<b>-</b>	`:		` [	/ T
U8:45 AM	1	IO	0	II			7	2	O ¢				7
*** DDE 4 V ***													
NEW													
02:00 PM	-	5	0	9	0	0	-	-	0	7	0	7	1
02:15 PM	0	6	0	6	1	0	0	-	0	3	0	3	_
02:30 PM	0	10	0	10	-	0	0	_	0	∞	0	8	19
02:45 PM	_	10	0	11	0	0	-	-	0	∞	0	8	20
Total	2	34	0	36	2	0	2	4	0	26	0	26	99
03-00 PM	c	۳	C	"	0	C	C	-0	C	7	O	7	-
03:15 PM	0	, ∞	0	· ∞	0	0	0	0	0	11	0	11	19
03-30 PM	-	13	0	14	C	0	_	*O************************************	0	5	0	5	2
03:45 PM	0	7	0	7	0	0	1		0	3	0	3	11
Total	-	31	0	32	0	0	2	2	0	26	0	26	09
04:00 PM		∞	0	6	0	0	2	2	0	9	0	9	17
04:15 PM	-	7	0	∞	0	0	0	0	0	9	0	9	14
04:30 PM	0	4	0	4	0	0	2	2	0	12	0	12	18
04:45 PM	_	11	0	12	0	0	0	0	0	4	0	4	16
Total	3	30	0	33	0	0	4	4	0	28	0	28	99
05:00 PM	0	7	0	7	0	0	2	2	0	15	0	15	24
05:15 PM	0	т	0	3	0	0	2	2	0	9	0	9	7
05:30 PM	0	2	0	2	0	0	0	0	C	~	0	~	10
05:45 PM	0	ı <del>4</del>	0	1 4	О С	0	0	0 0	C	12	C	12	16
					>		>		>	1	>	1	

City/County: Thonotosassa/Hillsborough Weather: Rain 2:15-2:30pm Comments:

File Name: US301&McIntosh Site Code: 15006 Start Date: 7/2/2015 Page No: 2

			Int. Total	3	∞	11	9	28	529		
			App. Total	_	4	5	2	12	225		42.5
	_	pm	Right	0	0	0	0	0	-	0.4	0.2
	US 301	Northbound	Thru	-	4	5	2	12	224	9.66	42.3
			Left	0	0	0	0	0	0	0	0
			App. Total	0	_	0	-	2	25		4.7
/ehicles	ROAD	pui	Right	0	_	0	-	7	20	80	3.8
Groups Printed- Heavy Vehicles	MCINTOSH ROAD	Westbound	Thru	0	0	0	0	0	0	0	0
Groups P1			Left	0	0	0	0	0	ς.	20	6.0
			App. Total	2	3	9	3	14	279		52.7
	1	pur	Right	0	0	0	0	0	0	0	0
	US 301	Southbound	Thru	2	2	9	3	13	264	94.6	49.9
			Left	0	_	0	0	_	15	5.4	2.8
			Start Time	06:00 PM	06:15 PM	06:30 PM	06:45 PM	Total	Grand Total	Apprch %	Total %

		US 301	_			MCINTOSI	H ROAD			US 30	-1		
		Southbound	put			Westbound	pun			Northbound	pun		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1	AM to 08:45 AN	1 - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 07:30 AM	1 Begins at 07:30	AM		8				2				7.5	
07:30 AM		9	0	7	-	0	_	7	0	12	0	12	21
07:45 AM	0	9	0	9	-	0		7	0	14	О	14	22
08:00 AM	0	13	0	13	0	0	0	0	0	5	0	5	18
08:15 AM	0	19	0	19	0	0	0	0	0	11	0	11	30
Total Volume	-	44	0	45	2	0	7	4	0	42	0	42	91
% App. Total	2.2	97.8	0		50	0	50		0	100	0		
PHF	250	579	000	.592	.500	000	.500	.500	000	.750	000	.750	.758

Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1 Peak Hour for Each Approach Begins at:

	06:00 AM				07:00 AM				07:30 AM			
+0 mins.	7	6	0	11	0	0	0	0	0	12	0	12
+15 mins.	0	111	0	11	0	0	0	0	0	14	0	14
+30 mins.	2	19	0	21	_	0	1	7	0	5	0	5
+45 mins.		16	0	17		0	-	2	0	11	0	11
Total Volume	5	55	0	09	2	0	2	4	0	42	0	42
% App. Total	8.3	91.7	0		50	0	50		0	100	0	
PHF	.625	.724	000	.714	.500	000	.500	.500	000.	.750	000.	.750
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1	00 PM to 06:45 P	M - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM	tion Begins at 04:1	15 PM		,				,				-
04:15 PM	_	_	0	8	0	0	0	0	0	9	0	9
04:30 PM	0	4	0	4	0	0	2	2	0	12	0	12
04:45 PM	-	1	0	12	0	0	0	0	0	4	0	4
05:00 PM	0	7	0	7	0	0	2	2	0	15	0	15
Total Volume	2	29	0	31	0	0	4	4	0	37	0	37
% App. Total	6.5	93.5	0		0	0	100		0	100	0	
PHF	.500	659.	000	.646	000	000	.500	.500	000.	.617	000	.617

14 18 16 72 72

.750

City/County: Thonotosassa/Hillsborough Weather: Rain 2:15-2:30pm Comments:

File Name: US301&McIntosh Site Code: 15006 Start Date: 7/2/2015

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		US 301	01			MCINIOSH ROAL	1 KOAD			US 301	_		
	1000	Southbound	punc			Westbound	pur			Northbound	pun		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1	PM to 06:45 Pl	M - Peak 1 of 1											
Peak Hour for Each Approach Begins at:	Begins at:												
0	03:15 PM			0	04:30 PM			0	05:00 PM				
+0 mins.	0	8	0	∞	0	0	2	2	0	15	0	15	
+15 mins.	-	13	0	14	0	0	0	0	0	9	0	9	
+30 mins.	0	7	0	7	0	0	2	2	0	8	0	8	
+45 mins.	-	8	0	6	0	0	2	2	0	12	0	12	
Total Volume	2	36	0	38	0	0	9	9	0	41	0	41	
% App. Total	5.3	94.7	0		0	0	100		0	100	0		
PHF	.500	.692	000	629.	000	000	.750	.750	000	.683	000	.683	

City/County: Thonotosassa/Hillsborough Weather: Rain 2:15-2:30pm Comments:

File Name: US301&McIntosh Site Code: 15006 Start Date: 7/2/2015 Page No: 1

		US 301	1 md			MCINTOSH ROAD	H ROAD			US 301 Northbound	)] Jund		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
*** BREAK ***							•						
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch % Total %	0	0	0		0	0	0		0	0	0		
		US 301	1			MCINTOSH ROAD	H ROAD			US 301	)1		
		Southbound	pur			Westbound	pun			Northbound	pund		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1	AM to 08:45 A	M - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 06:00 AM	n Begins at 06:00	0 AM											
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		
PHF	000	000	000	000	000	000	000	000	000	000	000	000	000

Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1 Peak Hour for Each Annroach Revins at:

0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	MY 00:00 AM	06:00 AM				06:00 AM				06:00 AM				
0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	_	0	0	0	0	0	0	0	0	0	0	0	0	
0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	
0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	
0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	
000.	Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	
0 000.	% App. Total	0	0	0		0	0	0		0	0	0		
0 0 0 0	PHF	000.	000.	000	000	000.	000	000.	000.	000.	000.	000.	000	
	Hour Analysis From 02:00	O PM to 06:45 PM	1 - Peak 1 of 1											
	Hour for Entire Intersection	on Begins at 02:00	) PM										8	
	02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
0 0 0	Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0
000 000	% App. Total	0	0	0		0	0	0		0	0	0		
000. 000. 000.	PHF	000.	000.	000.	000	000	000.	000.	000	000	000	000.	000.	000

City/County: Thonotosassa/Hillsborough Weather: Rain 2:15-2:30pm Comments:

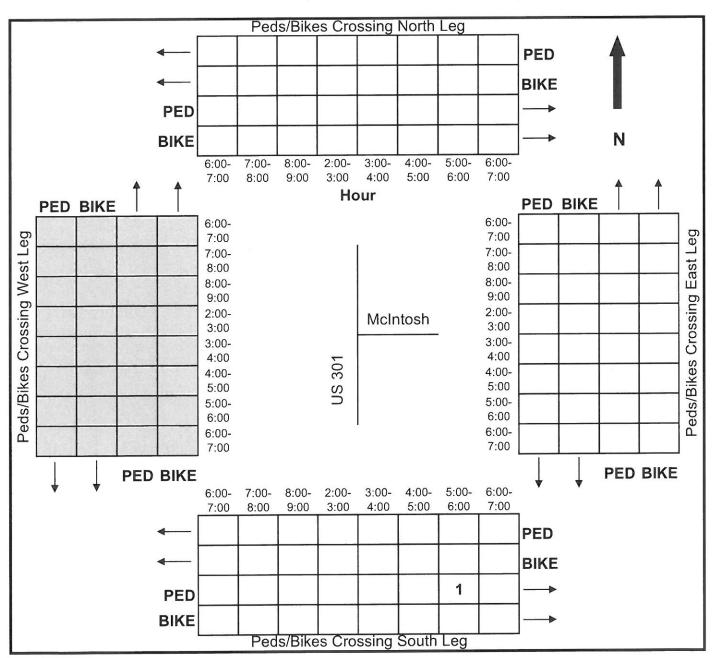
File Name: US301&McIntosh Site Code: 15006 Start Date: 7/2/2015 Page No: 2

		US 301	11			MCINTOSH ROAD	LROAD			US 301	01		
		Southbound	pun		STOCK OF CONTROL OF THE STOCK	Westbound	300			Northbound	punc		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1	0 PM to 06:45 PA	A - Peak 1 of 1											
Peak Hour for Each Approach Begins at:	Begins at:												
	02:00 PM			70	02:00 PM			9	02:00 PM				
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	
% App. Total	0	0	0		0	0	0		0	0	0		
PHF	000	000	000	000	000	000	000	000	000	000	000	000	

#### Intersection Pedestrian & Bicycle Count

Date:	7/2/15	Day: Thursday
Count Times:	6-9am & 2-7pm	Weather: Rain 2:15-2:30pm
Intersection:	US 301 at McIntosh Road	
Comments:		

C - Children under 12; S - Seniors 65 or over; D - Physical Disability



#### 2014 Annual Average Daily Traffic Reports

# FLORIDA DEPARTMENT OF TRANSPORTATION 2014 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

HILLSBOROUGH COUNTY: 10

		ľ														
"T" FCTR =====	9.3F	9.7P	9.3F	5.4D	5.4D	5.9P	5.8P	3.4P	5.7D	4.4P	4.3P	9.0F	5.4D	5.4D	4.3P	3.5P
"D" FCTR ======	 58.6F	58.6F	58.6F	58.6F	58.6F	58.6F	58.6F	58.6F	58.6F	58.6F	58.6F	58.6F	58.6F	58.6F	58.6F	58.6F
"K" FCTR	9.0	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.0	0.6	0.6	0.6	0.6
AADT TWO-WAY =======	12700 F	16100 F	25500 F	41500 S	41000 X	34500 F	32000 F	34500 F	31000 F	24000 F	22000 F	34500 S	390008	50000 X	26000 F	20500 F
DIRECTION 2 ====================================	6200E	7400E	12000E	23500E	26000E	21000E	19500E	17500E	15500E	12500E	11500E	17000E	20500E	27000E	13000E	10500E
DII	S	വ	Ø	M	M	M	M	M	M	M	M	M	ß	M	Ø	Ø
DIRECTION 1	6500臣	8700E	13500E	18000臣	15000E	13500E	12500E	17000E	15500E	11500E	10500E	17500E	18500E	23000E	13000E	10000E
DIR	z	Z	Z	团	团	田	凶	迅	ы	团	Ħ	田	N	田	Z	N
DESCRIPTION	Manual Co.	SR 41/US 301, NORTH OF CR 582/HARNEY RD	SR 41/US 301, SOUTH OF HARNEY RD	SR 618/LEE ROY SELMON EXPWY, BETWEEN 22ND ST AND E	SR 618/X-TOWN EXPWY, W OF 50TH ST	SR 618/LEE ROY SELMON EXPWY, BETWEEN 50TH ST AND E	SR 618/LEE ROY SELMON EXPWY, EAST OF 78TH ST E	SR 574/E MLK BLVD, EAST OF SR 685/FLORIDA AVE	SR 574/E MLK BLVD, WEST OF SR 45/US 41/NEBRASKA E	SR 574/E MLK BLVD, EAST OF SR 45/US 41/NEBRASKA E	SR 574/E MLK BLVD, EAST OF SR 585/22ND ST E	SR 618/X-TOWN EXPWY, NE OF MORGAN ST	SR 618/LEE ROY SELMON EXPWY, WEST OF SR 60/KENNE N	SR 618/X-TOWN EXPWY, BETWEEN KENNEDY BLVD AND 21 E	SR 685/BUS US 41/N FLORIDA AVE, N OF SR 580/BUSC N	SR 685/BUS US 41/N FLORIDA AVE, NORTH OF SR 579/ N
	SR 41/US 301, SOUTH OF SR 582/FOWLER AVE.	41/US 301, NORTH OF CR 582/HARNEY RD	41/US 301, SOUTH OF HARNEY RD	618/LEE ROY SELMON EXPWY, BETWEEN 22ND ST AND	618/X-TOWN EXPWY, W OF 50TH ST	618/LEE ROY SELMON EXPWY, BETWEEN 50TH ST AND	618/LEE ROY SELMON EXPWY, EAST OF 78TH ST	574/E MLK BLVD, EAST OF SR 685/FLORIDA AVE	574/E MLK BLVD, WEST OF SR 45/US 41/NEBRASKA	574/E MLK BLVD, EAST OF SR 45/US 41/NEBRASKA	574/E MLK BLVD, EAST OF SR 585/22ND ST	618/X-TOWN EXPWY, NE OF MORGAN ST	618/LEE ROY SELMON EXPWY, WEST OF SR 60/KENNE	618/X-TOWN EXPWY, BETWEEN KENNEDY BLVD AND 21	685/BUS US 41/N FLORIDA AVE, N OF SR 580/BUSC	685/BUS US 41/N FLORIDA AVE, NORTH OF SR 579/

SITE TYPE :
"K" FACTOR :
AADT FLAGS :
"D/T" FLAGS :

: BLANK= PORTABLE; T= TELEMETERED : DEPARTMENT ADOPTED STANDARD K FACTOR BEGINING WITH COUNT YEAR 2011 : C= COMPUTED; E= MANUAL EST; F= FIRST YEAR EST; S= SECOND YEAR EST; T= THIRD YEAR EST; X= UNKNOWN : A= ACTUAL; F= FACTOR CATG; D= DIST FUNCL; P= PRIOR YEAR; S= STATEWIDE DEFAULT; W= ONE-WAY ROAD; X= CROSS REF

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## FLORIDA DEPARTMENT OF TRANSPORTATION 2014 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

HILLSBOROUGH COUNTY: 10

		<b>,</b>					-									
"T" FCTR	10.6A	8.8F	10.4A	8.0A	4.7A	9.9A	10.0A	3.2D	3.1A	13.9F	3.4A	8.9A	8.5A	14.4A	12.5A	13.6A
"D" FCTR	58.6F	58.6F	58.6F	58.6F	58.6F	58.6F	58.6F	58.6F	58.6F	58.6F	58.6F	58.6F	54.8A	54.0F	58.6月	54.0F
"K" FCTR	9.5	0.6	0.6	0.6	0.6	0.0	9.0	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6
AADT TWO-WAY	11200 C	29500 C	8100 C	12300 C	35500 C	32500 C	16400 C	24000 C	22500 C	6200 C	24000 C	16400 C	12381 C	121000 C	4100 C	118000 C
DIRECTION 2	s 5700	14500	3900	2900	18000	15500	8500	12500	11000	2900	12000	8400	6429	60500	2000	58500
DIR	S	ഗ	M	M	M	ß	ß	Ø	S	ß	S	M	M	M	Ø	M
DIRECTION 1	N 5500	15000	4200	6400	17500	17000	7900	11500	11500	3300	12000	8000	5952	60500	2100	59500
DIR	Z	Z	凶	闰	闰	Z	N	Z	N	N	N	臼	ĮЦ	团	Z	闰
DESCRIPTION	SR 41/US 301	SR 45/US 41, SOUTH OF CR 672/BIG BEND ROAD	SR 600/US 92, EAST OF KINGSWAY ROAD	SR 600/US 92, W OF CR 579	SR 574/E MLK BLVD, WEST OF CR 579/MANGO RD	SR 41/US 301, N OF SR 400/SR600 INTERCHANGE	SR 41/US 301, NORTH OF SR 582/FOWLER AVE	SR 685/BUS US 41/N FLORIDA AVE, NORTH OF FOWLER	SR 573/SOUTH DALE MABRY, NORTH OF MACDILL A.F.B.	SR 39/PAUL S BUCHMAN HWY, SOUTH OF SAM ALLEN RD	SR 39/S JAMES L REDMAN PKY, NORTH OF CR 39B (P	SR 582/FOWLER AVE, WEST OF SR 41/US 301	SR-600/US-92, 0.2 MI W OF TURKEY CREEK RD, HILLS.	SR 400/I-4, W OF COUNTYLINE RD	SR 43/US 301, N OF MANATEE COUNTY LINE	SR 400/I-4, E OF SR 566/THONOTOSASSA RD
DESCRIPTION	/US 301, 0	45/US 41, SOUTH OF CR 672/BIG BEND	600/US 92, EAST OF KINGSWAY	600/US 92, W OF CR	574/E MLK BLVD, WEST OF CR 579/	41/US 301, N OF	41/US 301, NORTH OF SR 582/FOWLER		573/SOUTH DALE MABRY, NORTH OF	39/PAUL S BUCHMAN HWY, SOUTH OF SAM ALLEN	39/S JAMES L REDMAN PKY, NORTH OF CR 39B	582/FOWLER AVE, WEST OF SR 41/US	0.2 MI W OF TURKEY	400/I-4, W OF COUNTYLINE	43/US 301, N OF MANATEE COUNTY	SR 400/I-4, E OF SR 566/THONOTOSASSA RD

SITE TYPE :
"K" FACTOR :
AADT FLAGS :
"D/T" FLAGS :

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## FLORIDA DEPARTMENT OF TRANSPORTATION TRANSPORTATION STATISTICS OFFICE 2014 VEHICLE CLASS HISTORY DATA

COUNTY: 10 -- HILLSBOROUGH SITE: 0060 DESCRIPTION: SR 41/US 301, NORTH OF SR 582/FOWLER AVE

le t		1 1	34	40	45	45	29	52	26	12	26	32	17	34	31	84
MULTI TRAILER TRUCKS	% VOLUME		0.21	0.23	0.26	0.25	0.16	0.29	0.14	0.05	0.14	0.20	0.10	0.20	0.20	0.50
ON CKS	佢	1 1 1 1 1 1 1	636	820	907	919	887	812	696	679	785	291	502	405	708	209
COMBINATION TRAILER TRUCKS	% VOLUME		3.88	4.66	5.24	5.05	4.93	4.51		2.89	4.29	1.80	2.90	2.40		3.59
UNIT S	OLUME	1 1 1 1 1 1 1 1	964	931	820	815	869	918	1,262	1,958	1,292	776	1,195	1,231	939	692
SINGLE UNIT TRUCKS	% VO	1 1 1 1 1 1 1 1 1 1	5.88	5.29	4.74	4.48	4.83	5.10	6.82	8.33	7.06	4.79	6.91	7.29	6.10	4.09
TRUCKS	VOLUME	1 1 1 1 1 1 1 1 1 1	1,635	1,792	1,772					2,648			1,714	-	1,679	1,383
TOTAL 1	0/0	1 1 1 1 1 1 1	9.97	10.18	10.24	9.78	9.92	9.90	12.20	11.27	11.49	6.79	9.91	9.88	10.90	8.18
PASSENGER VEHICLES	JOLUME		14,765	15,808	15,528	16,420	16,215	-	16,243	20,852	16,197	15,101	15,586	15,230	13,721	15,517
PASSENGE! VEHICLES	010		90.03	89.82	89.76	90.22	80.06	90.10	87.80	88.73	88.51	93.21	60.06	90.12	89.10	91.82
	AADT		16400	17600	17300	18200	18000	18000	18500	23500	18300	16200	17300	16900	15400	16900
	YEAR	1 1 1 1	2014	2013	2012	2011	2010	2009	2008	2007	2006	2003	2002	2001	2000	1999

<sup>1 -</sup> PASSENGER VEHICLES = VEHICLE CLASS 1-3, 14, 15 2 - TOTAL TRUCKS = VEHICLE CLASS 4-13 3 - SINGLE UNIT TRUCKS = VEHICLE CLASS 4-7 4 - COMBINATION TRAILER TRUCKS = VEHICLE CLASS 8-10 5 - MULTI TRAILER TRUCKS = VEHICLE CLASS 11-13 NOTE:

## FLORIDA DEPARTMENT OF TRANSPORTATION TRANSPORTATION STATISTICS OFFICE 2014 VEHICLE CLASS HISTORY DATA

RD 0.25 MI N OF STACY COUNTY: 10 -- HILLSBOROUGH SITE: 0050 DESCRIPTION: SR 41/US 301,

	ω <del>-</del>	ıπ	9	Ŋ	11	Н	σ	Н	Н	0	0	10	0	33	0
MULTI TRAILER TRUCKS VOLUME	0.03	0.03	0.05	0.05	0.10	0.01	0.07	0.01	0.01	0.00	00.00	0.10	00.00	0.40	00.00
rion Rucks Lume	506	583	512	607	619	631	909	476	543	417	442	304	194	607	355
COMBINATION TRAILER TRUCKS % VOLUME	4.52	5.16	4.49	5.67	5.48	5.39	4.97	4.14	4.72	3.76	4.61	3.10	2.00	7.31	3.90
UNIT JKS 70LUME	683	612	919	598	069	664	860	1,087	066	702	760	677	669	1,114	519
SINGLE UNIT TRUCKS	6.10	5.42	5.93	5.59	6.11	5.68	7.05	9.45	8.61	6.33	7.92	6.91	7.21	13.43	5.71
TRUCKS VOLUME	1,193	1,330	1,194	1,210	1,321	1,296	1,475	1,564	1,534	1,120	1,202	991	893	1,755	874
TOTAL TH	10.65	10.61	10.47	11.31	11.69	11.08	12.09	13.60	13.34	10.09	12.53	10.11	9.21	21.14	9.61
ENGER CLES VOLUME	10,007	10,3/0	10,206	9,490	9,979	10,404	10,725	9,936	9,966	9,980	8,398	8,809	8,807	6,545	8,226
PASSI VEHIC	89.35	88.00 90.30	89.53	88.69	88.31	88.92	87.91	86.40	10	9	4	$\alpha$	$\sim$	78.86	3
AAD	11200	11300	11400	10700	11300	11700	12200	11500	11500	11100	0096	9800	9700	8300	9100
YEAR	2014	2013	2011	2010	2009	2008	2007	2006	2005	2004	2003	2002	2001	2000	1999

CLASS 1-3, 14, 15 CLASS 4-13 CLASS 4-7 CLASS 8-10 CLASS 8-10 1 - PASSENGER VEHICLES
2 - TOTAL TRUCKS
3 - SINGLE UNIT TRUCKS
4 - COMBINATION TRAILER TRUCKS
5 - MULTI TRAILER TRUCKS NOTE:

<sup>=</sup> VEHICLE C = VEHICLE C = VEHICLE C = VEHICLE C = VEHICLE C

# FLORIDA DEPARTMENT OF TRANSPORTATION 2014 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

PASCO COUNTY: 14

															1	
"T" FCTR	===== 4.3F	4.4F	5.3F	10.9F	6.2F	9.7A	6.6F	3.9P	12.4A	21.1A	13.9A	9.2A	3.8A	6.0F	11.2A	7.7F
"D" FCTR	===== 56.1F	56.1F	56.1F	56.1F	56.1F	56.1F	56.1F	56.1F	56.1F	56.1F	56.1F	56.1F	56.1F	56.1F	56.1F	56.1F
"K" FCTR	===	0.0	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	0.6	9.5	0.6	0.6	9.0	9.0
AADT TWO-WAY	====== 29500 C	52500 C	42500 C	13400 C	11200 C	10200 C	47000 C	68500 F	19200 C	D 0009	12100 C	2 009	40500 C	34500 C	14500 C	24000 C
DIRECTION 2	========= W 15000	26500	21500	0019	5400	2000	23500	35000E	0096	3000	6100	300	21000	17000	7300	12000
DIR	       M	M	M	M	M	ß	ß	ß	ß	ß	ß	ß	M	S	ß	ß
DIRECTION 1	14500	26000	21000	6700	5800	5200	23500	33500E	0096	3000	0009	300	19500	17500	7200	12000
DIR	[ <u>1</u> ]	闰	团	ы	ы	Z	N	N	N	Z	N	N	ы	Z	z	Z
	.=====================================		АМА	BROTHERS RD	HILL RD./PROSPECT RD.	DO CO. LINE	BLVD, NORTH OF SR 54	595/ALT 19	RTH OF PAYNE RD	UNTY		ITY		N OF CR 583/EHREN		IRE RD
CRIPTION	SR 54, WEST OF MORRIS BRIDGE ROAD	SR 54, WEST OF GUNN HWY	SR 54, EAST OF CR587/GUNN HWY	SR 52, W OF CR 581/BELLAMY BROTHER	SR 52, EAST OF CR579/HAPPY HILL RD	SR 45/US 41, SOUTH OF HERNANDO CO.	SR 45/US 41/LAND O LAKES BLVI	SR 55/US 19, NORTH OF SR 595/	SR 35/SR 700/US 98/US 301, NORTH	SR 700/US 98, S OF HERNANDO COUNTY	SR 39, S OF CHANCY RD	SR 575, SOUTH OF HERNANDO COUNTY	SR 54, WEST OF LITTLE ROAD	SR 45/US 41/LAND O LAKES BLVD,	SR 41/US 301, S OF CHANCY RD.	SR 39/US 301/GALL BLVD, S OR WIRE
DESCRIPTION	54, WEST OF	54, WEST OF	54, EAST OF	52, W OF CR			45/US 41/LAND O LAKES	55/US 19, NORTH OF SR			39, S OF CHANCY		54,		41/US 301, S OF CHANCY	SR 39/US 301/GALL BLVD, S OR W

SITE TYPE :
"K" FACTOR :
AADT FLAGS :
"D/T" FLAGS :

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## FLORIDA DEPARTMENT OF TRANSPORTATION TRANSPORTATION STATISTICS OFFICE 2014 VEHICLE CLASS HISTORY DATA

COUNTY: 14 -- PASCO SITE: 5501 DESCRIPTION: SR 41/US 301, S OF CHANCY RD.

	1	Н	m	24	0	0	80	0	7	20	7	Н	0
MULTI TRAILER TRUCKS	% VOLUME	0.01	0.02	0.18	00.00	00.00	0.05	00.00	0.01	0.14	0.02	0.01	0.00
ION	VOLUME	830	457	710	260	423	528	537	851	709	555	400	0
COMBINATION TRAILER TRUCKS	TOA %	5.72	3.44	5.34	3.89	3.33	3.52	3.86	5.16	4.96	5.00	4.35	00.00
TINU	LUME	788	959	904	1,100	843	1,013	1,004	1,267	962	490	435	0
SINGLE UNIT TRUCKS	% I	5.43	7.21	6.80	7.64	6.64	6.75	7.22	7.68	6.73	4.41	4.73	00.00
RUCKS	VOLUME	1,619	1,419	1,638	1,660	1,266	1,548	1,540	2,120	1,692	1,047	836	0
TOTAL TE	% ! !	11.16	10.67	12.32	11.53	9.97	10.32	11.08	12.85	11.83	9.43	60.6	00.00
NGER LES	OLUME	12,881	11,881	11,662	12,740	11,434	13,452	12,360	14,380	12,608	10,053	8,364	0
PASSENGER VEHICLES	1 %	88.84	89.33	87.68	88.47	90.03	89.68	88.92	87.15	88.17	90.57	90.91	00.00
	AADT	14500	13300	13300	14400	12700	15000	13900	16500	14300	11100	9200	18200
	YEAR	2014	2013	2012	2011	2010	2009	2008	2007	2006	2005	2004	2003

1 - PASSENGER VEHICLES = VEHICLE CLASS 1-3, 14, 15 2 - TOTAL TRUCKS = VEHICLE CLASS 4-13 3 - SINGLE UNIT TRUCKS = VEHICLE CLASS 4-7 4 - COMBINATION TRAILER TRUCKS = VEHICLE CLASS 8-10 5 - MULTI TRAILER TRUCKS = VEHICLE CLASS 11-13 NOTE:

### **Existing Year (2015) DDHV and Turning Movement Volume Calculations**

### 2015 Peak Hour Volumes (DDHV's)

	Avg. AADT		Peak Dir. D-	INITIAL	INITIAL ESTIMATE AM PK HR	A PK HR	FINAL ES	FINAL ESTIMATE AM PK HR	A PK HR	INITIAL	INITIAL ESTIMATE PM PK HR	1 PK HR	FINAL E	FINAL ESTIMATE PM PK HR	A PK HR
Location	Volume (3)	K-Factor		2-Way Pk	SB Dir	NB Dir	2-Way Pk	SB Dir	NB Dir	2-Way Pk	NB Dir	SB Dir	2-Way Pk	NB Dir	SB Dir
				Ì	DDHV	DDHV	Ŧ	DDHV	DDHV	Hr	DDHV	DDHV	Hr	DDHV	DDHV
US 301 South of Fowler Avenue	11,800	60.0	0.75	1062	797	265	1062	827	235	1062	797	265	1063	797	366
US 301 North of Fowler Avenue	18,400	0.09	0.75	1656	1242	414	1656	1242	414	1656	1242	414	1656	1342	314
US 301 South of Harney Road	16,900	0.09	0.75	1521	1141	380	1521	1141	380	1521	1141	380	1521	1141	380
US 301 North of Harney Road	17,000	60.0	0.75	1530	1148	382	1530	1148	382	1530	1148	382	1530	1148	382
US 301 South of CR 579	15,000	60.0	0.75	1350	1013	337	1254	917	337	1350	1013	337	1254	917	337
US 301 North of CR 579	14,700	60.0	0.75	1323	992	331	1323	992	331	1323	992	331	1323	992	331
US 301 South of Stacy Road	14,500	60:0	0.75	1305	626	326	1305	979	326	1305	979	326	1315	981	334
US 301 North of Stacy Road	11,800	60.0	0.75	1062	797	597	1062	797	265	1062	797	265	1035	768	267
US 301 South of McIntosh Road	11,600	60.0	0.75	1044	783	261	1044	783	261	1044	783	261	1044	783	261
US 301 North of McIntosh Road	12,400	60'0	0.75	1116	837	279	1116	837	279	1116	837	279	1116	837	279

### Existing Year (2015) Turning Movement Percentages

			AM Peak Hou	ir		PM Peak Hou	ır
Location	Movement	Raw Count	Approach Total	Movement %	Raw Count	Approach Total	Movement %
	NB LT	18	181	9.9%	89	697	12.8%
	NB TH	163	191	90.1%	608	097	87.2%
US 201 @ Familiar Amanus	SBTH	576	1105	52.1%	209	558	37.5%
US 301 @ Fowler Avenue	SB RT	529	1103	47.9%	349	338	62.5%
	EB LT	266	325	81.8%	766	849	90.2%
	EB RT	59	323	18.2%	83	049	9.8%
	NB TH	277	282	98.2%	1079	1086	99.4%
	NB RT	5	282	1.8%	7	1000	0.6%
US 201 @ U Pd	SB LT	20	1075	1.9%	5	424	1.2%
US 301 @ Harney Road	SBTH	1055	10/5	98.1%	419	424	98.8%
	WB LT	5	19	26.3%	7	62	11.3%
	WB RT	14	19	73.7%	55	02	88.7%
	NB TH	195	220	88.6%	879	914	96.2%
	NB RT	25	220	11.4%	35	914	3.8%
US 201 @ CD 570	SB LT	98	999	9.8%	50	414	12.1%
US 301 @ CR 579	SBTH	901	333	90.2%	364	414	87.9%
	WB LT	19	60	31.7%	34	140	24.3%
	WB RT	41	80	68.3%	106	140	75.7%
	NB TH	180	209	86.1%	784	1073	73.1%
	NB RT	29	209	13.9%	289	1075	26.9%
LIC 201 @ Charry Board	SB LT	14	824	1.7%	8	270	3.0%
US 301 @ Stacy Road	SBTH	810	024	98.3%	262	270	97.0%
	WB LT	187	195	95.9%	75	84	89.3%
	WB RT	8	195	4.1%	9	04	10.7%
	NB TH	183	192	95.3%	693	728	95.2%
	NB RT	9	192	4.7%	35	120	4.8%
US 201 © Malatack Danel	SB LT	53	831	6.4%	60	348	17.2%
US 301 @ McIntosh Road	SBTH	778	031	93.6%	288	340	82.8%
	WB LT	23	61	37.7%	32	107	29.9%
	WB RT	38	01	62.3%	75	107	70.1%

### Existing Year (2015) Initial Design Hour Volume Calculations

			AM Peak Hou	r		PM Peak Hou	r
Location	Movement	Movement	Approach	Movement	Movement	Approach	Movement
		%	Volume	Volume	%	Volume	Volume
	NB LT	0.099	265	26	0.128	797	102
	NB TH	0.901	203	239	0.872	75	695
US 301 @ Fowler Avenue	SBTH	0.521	1242	647	0.375	414	155
05 301 @ Fowler Avenue	SB RT	0.479	1242	595	0.625	414	259
	EB LT	0.818			0.902		
	EB RT	0.182			0.098		
	NB TH	0.982	380	373	0.994	1141	1134
	NB RT	0.018	380	7	0.006	1171	7
US 301 @ Harney Road	SB LT	0.019	1148	22	0.012	382	5
05 301 @ Harriey Road	SBTH	0.981	1140	1126	0.988	302	377
	WB LT	0.263			0.113		
	WB RT	0.737			0.887		
	NB TH	0.886	337	299	0.962	1013	975
	NB RT	0.114	337	38	0.038	1015	38
US 301 @ CR 579	SB LT	0.098	992	97	0.121	331	40
03 301 @ CK 379	SBTH	0.902	332	895	0.879	331	291
	WB LT	0.317			0.243		
	WB RT	0.683			0.757	<u> </u>	
Addition of the second of the	NB TH	0.861	326	281	0.731	979	716
	NB RT	0.139	320	45	0.269	373	263
US 301 @ Stacy Road	SB LT	0.017	797	14	0.030	265	8
03 301 @ Staty Road	SBTH	0.983	757	783	0.970		257
	WB LT	0.959			0.893		
	WB RT	0.041			0.107		
	NB TH	0.953	261	249	0.952	783	745
	NB RT	0.047	201	12	0.048	, , ,	38
US 301 @ McIntosh Road	SB LT	0.064	837	54	0.172	279	48
03 201 @ MICHIGOSH KOAG	SBTH	0.936	037	783	0.828	2,5	231
	WB LT	0.377			0.299		
	WB RT	0.623			0.701		

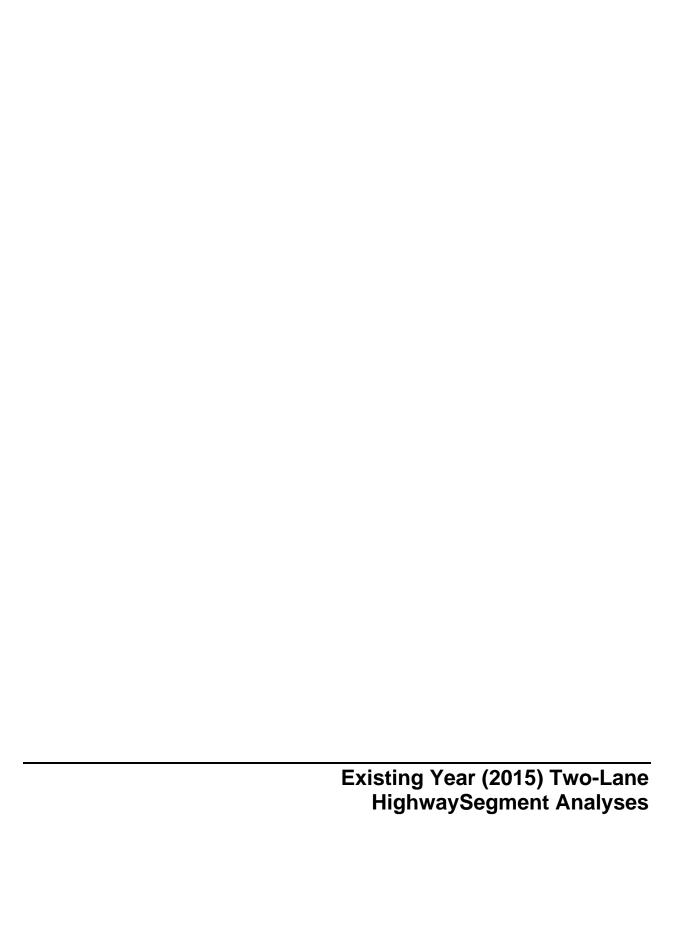
### Existing Year (2015) Final Turning Movement Volumes

			AM Peak Hou	r		PM Peak Hou	r
Location	Movement		Calculated	Adjusted		Calculated	Adjusted
		Raw Count	Volume	Volume	Raw Count	Volume	Volume
	NB LT	18	26	46	89	102	102
	NB TH	163	239	189	608	695	695
US 201 @ Ferrilan Avanua	SBTH	576	647	717	209	155	166
US 301 @ Fowler Avenue	SB RT	529	595	525	349	259	148
	EB LT	266		225	766		647
	EB RT	59		110	83		100
	NB TH	277	373	368	1079	1134	1113
	NB RT	5	7	12	7	7	28
US 201 @ Harris Band	SB LT	20	22	16	5	5	5
US 301 @ Harney Road	SBTH	1055	1126	1132	419	377	377
	WB LT	5		9	7		3
	WB RT	14		14	55		35
	NB TH	195	299	299	879	975	882
	NB RT	25	38	38	35	38	35
US 201 @ CD 570	SB LT	98	97	97	50	40	40
US 301 @ CR 579	SBTH	901	895	895	364	291	291
	WB LT	19		22	34		46
	WB RT	41		32	106		110
	NB TH	180	281	259	784	716	734
	NB RT	29	45	67	289	263	245
LIC 201 @ Stony Bood	SB LT	14	14	14	8	8	10
US 301 @ Stacy Road	SBTH	810	783	783	262	257	255
	WB LT	187		196	75		71
	WB RT	8		6	9		33
	NB TH	183	249	249	693	745	745
	NB RT	9	12	12	35	38	38
US 201 @ Malatack Dood	SB LT	53	54	69	60	48	48
US 301 @ McIntosh Road	SBTH	778	783	768	288	231	231
	WB LT	23		15	32		30
	WB RT	38		30	75		92

				2015 Peak H	2015 Peak Hour Volumes				2020 Peak H	2020 Peak Hour Volumes (derived via growth rate*)	(derived via g	rowth rate*)	
acitato	Movement	7	AM Peak Hour	r.		PM Peak Hour			AM Peak Hour	T.		PM Peak Hour	
FOCATION		Volume	Approach Total	Movement %	Volume	Approach Total	Movement %	Volume	Approach Total	Movement %	Volume	Approach Total	Movement %
	NB LT NB TH	46 189	235	19.6%	102 695	767	12.8%	50 207	257	19.6%	112 761	873	12.8%
US 301 @ Fowler Avenue	SB TH SB RT	717 525	1242	57.7%	166 148	314	52.9%	785 575	1361	57.7%	182	344	52.9%
	EB LT EB RT	225 110	335	67.2%	647 100	747	86.6%	246 121	367	67.2%	709	818	86.6%
	NB TH NB RT	368 12	380	96.8%	1113	1141	97.5%	403	416	96.8% 3.2%	1219	1250	97.5%
US 301 @ Harney Road	SB LT SBTH	16 1132	1148	1.4%	5 377	382	1.3%	18 1240	1258	1.4%	5 413	418	1.3%
	WB LT WB RT	9	23	39.1% 60.9%	35	38	7.9%	10 15	25	39.1% 60.9%	38	42	7.9%
	NB TH NB RT	299	337	88.7%	882 35	216	96.2% 3.8%	328 42	369	88.7%	966 38	1005	96.2% 3.8%
US 301 @ CR 579	SB LT SBTH	97 895	266	9.8%	40	331	12.1% 87.9%	106 980	1087	9.8%	44 319	363	12.1% 87.9%
	WB LT WB RT	22 32	54	40.7% 59.3%	46 110	156	29.5%	24 35	59	40.7% 59.3%	50 121	171	29.5% 70.5%
	NB LT NB TH NB RT	0 259 67	326	0.0% 79.4% 20.6%	2 734 245	981	0.2% 74.8% 25.0%	0 284 73	357	0.0% 79.4% 20.6%	2 804 268	1075	0.2% 74.8% 25.0%
brod 2000 900 31	SB LT SB TH SB RT	14 783 0	767	1.8% 98.2% 0.0%	10 255 2	267	3.7% 95.5% 0.7%	15 858 0	873	1.8% 98.2% 0.0%	11 279 2	292	3.7% 95.5% 0.7%
US SUI (# Staty hodu	WB LT WB TH WB RT	196 0 6	202	97.0% 0.0% 3.0%	71 0 33	104	68.3% 0.0% 31.7%	215 0 7	221	97.0% 0.0% 3.0%	78 0 36	114	68.3% 0.0% 31.7%
	EB LT EB TH EB RT	0 0 0	0	0.0% 0.0% 0.0%	H H 8	10	10.0% 10.0% 80.0%	000	0	0.0%	1 1 6	11	10.0% 10.0% 80.0%
	NB TH NB RT	249 12	261	95.4% 4.6%	745 38	783	95.1% 4.9%	273 13	286	95.4% 4.6%	816 42	828	95.1% 4.9%
US 301 @ McIntosh Road	SB LT SBTH	69 768	837	8.2% 91.8%	48 231	279	17.2%	76 841	917	8.2% 91.8%	53 253	306	17.2% 82.8%
	WB LT WB RT	15 30	45	33.3%	30 92	122	24.6% 75.4%	16 33	49	33.3%	33	134	24.6%

 $^{st}$  1.91 % per year based on historic growth trend analysis

### **Existing Conditions (2015) HCS Analyses**



DIRECTIO	NAL TWO-LANE HIGHWA	AY SEGMENT WORK	SHEET
General Information		Site Information	
Analyst Agency or Company Date Performed Analysis Time Period	MMA AIM ENGINEERING & SURVEYING 8/5/2015 AM	Highway / Direction of Travel From/To Jurisdiction Analysis Year	US 301 FOWLER AVE TO HARNEY RD FDOT 2015
Project Description: US 301 PD&E S	30000	Trianger rear	2070
Input Data			
Segment leng	Shoulder width tt Lane width tt  Lane width tt  Shoulder width tt  shoulder width tt  with, Lt mi		ctor, PHF 0.85
Analysis direction vol., V <sub>d</sub> 119	92veh/h	Show North Arrow % Trucks and	AND
Opposing direction vol., V <sub>o</sub> 390 Shoulder width ft 4.0 Lane Width ft 12.0 Segment Length mi 1.2	7veh/h	% Recreation Access points	al vehicles, P <sub>R</sub> 0% s mi 5/mi
Average Travel Speed		Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks,	E <sub>T</sub> (Exhibit 15-11 or 15-12)	1.0	1.2
Passenger-car equivalents for RVs, E	R (Exhibit 15-11 or 15-13)	1.0	1.0
Heavy-vehicle adjustment factor, f <sub>HV,F</sub>	NTS=1/(1+ P <sub>T</sub> (E <sub>T</sub> -1)+P <sub>R</sub> (E <sub>R</sub> -1))	1.000	0.971
Grade adjustment factor <sup>1</sup> , f <sub>g,ATS</sub> (Exh	ibit 15-9)	1.00	1.00
Demand flow rate <sup>2</sup> , $v_i$ (pc/h) $v_i$ = $V_i$ / (Ph	HF* f <sub>g,ATS</sub> * f <sub>HV,ATS</sub> )	1402	481
Free-Flow Speed f	rom Field Measurement	Estimated Fre	ee-Flow Speed
Mean speed of sample <sup>3</sup> , S <sub>FM</sub> Total demand flow rate, both directions Free-flow speed, FFS=S <sub>FM</sub> +0.00776(v Adj. for no-passing zones, f <sub>np,ATS</sub> (Ext	// f <sub>HV,ATS</sub> )	Base free-flow speed <sup>4</sup> , BFFS Adj. for lane and shoulder width, <sup>4</sup> Adj. for access points <sup>4</sup> , f <sub>A</sub> (Exhibitive Free-flow speed, FFS (FSS=BFF) Average travel speed, ATS <sub>d</sub> =FFS	t 15-8) 1.3 mi/h :S-f <sub>LS</sub> -f <sub>A</sub> ) 52.5 mi/h
		v <sub>o,ATS</sub> ) - f <sub>np,ATS</sub> Percent free flow speed, PFFS	70.0 %
Percent Time-Spent-Following		Analysis Direction (d)	Opposing Direction (a)
Passenger-car equivalents for trucks,	E <sub>T</sub> (Exhibit 15-18 or 15-19)	Analysis Direction (d)	Opposing Direction (o)  1.0
Passenger-car equivalents for RVs, E	(Exhibit 15-18 or 15-19)	1.0	1.0
Heavy-vehicle adjustment factor, f <sub>HV</sub> =	1/ (1+ P <sub>T</sub> (E <sub>T</sub> -1)+P <sub>R</sub> (E <sub>R</sub> -1) )	1.000	1.000
Grade adjustment factor <sup>1</sup> , f <sub>g,PTSF</sub> (Exh	nibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate <sup>2</sup> , $v_i(pc/h)$ $v_i=V_i/(Pl$	HF*f <sub>HV,PTSF</sub> * f <sub>g,PTSF</sub> )	1402	467
Base percent time-spent-following <sup>4</sup> , Bl	PTSF <sub>d</sub> (%)=100(1-e <sup>av</sup> d <sup>b</sup> )	8	4.0
Adj. for no-passing zone, f <sub>np,PTSF</sub> (Ext	nibit 15-21)	1	0.1
	6)=BPTSF <sub>d</sub> +f <sub>np,PTSF</sub> $*(v_{d,PTSF} / v_{d,PTSF} +$	9	1.6
V <sub>o,PTSF</sub> )			
Level of Service and Other Performs	ance Measures		r
Level of service, LOS (Exhibit 15-3) Volume to capacity ratio, <i>v/c</i>			<i>E</i> 82
volume to capacity fatio, vic			V <u>L</u>

Capacity, C <sub>d,ATS</sub> (Equation 15-12) pc/h	1651
Capacity, C <sub>d,PTSF</sub> (Equation 15-13) pc/h	1700
Percent Free-Flow Speed PFFS <sub>d</sub> (Equation 15-11 - Class III only)	70.0
Bicycle Level of Service	
Directional demand flow rate in outside lane, v <sub>OL</sub> (Eq. 15-24) veh/h	1402.4
Effective width, Wv (Eq. 15-29) ft	16.00
Effective speed factor, S <sub>t</sub> (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	9.50
Bicycle level of service (Exhibit 15-4)	F

- 2. If  $v_i(v_d \text{ or } v_o) >= 1,700 \text{ pc/h}$ , terminate analysis--the LOS is F.
- For the analysis direction only and for v>200 veh/h.
   For the analysis direction only
- 5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
- 6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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<sup>1.</sup> Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.

DIRECTIONAL TWO-LANE HIGHWA	AY SEGMENT WORK	SHEET
General Information	Site Information	
Analyst MMA Agency or Company AIM ENGINEERING & SURVEYING Date Performed 8/5/2015 Analysis Time Period AM	Highway / Direction of Travel From/To Jurisdiction Analysis Year	US 301 FOWLER AVE TO HARNEY RD FDOT 2015
Project Description: US 301 PD&E STUDY		
Input Data		
Shoulder width tt  Lane width tt  Lane width tt  Shoulder width tt  Shoulder width tt  Shoulder width tt  Shoulder width tt  1 Shoulder width tt  Shoulder width tt  1 Shoulder width tt  Shoulder width tt  1 Shoulder width tt  Shoulder width tt  4.0	Terrain Grade Length Peak-hour fa No-passing z Show North Arrow % Trucks and	Class III highway  Level Rolling  m mi Up/down  ctor, PHF 0.85  one 25%  d Buses , P <sub>T</sub> 15 %  nal vehicles, P <sub>R</sub> 0%
Lane Width ft 12.0 Segment Length mi 1.2		
Average Travel Speed		
	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E <sub>T</sub> (Exhibit 15-11 or 15-12)	1.2	1.0
Passenger-car equivalents for RVs, E <sub>R</sub> (Exhibit 15-11 or 15-13)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV,ATS}$ =1/ (1+ $P_T(E_T$ -1)+ $P_R(E_R$ -1) )	0.971	1.000
Grade adjustment factor <sup>1</sup> , f <sub>g,ATS</sub> (Exhibit 15-9)	1.00	1.00
Demand flow rate <sup>2</sup> , $v_i$ (pc/h) $v_i$ = $V_i$ / (PHF* $f_{g,ATS}$ * $f_{HV,ATS}$ )	481	1402
Free-Flow Speed from Field Measurement	<u> </u>	ee-Flow Speed
	Base free-flow speed <sup>4</sup> , BFFS	55.0 mi/h
Mean speed of sample <sup>3</sup> , S <sub>FM</sub>	Adj. for lane and shoulder width,	
Total demand flow rate, both directions, <i>v</i>	Adj. for access points <sup>4</sup> , f <sub>A</sub> (Exhib	it 15-8) 1.3 mi/h
Free-flow speed, FFS=S <sub>FM</sub> +0.00776(v/ f <sub>HV,ATS</sub> )	Free-flow speed, FFS (FSS=BFf	FS-f <sub>LS</sub> -f <sub>A</sub> ) 52.5 mi/h
Adj. for no-passing zones, f <sub>np,ATS</sub> (Exhibit 15-15) 0.5 mi/h	Average travel speed, ATS <sub>d</sub> =FFS	S-0.00776(v <sub>d,ATS</sub> + 37.4 mi/h
	v <sub>o,ATS</sub> ) - f <sub>np,ATS</sub> Percent free flow speed, PFFS	71.3 %
Percent Time-Spent-Following	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E <sub>T</sub> (Exhibit 15-18 or 15-19)	1.0	1.0
Passenger-car equivalents for RVs, E <sub>R</sub> (Exhibit 15-18 or 15-19)	1.0	1.0
Heavy-vehicle adjustment factor, f <sub>HV</sub> =1/ (1+ P <sub>T</sub> (E <sub>T</sub> -1)+P <sub>R</sub> (E <sub>R</sub> -1) )	1.000	1.000
Grade adjustment factor <sup>1</sup> , f <sub>g,PTSF</sub> (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate <sup>2</sup> , $v_i(pc/h)$ $v_i=V_i/(PHF^*f_{HV,PTSF}^*f_{g,PTSF})$	467	1402
Base percent time-spent-following $^4$ , BPTSF $_{ m d}$ (%)=100(1-e $^{ m av}$ d $^{ m b}$ )	5	59.4
Adj. for no-passing zone, f <sub>np,PTSF</sub> (Exhibit 15-21)	1	0.1
Percent time-spent-following, PTSF $_{\rm d}$ (%)=BPTSF $_{\rm d}$ +f $_{\rm np,PTSF}$ *( ${\rm v}_{d,{\rm PTSF}}$ / ${\rm v}_{d,{\rm PTSF}}$ +	ε	51.9
V <sub>o,PTSF</sub> )		
Level of Service and Other Performance Measures  Level of service, LOS (Exhibit 15-3)		E
Volume to capacity ratio, v/c		0.28

Capacity, C <sub>d,ATS</sub> (Equation 15-12) pc/h	1700
Capacity, C <sub>d,PTSF</sub> (Equation 15-13) pc/h	1700
Percent Free-Flow Speed PFFS <sub>d</sub> (Equation 15-11 - Class III only)	71.3
Bicycle Level of Service	
Directional demand flow rate in outside lane, v <sub>OL</sub> (Eq. 15-24) veh/h	467.1
Effective width, Wv (Eq. 15-29) ft	16.00
Effective speed factor, S <sub>t</sub> (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	8.94
Bicycle level of service (Exhibit 15-4)	F

- 1. Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
- 2. If  $v_i(v_d \text{ or } v_o) >= 1,700 \text{ pc/h}$ , terminate analysis--the LOS is F.
- 3. For the analysis direction only and for v>200 veh/h.
- 4. For the analysis direction only
- 5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
  6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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DIRECTION	ONAL TWO-LANE HIGHWA	Y SEGMENT WORK	SHEET
General Information		Site Information	
Analyst Agency or Company Date Performed Analysis Time Period	MMA AIM ENGINEERING & SURVEYING 8/5/2015 AM	Highway / Direction of Travel From/To Jurisdiction Analysis Year	US 301 HARNEY RD TO CR 579 FDOT 2015
Project Description: US 301 PD&E	STUDY		
Input Data			
	Shoulder width tt Lane width tt Shoulder width tt Shoulder width tt  gth, L <sub>1</sub> mi	55800 <u>72555</u>	one 0.85
Opposing direction vol., V <sub>o</sub> 36	50veh/h 0 0	1	al vehicles, P <sub>R</sub> 0%
Average Travel Speed		I	Our and Dispetion (a)
		Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks		1.0	1.3
Passenger-car equivalents for RVs, I Heavy-vehicle adjustment factor, f <sub>HV</sub>	<u> </u>	1.000	0.957
Grade adjustment factor <sup>1</sup> , f <sub>g,ATS</sub> (Ex		1.00	1.00
Demand flow rate <sup>2</sup> , $v_i$ (pc/h) $v_i = V_i$ / (F		1215	443
	from Field Measurement	Estimated Fre	ee-Flow Speed
		Base free-flow speed <sup>4</sup> , BFFS	55.0 mi/h
Mean speed of sample <sup>3</sup> , S <sub>FM</sub>		Adj. for lane and shoulder width,4	f <sub>LS</sub> (Exhibit 15-7) 1.3 mi/h
Total demand flow rate, both direction	ns, <i>v</i>	Adj. for access points <sup>4</sup> , f <sub>A</sub> (Exhibit	it 15-8) 1.5 mi/h
Free-flow speed, FFS=S <sub>FM</sub> +0.00776		Free-flow speed, FFS (FSS=BFF	$FS-f_{LS}-f_A$ ) 52.2 mi/h
Adj. for no-passing zones, f <sub>np,ATS</sub> (E		Average travel speed, ATS <sub>d</sub> =FFS	S-0.00776(v <sub>d,ATS</sub> + 36.8 mi/h
		v <sub>o,ATS</sub> ) - f <sub>np,ATS</sub> Percent free flow speed, PFFS	70.4 %
Percent Time-Spent-Following		T	] O Di(-)
Passenger-car equivalents for trucks	E (Eyhibit 15-18 or 15-10)	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for RVs, I		1.0	1.0
Heavy-vehicle adjustment factor, f		1.000	1.000
Grade adjustment factor <sup>1</sup> , f <sub>q.PTSF</sub> (E)		1.00	1.00
Directional flow rate <sup>2</sup> , $v_i(pc/h)$ $v_i=V_i/(l$		1215	424
Base percent time-spent-following <sup>4</sup> , I		7	8.8
Adj. for no-passing zone, f <sub>np,PTSF</sub> (E.		2	21.0
Percent time-spent-following, PTSF <sub>d</sub>	(%)=BPTSF <sub>d</sub> +f <sub>np,PTSF</sub> *( $v_{d,PTSF}$ / $v_{d,PTSF}$ +	9	4.4
V <sub>o,PTSF</sub> )  Level of Service and Other Perform	nance Measures		
Level of service, LOS (Exhibit 15-3)	iance measures		E
Volume to capacity ratio, v/c		C	1.71

Capacity, C <sub>d,ATS</sub> (Equation 15-12) pc/h	1627
Capacity, C <sub>d,PTSF</sub> (Equation 15-13) pc/h	1700
Percent Free-Flow Speed PFFS <sub>d</sub> (Equation 15-11 - Class III only)	70.4
Bicycle Level of Service	
Directional demand flow rate in outside lane, $v_{ m OL}$ (Eq. 15-24) veh/h	1215.3
Effective width, Wv (Eq. 15-29) ft	16.00
Effective speed factor, S <sub>f</sub> (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	9.43
Bicycle level of service (Exhibit 15-4)	F

- 2. If  $v_i(v_d \text{ or } v_o) >= 1,700 \text{ pc/h}$ , terminate analysis--the LOS is F.
- 3. For the analysis direction only and for v>200 veh/h.

- 4. For the analysis direction only
  5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
  6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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<sup>1.</sup> Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.

DIRECT	TIONAL TWO-LANE HIGHWA		KOTILLI
General Information		Site Information	
Analyst Agency or Company Date Performed Analysis Time Period	MMA AIM ENGINEERING & SURVEYING 8/5/2015 AM	Highway / Direction of Travel From/To Jurisdiction Analysis Year	US 301 HARNEY RD TO CR 579 FDOT 2015
Project Description: US 301 PD&		Milalysis Todi	2010
Input Data			
F			
	\$\frac{1}{t} Shoulder width tt		.:
	Lane width tt		highway Class II
	\$\frac{1}{shoulder width} tt	highway L_	Class III highway
		Terrain Grade Lengt	Level Rolling h mi Up/down
Segment	length, L <sub>L</sub> mi	Peak-hour fa No-passing a	ictor, PHF 0.85
Analysis direction vol., V <sub>d</sub>	360veh/h	Show North Arrow % Trucks an	d Buses , P <sub>T</sub> 15 % <
Opposing direction vol., V <sub>o</sub>	1033veh/h	% Recreation	nal vehicles, P <sub>R</sub> 0%
Shoulder width ft	4.0 /	Access point	s mi 6/mi
	12.0		
Average Travel Speed			
		Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for truc	cks, E <sub>T</sub> (Exhibit 15-11 or 15-12)	1.3	1.0
Passenger-car equivalents for RV	s, E <sub>R</sub> (Exhibit 15-11 or 15-13)	1.0	1.0
Heavy-vehicle adjustment factor, f	$_{HV,ATS}$ =1/ (1+ $P_T(E_T$ -1)+ $P_R(E_R$ -1) )	0.957	1.000
Grade adjustment factor <sup>1</sup> , f <sub>g,ATS</sub> (		1.00	1.00
Demand flow rate <sup>2</sup> , $v_i$ (pc/h) $v_i = V_i$	(PHF* f <sub>g,ATS</sub> * f <sub>HV,ATS</sub> )	443 1215	
Free-Flow Spec	ed from Field Measurement		ee-Flow Speed
		Base free-flow speed <sup>4</sup> , BFFS	55.0 mi/h
Mean speed of sample <sup>3</sup> , S <sub>FM</sub>		Adj. for lane and shoulder width,	
Total demand flow rate, both direc	tions, v	Adj. for access points <sup>4</sup> , f <sub>A</sub> (Exhib	oit 15-8) 1.5 mi/h
Free-flow speed, FFS=S <sub>FM</sub> +0.007	76(v/ f <sub>HV.ATS</sub> )	Free-flow speed, FFS (FSS=BF	FS-f <sub>LS</sub> -f <sub>A</sub> ) 52.2 mi/h
Adj. for no-passing zones, f <sub>np,ATS</sub>	The Control of the Co	Average travel speed, ATS <sub>d</sub> =FF	S-0.00776(v <sub>d,ATS</sub> + 38.3 mi/h
		v <sub>o,ATS</sub> ) - f <sub>np,ATS</sub> Percent free flow speed, PFFS	73.5 %
Percent Time-Spent-Following		Analysis Direction (d)	Opposing Direction (o)
Pageonger og grulyglante for true	eke E (Evhihit 15.18 or 15.10)	1.0	1.0
Passenger-car equivalents for truc Passenger-car equivalents for RVs		1.0	1.0
Heavy-vehicle adjustment factor, f		1.000	1.000
Grade adjustment factor <sup>1</sup> , f <sub>q.PTSF</sub>		1.00	1.00
Directional flow rate <sup>2</sup> , $v_i(pc/h)$ $v_i=V$		424	1215
Base percent time-spent-following			54.8
Adj. for no-passing zone, f <sub>np,PTSF</sub>			21.0
	$F_d$ (%)=BPTS $F_d$ + $f_{np,PTSF}$ *( $v_{d,PTSF}$ / $v_{d,PTSF}$ +		60.2
v <sub>o,PTSF</sub> )			
Level of Service and Other Perfo			E
Level of service, LOS (Exhibit 15-3	)		

1700	
1700	
73.5	
423.5	
16.00	
4.79	
8.89	
F	
	16.00 4.79 8.89

- 1. Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
- 2. If  $v_i(v_d \text{ or } v_o) >= 1,700 \text{ pc/h}$ , terminate analysis--the LOS is F.
- 3. For the analysis direction only and for v>200 veh/h.
- 4. For the analysis direction only
- 5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
  6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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DIRECTIONAL TWO-LANE HIGHWA	Y SEGMENT WORK	SHEET
General Information	Site Information	
Analyst MMA Agency or Company AIM ENGINEERING & SURVEYING Date Performed 8/5/2015 Analysis Time Period AM	Highway / Direction of Travel From/To Jurisdiction Analysis Year	US 301 CR 579 TO STACY RD FDOT 2015
Project Description: US 301 PD&E STUDY		
Input Data		
Shoulder width tt		
Lane width	✓ Class II	nighway
Lane widthtt	1-20-20-2	Class III highway
\$\frac{1}{\text{Shoulder width}} = \frac{1}{\text{tt}}\$	Terrain	✓ Level ☐ Rolling
Segment length, L <sub>1</sub> mi	Grade Length	n mi Up/down
	Peak-hour fa No-passing z	
Analysis direction vol., V <sub>d</sub> 986veh/h	Show North Arrow % Trucks and	d Buses , P <sub>T</sub> 15 %
Opposing direction vol., V <sub>o</sub> 329veh/h	% Recreation	nal vehicles, P <sub>R</sub> 0%
Shoulder width ft 4.0	Access points	s <i>mi</i> 1/mi
Lane Width ft 12.0 Segment Length mi 1.3		
Average Travel Speed		
	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E <sub>T</sub> (Exhibit 15-11 or 15-12)	1.0	1.3
Passenger-car equivalents for RVs, E <sub>R</sub> (Exhibit 15-11 or 15-13)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV,ATS}$ =1/ (1+ $P_T(E_T$ -1)+ $P_R(E_R$ -1))	1.000	0.957
Grade adjustment factor <sup>1</sup> , f <sub>g,ATS</sub> (Exhibit 15-9)	1.00	1.00
Demand flow rate <sup>2</sup> , $v_i$ (pc/h) $v_i = V_i$ (PHF* $f_{g,ATS}$ * $f_{HV,ATS}$ )	1160 404	
Free-Flow Speed from Field Measurement	Estimated Fro	ee-Flow Speed
	Base free-flow speed <sup>4</sup> , BFFS	55.0 mi/h
Mean speed of sample <sup>3</sup> , S <sub>FM</sub>	Adj. for lane and shoulder width,	20
Total demand flow rate, both directions, <i>v</i>	Adj. for access points <sup>4</sup> , f <sub>A</sub> (Exhib	it 15-8) 0.3 mi/h
Free-flow speed, FFS=S <sub>FM</sub> +0.00776(v/ f <sub>HV.ATS</sub> )	Free-flow speed, FFS (FSS=BFI	$FS-f_{LS}-f_A$ ) 53.5 mi/h
Adj. for no-passing zones, f <sub>np,ATS</sub> (Exhibit 15-15)  1.8 mi/h	Average travel speed, ATS <sub>d</sub> =FFS	S-0.00776(v <sub>d,ATS</sub> + 39.5 mi/h
	v <sub>o,ATS</sub> ) - f <sub>np,ATS</sub> Percent free flow speed, PFFS	74.0 %
Percent Time-Spent-Following	D	Our sains Disastina (a)
	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E <sub>T</sub> (Exhibit 15-18 or 15-19)	1.0	40003
Passenger-car equivalents for RVs, E <sub>R</sub> (Exhibit 15-18 or 15-19)	1.0	1.0
Heavy-vehicle adjustment factor, f <sub>HV</sub> =1/ (1+ P <sub>T</sub> (E <sub>T</sub> -1)+P <sub>R</sub> (E <sub>R</sub> -1) )	1.000	0.985
Grade adjustment factor <sup>1</sup> , f <sub>g,PTSF</sub> (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate <sup>2</sup> , $v_j(pc/h)$ $v_i = V_i/(PHF^*f_{HV,PTSF}^*f_{g,PTSF}^*)$	1160	
Base percent time-spent-following <sup>4</sup> , BPTSF <sub>d</sub> (%)=100(1-e <sup>av</sup> d <sup>b</sup> )	77.8	
Adj. for no-passing zone, f <sub>np,PTSF</sub> (Exhibit 15-21)		14.5
Percent time-spent-following, $PTSF_d(\%) = BPTSF_d + f_{np,PTSF} * (v_{d,PTSF} / v_{d,PTSF} + v_{d,PTSF})$	8	38.6
V <sub>o,PTSF</sub> )		
Level of Service and Other Performance Measures Level of service, LOS (Exhibit 15-3)		E
Volume to capacity ratio, $v/c$		0.68

Capacity, C <sub>d,ATS</sub> (Equation 15-12) pc/h	1627
Capacity, C <sub>d,PTSF</sub> (Equation 15-13) pc/h	1675
Percent Free-Flow Speed PFFS <sub>d</sub> (Equation 15-11 - Class III only)	74.0
Bicycle Level of Service	
Directional demand flow rate in outside lane, v <sub>OL</sub> (Eq. 15-24) veh/h	1160.0
Effective width, Wv (Eq. 15-29) ft	16.00
Effective speed factor, $S_t$ (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	9.40
Bicycle level of service (Exhibit 15-4)	F

- 2. If  $v_i(v_d \text{ or } v_o) >= 1,700 \text{ pc/h}$ , terminate analysis--the LOS is F.
- 3. For the analysis direction only and for v>200 veh/h.
- 4. For the analysis direction only
- 5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
  6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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<sup>1.</sup> Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.

Directional Page 1 of 2

DIRECTION	ONAL TWO-LANE HIGHW	AY SEGMENT WORK	SHEET
General Information		Site Information	
Analyst Agency or Company Date Performed Analysis Time Period	MMA AIM ENGINEERING & SURVEYING 8/5/2015 AM	Highway / Direction of Travel From/To Jurisdiction Analysis Year	US 301 CR 579 TO STACY RD FDOT 2015
Project Description: US 301 PD&E	The state of the s		
Input Data			
Segment ler	Shoulder width tt Lane width tt Shoulder width tt Shoulder width tt Shoulder width tt	highway Terrain Grade Lengt Peak-hour fa	octor, PHF 0.85
	20 14 /	Show North Arrow % Trucks an	d Buses , P <sub>T</sub> 15 %
Opposing direction vol., V <sub>o</sub> 9. Shoulder width ft 4. Lane Width ft 12 Segment Length mi 1.5			nal vehicles, P <sub>R</sub> 0%
Average Travel Speed		Analysis Direction (d)	Opposing Direction (o)
Descendes our equivalents for trucks	E /Eubikit 15 11 or 15 12)	Analysis Direction (d)	
Passenger-car equivalents for trucks		1.3	1.0
Passenger-car equivalents for RVs, I Heavy-vehicle adjustment factor, f <sub>HV</sub>		0.957	1.000
Grade adjustment factor <sup>1</sup> , f <sub>g,ATS</sub> (Ex		1.00	1.00
Demand flow rate <sup>2</sup> , $v_i$ (pc/h) $v_i = V_i$ / (F		404	1160
Free-Flow Speed from Field Measurement		Estimated Fr	ee-Flow Speed
100 100 100 100 100 100 100 100 100 100		Base free-flow speed <sup>4</sup> , BFFS	55.0 mi/h
		Adj. for lane and shoulder width,	<sup>4</sup> f <sub>LS</sub> (Exhibit 15-7) 1.3 mi/h
Mean speed of sample <sup>3</sup> , S <sub>FM</sub>		Adj. for access points <sup>4</sup> , f <sub>A</sub> (Exhib	oit 15-8) 0.3 mi/h
Total demand flow rate, both directio		Free-flow speed, FFS (FSS=BF	
Free-flow speed, FFS= $S_{FM}$ +0.00776 Adj. for no-passing zones, $f_{np,ATS}$ (E:		Average travel speed, ATS <sub>d</sub> =FF	S-0.00776(V <sub>d ATS</sub> +
Adj. for the passing 2016s, inp,ATS (E.	to roy	v <sub>o,ATS</sub> ) - f <sub>np,ATS</sub>	40.8 mi/n
Percent Time-Spent-Following		Percent free flow speed, PFFS	76.3 %
refeel time opener onowing		Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks	, E <sub>T</sub> (Exhibit 15-18 or 15-19)	1.1	1.0
Passenger-car equivalents for RVs, I	<sub>R</sub> (Exhibit 15-18 or 15-19)	1.0	1.0
Heavy-vehicle adjustment factor, f <sub>HV</sub>	=1/ (1+ P <sub>T</sub> (E <sub>T</sub> -1)+P <sub>R</sub> (E <sub>R</sub> -1) )	0.985	1.000
Grade adjustment factor <sup>1</sup> , f <sub>g,PTSF</sub> (Exhibit 15-16 or Ex 15-17)		1.00	1.00
Directional flow rate <sup>2</sup> , $v_i$ (pc/h) $v_i$ = $V_i$ /(PHF* $f_{HV,PTSF}$ * $f_{g,PTSF}$ )		393	· 1160
Base percent time-spent-following <sup>4</sup> , BPTSF <sub>d</sub> (%)=100(1-e <sup>av<sub>d</sub>b</sup> )		52.1	
Adj. for no-passing zone, f <sub>np,PTSF</sub> (E	xhibit 15-21)		14.5
Percent time-spent-following, PTSF $_{\rm d}$ (%)=BPTSF $_{\rm d}$ +f $_{\rm np,PTSF}$ $^{\star}$ (v $_{\rm d,PTSF}$ / v $_{\rm d,PTSF}$ +			55.8
v <sub>o,PTSF</sub> )			
Level of Service and Other Perform	nance Weasures		D
Level of service, LOS (Exhibit 15-3) Volume to capacity ratio, v/c		1	0.24
volume to supacity ratio, v/c		+ - '	

Capacity, C <sub>d,ATS</sub> (Equation 15-12) pc/h	1700
Capacity, C <sub>d,PTSF</sub> (Equation 15-13) pc/h	1700
Percent Free-Flow Speed PFFS <sub>d</sub> (Equation 15-11 - Class III only)	76.3
Bicycle Level of Service	
Directional demand flow rate in outside lane, v <sub>OL</sub> (Eq. 15-24) veh/h	387.1
Effective width, Wv (Eq. 15-29) ft	16.00
Effective speed factor, S <sub>t</sub> (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	8.85
Bicycle level of service (Exhibit 15-4)	F

4. For the analysis direction only

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<sup>1.</sup> Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.

<sup>2.</sup> If  $v_i(v_d \text{ or } v_o) >= 1,700 \text{ pc/h}$ , terminate analysis--the LOS is F.

<sup>3.</sup> For the analysis direction only and for v>200 veh/h.

<sup>5.</sup> Exhibit 15-20 provides coefficients a and b for Equation 15-10.

<sup>6.</sup> Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

DIRECTIONAL TWO-LANE HIGHWA		SHEET
General Information	Site Information	110 001
Analyst MMA Agency or Company AIM ENGINEERING & SURVEYING Date Performed 8/5/2015 Analysis Time Period AM	Highway / Direction of Travel From/To Jurisdiction Analysis Year	US 301 STACY RD TO MCINTOSH FDOT 2015
Project Description: US 301 PD&E STUDY		
Input Data		
Shoulder width tt Lane width tt  Lane width tt  Shoulder width tt  Shoulder width tt  Segment length, L <sub>1</sub> mi		ctor, PHF 0.85 cone 55%
Analysis direction vol., V <sub>d</sub> Opposing direction vol., V <sub>o</sub> Shoulder width ft  Lane Width ft  263veh/h  4.0  12.0		nal vehicles, P <sub>R</sub> 0%
Segment Length mi 2.9		
Average Travel Speed	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E <sub>T</sub> (Exhibit 15-11 or 15-12)	1.0	1.4
Passenger-car equivalents for RVs, E <sub>R</sub> (Exhibit 15-11 or 15-13)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	1.000	0.943
Grade adjustment factor <sup>1</sup> ,f <sub>g,ATS</sub> (Exhibit 15-9)	1.00	1.00
Demand flow rate <sup>2</sup> , $v_i$ (pc/h) $v_i = V_i$ / (PHF* $f_{g,ATS}$ * $f_{HV,ATS}$ )	929	328
Free-Flow Speed from Field Measurement		ee-Flow Speed
	Base free-flow speed <sup>4</sup> , BFFS Adj. for lane and shoulder width,	60.0 mi/h <sup>4</sup> f <sub>LS</sub> (Exhibit 15-7) 1.3 mi/h
Mean speed of sample <sup>3</sup> , S <sub>FM</sub> Total demand flow rate, both directions, <i>v</i>	Adj. for access points <sup>4</sup> , f <sub>A</sub> (Exhib	it 15-8) 0.3 mi/h
Free-flow speed, FFS=S <sub>FM</sub> +0.00776(v/ f <sub>HV,ATS</sub> )	Free-flow speed, FFS (FSS=BF	FS-f <sub>LS</sub> -f <sub>A</sub> ) 58.5 mi/h
Adj. for no-passing zones, f <sub>np,ATS</sub> (Exhibit 15-15) 2.7 mi/h	Average travel speed, ATS <sub>d</sub> =FFS	S-0.00776(v <sub>d,ATS</sub> + 46.0 mi/h
	v <sub>o,ATS</sub> ) - f <sub>np,ATS</sub> Percent free flow speed, PFFS	78.6 %
Percent Time-Spent-Following	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E <sub>T</sub> (Exhibit 15-18 or 15-19)	Analysis Direction (d) 1.0	1.1
Passenger-car equivalents for RVs, E <sub>R</sub> (Exhibit 15-18 or 15-19)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	1.000	0.985
Grade adjustment factor <sup>1</sup> , f <sub>g,PTSF</sub> (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate <sup>2</sup> , $v_i(pc/h)$ $v_i=V_i/(PHF^*f_{HV,PTSF}^*f_{g,PTSF})$	929	314
Base percent time-spent-following <sup>4</sup> , BPTSF <sub>d</sub> (%)=100(1-e <sup>av</sup> d <sup>b</sup> )	70.0	
Adj. for no-passing zone, f <sub>np,PTSF</sub> (Exhibit 15-21)	2	20.9
Percent time-spent-following, PTSF <sub>d</sub> (%)=BPTSF <sub>d</sub> +f <sub>np,PTSF</sub> *(v <sub>d,PTSF</sub> /v <sub>d,PTSF</sub> +	8	35.6
V <sub>o,PTSF</sub> )		
Level of Service and Other Performance Measures Level of service, LOS (Exhibit 15-3)		E
Volume to capacity ratio, v/c	(	0.55

Page 2 of 2 Directional

Capacity, C <sub>d,ATS</sub> (Equation 15-12) pc/h	1603
Capacity, C <sub>d,PTSF</sub> (Equation 15-13) pc/h	1675
Percent Free-Flow Speed PFFS <sub>d</sub> (Equation 15-11 - Class III only)	78.6
Bicycle Level of Service	
Directional demand flow rate in outside lane, v <sub>OL</sub> (Eq. 15-24) veh/h	929.4
Effective width, Wv (Eq. 15-29) ft	16.00
Effective speed factor, S <sub>f</sub> (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	9.29
Bicycle level of service (Exhibit 15-4)	F

### Notes

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<sup>1.</sup> Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.

<sup>2.</sup> If  $v_i(v_d \text{ or } v_o) >= 1,700 \text{ pc/h}$ , terminate analysis--the LOS is F.

<sup>3.</sup> For the analysis direction only and for v>200 veh/h.

<sup>5.</sup> For the analysis direction only
5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Directional Page 1 of 2

	IONAL TWO-LANE HIGHW		ROHLLI
General Information  Analyst Agency or Company Date Performed Analysis Time Period	MMA AIM ENGINEERING & SURVEYING 8/5/2015 AM	Site Information  Highway / Direction of Travel From/To Jurisdiction Analysis Year	US 301 STACY RD TO MCINTOSH FDOT 2015
Project Description: US 301 PD&I	STUDY		
Input Data			
Segment li	Shoulder width	highway Terrain Grade Leng	I highway Class II Class III highway  Level Rolling graph mi Up/down feeter BHE
Analysis direction vol., V <sub>d</sub> 263veh/h  Opposing direction vol., V <sub>o</sub> 790veh/h  Shoulder width ft 4.0  Lane Width ft 12.0		Show North Arrow March North North Arrow March North North Arrow March North North Arrow March North North North Arrow March North No	
Segment Length mi 2  Average Travel Speed	2.9		
		Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for truck	s, E <sub>T</sub> (Exhibit 15-11 or 15-12)	1.4	1.0
Passenger-car equivalents for RVs	, E <sub>R</sub> (Exhibit 15-11 or 15-13)	1.0	1.0
Heavy-vehicle adjustment factor, f <sub>h</sub>	$V_{ATS} = 1/(1 + P_T(E_T - 1) + P_R(E_R - 1))$	0.943	1.000
Grade adjustment factor <sup>1</sup> , f <sub>g,ATS</sub> (l	Exhibit 15-9)	1.00	1.00
Demand flow rate <sup>2</sup> , $v_i$ (pc/h) $v_i$ = $V_i$ /	(PHF* f <sub>g,ATS</sub> * f <sub>HV,ATS</sub> )	328	929
Free-Flow Spee	d from Field Measurement	Estimated F	Free-Flow Speed
Mean speed of sample <sup>3</sup> , S <sub>FM</sub> Total demand flow rate, both directi Free-flow speed, FFS=S <sub>FM</sub> +0.0077 Adj. for no-passing zones, f <sub>np,ATS</sub> (	'6(v/ f <sub>HV,ATS</sub> )	Base free-flow speed <sup>4</sup> , BFFS  Adj. for lane and shoulder width  Adj. for access points <sup>4</sup> , f <sub>A</sub> (Exh  Free-flow speed, FFS (FSS=B  Average travel speed, ATS <sub>d</sub> =Fl  V <sub>0,ATS</sub> ) - f <sub>np,ATS</sub> Percent free flow speed, PFFS	ibit 15-8) 0.3 mi/h FFS- $f_{LS}$ - $f_A$ ) 58.5 mi/h FS-0.00776( $v_{d,ATS}$ + 47.8 mi/h
Percent Time-Spent-Following		r ercent nee now speed, 1113	01.0 76
		Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for truck	ss, E <sub>T</sub> (Exhibit 15-18 or 15-19)	1.1	1.0
Passenger-car equivalents for RVs	E <sub>R</sub> (Exhibit 15-18 or 15-19)	1.0	1.0
Heavy-vehicle adjustment factor, f <sub>H</sub>	$_{V}$ =1/ (1+ $P_{T}(E_{T}$ -1)+ $P_{R}(E_{R}$ -1) )	0.985	1.000
Grade adjustment factor <sup>1</sup> , f <sub>g,PTSF</sub> (Exhibit 15-16 or Ex 15-17)		1.00	1.00
Directional flow rate <sup>2</sup> , $v_j(pc/h)$ $v_j=V_j(PHF^*f_{HV,PTSF}^*f_{g,PTSF})$		314	929
Base percent time-spent-following <sup>4</sup> , BPTSF <sub>d</sub> (%)=100(1-e <sup>av</sup> d <sup>b</sup> )		43.3	
Adj. for no-passing zone, f <sub>np,PTSF</sub> (	Exhibit 15-21)		20.9
Percent time-spent-following, $PTSF_d(\%) = BPTSF_d + f_{np,PTSF} * (v_{d,PTSF} / v_{d,PTSF} + v_{d,PTSF})$			48.6
v <sub>o,PTSF</sub> )			
Level of Service and Other Perfo.			C
Level of service, LOS (Exhibit 15-3)			0

Capacity, C <sub>d,ATS</sub> (Equation 15-12) pc/h	1700
Capacity, C <sub>d,PTSF</sub> (Equation 15-13) pc/h	1700
Percent Free-Flow Speed PFFS <sub>d</sub> (Equation 15-11 - Class III only)	81.8
Bicycle Level of Service	
Directional demand flow rate in outside lane, v <sub>OL</sub> (Eq. 15-24) veh/h	309.4
Effective width, Wv (Eq. 15-29) ft	16.00
Effective speed factor, S <sub>t</sub> (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	8.73
Bicycle level of service (Exhibit 15-4)	F

- 2. If  $v_i(v_d \text{ or } v_o) >= 1,700 \text{ pc/h}$ , terminate analysis--the LOS is F.

- For the analysis direction only and for v>200 veh/h.
   For the analysis direction only
   Exhibit 15-20 provides coefficients a and b for Equation 15-10.
   Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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<sup>1.</sup> Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET			CSHEET
General Information		Site Information	
Agency or Company A Date Performed 8	1MA IM ENGINEERING & SURVEYING /5/2015 M	Highway / Direction of Travel From/To Jurisdiction Analysis Year	US 301 MCINTOSH TO FUTURE SR 56 FDOT 2015
Project Description: US 301 PD&E STUD			
Input Data			
Shoulder width tt Lane width tt  Lane width tt  Shoulder width tt  Segment length, Lt mi		Class I highway Class II highway Class III highway  Terrain V Level Rolling Grade Length mi Up/down Peak-hour factor, PHF 0.85 No-passing zone 49%  % Trucks and Buses , P <sub>T</sub> 15 %	
Average Travel Speed			Distriction (a)
		Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E <sub>T</sub> (	Exhibit 15-11 or 15-12)	1.0	1.4
Passenger-car equivalents for RVs, E <sub>R</sub> (E	xhibit 15-11 or 15-13)	1.0	1.0
Heavy-vehicle adjustment factor, f <sub>HV,ATS</sub> =	1/ (1+ P <sub>T</sub> (E <sub>T</sub> -1)+P <sub>R</sub> (E <sub>R</sub> -1) )	1.000	0.943
Grade adjustment factor <sup>1</sup> , f <sub>g,ATS</sub> (Exhibit	15-9)	1.00	1.00
Demand flow rate <sup>2</sup> , $v_i$ (pc/h) $v_i = V_i$ / (PHF*	f <sub>g,ATS</sub> * f <sub>HV,ATS</sub> )	985	348
Free-Flow Speed from	Field Measurement	Estimated Free-Flow Speed	
		Base free-flow speed <sup>4</sup> , BFFS	60.0 mi/h
Mean speed of sample <sup>3</sup> , S <sub>FM</sub>		Adj. for lane and shoulder width,	
Total demand flow rate, both directions, <i>v</i>		Adj. for access points <sup>4</sup> , $f_A$ (Exhibit 15-8) 0.5 mi/h Free-flow speed, FFS (FSS=BFFS- $f_{LS}$ - $f_A$ ) 58.2 mi/f	
Free-flow speed, FFS=S <sub>FM</sub> +0.00776(v/ f <sub>H</sub>	VATS)		
Adj. for no-passing zones, f <sub>np,ATS</sub> (Exhibit	P1M-2002-0-1200	Average travel speed, ATS <sub>d</sub> =FFS-0.00776(v <sub>d,ATS</sub> + 45.4 mi/h	
		V <sub>o,ATS</sub> ) - f <sub>np,ATS</sub> Percent free flow speed, PFFS 78.0 %	
Percent Time-Spent-Following		Analysis Direction (d)	Opposing Direction (c)
Passenger-car equivalents for trucks, $E_{T}(E)$	Evhibit 15-18 or 15-19\	Analysis Direction (d)	Opposing Direction (o)
		1.0	1.0
Passenger-car equivalents for RVs, E <sub>R</sub> (E		1.000	0.985
Heavy-vehicle adjustment factor, f <sub>HV</sub> =1/ (1		200.00000000000000000000000000000000000	1.00
Grade adjustment factor <sup>1</sup> , f <sub>g,PTSF</sub> (Exhibit		1.00	(0.000 Section 1)
Directional flow rate <sup>2</sup> , $v_i(pc/h)$ $v_i=V_i/(PHF*h)$		985	333
Base percent time-spent-following <sup>4</sup> , BPTS		71.0	
Adj. for no-passing zone, f <sub>np,PTSF</sub> (Exhibit		18.4	
Percent time-spent-following, PTSF <sub>d</sub> (%)=E	$BPTSF_d^+f_{np,PTSF}^*(V_{d,PTSF}^-/V_{d,PTSF}^+)$	+ 84.8	
V <sub>o,PTSF</sub> )  Level of Service and Other Performance	e Measures	I was a second of the second o	
Level of service, LOS (Exhibit 15-3)			Е
Volume to capacity ratio, v/c			0.58

Capacity, C <sub>d,ATS</sub> (Equation 15-12) pc/h	1603
Capacity, C <sub>d,PTSF</sub> (Equation 15-13) pc/h	1675
Percent Free-Flow Speed PFFS <sub>d</sub> (Equation 15-11 - Class III only)	78.0
Bicycle Level of Service	
Directional demand flow rate in outside lane, v <sub>OL</sub> (Eq. 15-24) veh/h	984.7
Effective width, Wv (Eq. 15-29) ft	16.00
Effective speed factor, S <sub>f</sub> (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	9.32
Bicycle level of service (Exhibit 15-4)	F

- 2. If  $v_i(v_d \text{ or } v_o) >= 1,700 \text{ pc/h}$ , terminate analysis--the LOS is F.
- 3. For the analysis direction only and for v>200 veh/h.

- 4. For the analysis direction only
  5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
  6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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<sup>1.</sup> Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET		
General Information	Site Information	
Analyst MMA Agency or Company AIM ENGINEERING & SURVEYING Date Performed 8/5/2015 Analysis Time Period AM	Highway / Direction of Travel From/To Jurisdiction Analysis Year	US 301 MCINTOSH TO FUTURE SR 56 FDOT 2015
Project Description: US 301 PD&E STUDY		
Input Data		
Shoulder width tt  Lane width tt  Lane width tt  Shoulder width tt  Shoulder width tt  Segment length, L <sub>1</sub> mi	tt	
Analysis direction vol., V <sub>d</sub> Opposing direction vol., V <sub>o</sub> 837veh/h  Shoulder width ft  Lane Width ft  12.0		
Segment Length mi 7.1  Average Travel Speed		
ATTOTAGE TRAFFIC OPECU	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E <sub>T</sub> (Exhibit 15-11 or 15-12)	1.4	1.0
Passenger-car equivalents for RVs, E <sub>R</sub> (Exhibit 15-11 or 15-13)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.943	1.000
Grade adjustment factor <sup>1</sup> , f <sub>g,ATS</sub> (Exhibit 15-9)	1.00	1.00
Demand flow rate <sup>2</sup> , $v_i$ (pc/h) $v_i$ = $V_i$ / (PHF* $f_{g,ATS}$ * $f_{HV,ATS}$ )	348	985
Free-Flow Speed from Field Measurement	Estimated Free-Flow Speed	
Mean speed of sample <sup>3</sup> , $S_{FM}$ Total demand flow rate, both directions, $v$ Free-flow speed, FFS= $S_{FM}$ +0.00776( $v$ / $f_{HV,ATS}$ )	Base free-flow speed <sup>4</sup> , BFFS Adj. for lane and shoulder width, <sup>4</sup> Adj. for access points <sup>4</sup> , f <sub>A</sub> (Exhibite-flow speed, FFS (FSS=BFF	t 15-8) 0.5 mi/h FS-f <sub>LS</sub> -f <sub>A</sub> ) 58.2 mi/h
Adj. for no-passing zones, f <sub>np,ATS</sub> (Exhibit 15-15) 0.8 mi/h	Average travel speed, ATS $_{\rm d}$ =FFS-0.00776(v $_{\rm d,ATS}$ + 47.1 mi/ft v $_{\rm o,ATS}$ ) - $f_{\rm np,ATS}$ Percent free flow speed, PFFS 80.9 %	
Percent Time-Spent-Following	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E <sub>T</sub> (Exhibit 15-18 or 15-19)	1.1	1.0
Passenger-car equivalents for RVs, E <sub>R</sub> (Exhibit 15-18 or 15-19)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV}$ =1/ (1+ $P_T(E_T$ -1)+ $P_R(E_R$ -1) )	0.985	1.000
Grade adjustment factor <sup>1</sup> , f <sub>g,PTSF</sub> (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate <sup>2</sup> , $v_i$ (pc/h) $v_i$ = $V_i$ /(PHF* $f_{HV,PTSF}$ * $f_{g,PTSF}$ )	333	985
Base percent time-spent-following <sup>4</sup> , BPTSF <sub>d</sub> (%)=100(1-e <sup>av</sup> d <sup>b</sup> )	45.4	
Adj. for no-passing zone, f <sub>np,PTSF</sub> (Exhibit 15-21)	18.4	
Percent time-spent-following, PTSF <sub>d</sub> (%)=BPTSF <sub>d</sub> +f <sub>np,PTSF</sub> *(v <sub>d,PTSF</sub> / v <sub>d,PTSF</sub> +	50.0	
V <sub>o,PTSF</sub> )		
Level of Service and Other Performance Measures  Level of service, LOS (Exhibit 15-3)		C
Volume to capacity ratio, v/c		.20

Capacity, C <sub>d,ATS</sub> (Equation 15-12) pc/h	1700
Capacity, C <sub>d,PTSF</sub> (Equation 15-13) pc/h	1700
Percent Free-Flow Speed PFFS <sub>d</sub> (Equation 15-11 - Class III only)	80.9
Bicycle Level of Service	
Directional demand flow rate in outside lane, v <sub>OL</sub> (Eq. 15-24) veh/h	328.2
Effective width, Wv (Eq. 15-29) ft	16.00
Effective speed factor, S <sub>t</sub> (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	8.76
Bicycle level of service (Exhibit 15-4)	F
Bicycle level of service (Exhibit 15-4)	F

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<sup>1.</sup> Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.

<sup>2.</sup> If  $v_i(v_d \text{ or } v_o) >= 1,700 \text{ pc/h}$ , terminate analysis--the LOS is F.

<sup>3.</sup> For the analysis direction only and for v>200 veh/h.

For the analysis direction only
 Exhibit 15-20 provides coefficients a and b for Equation 15-10.
 Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET			
General Information		Site Information	110 001
Analyst Agency or Company Date Performed	MMA AIM ENGINEERING & SURVEYING 8/5/2015 PM	Highway / Direction of Travel From/To Jurisdiction Analysis Year	US 301 FOWLER AVE TO HARNEY RD FDOT 2015
Analysis Time Period  Project Description: US 301 PD&		r mayoro roar	
Input Data			
	Shoulder widthtt		
4	Lane widthtt	✓ Class II	highway Class II
	Lane width tt		Class III highway
	t Shoulder widthtt		Level Rolling
	-	Terrain Grade Lengtl	n mi Up/down
Segment I	ength, L <sub>1</sub> mi	Peak-hour fa	ctor, PHF 0.88
		Show North Arrow % Trucks and	
Analysis direction vol., V <sub>d</sub>	1242veh/h *		and the same of th
Opposing direction vol., V <sub>o</sub>	347veh/h	Access point	, ,
	4.0 12.0		9946-0000000
	1.2		
Average Travel Speed		Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for truc	ks F_ (Exhibit 15-11 or 15-12)	1.0	1.3
Passenger-car equivalents for RVs		1.0	1.0
	$_{HV,ATS}$ =1/(1+ $P_T(E_T$ -1)+ $P_R(E_R$ -1))	1.000	0.985
Grade adjustment factor <sup>1</sup> , f <sub>g,ATS</sub> (		1.00	1.00
Demand flow rate <sup>2</sup> , $v_i$ (pc/h) $v_i = V_i$		1411	400
	ed from Field Measurement	Estimated Free-Flow Speed	
		Base free-flow speed <sup>4</sup> , BFFS	55.0 mi/h
		Adj. for lane and shoulder width,	<sup>4</sup> f <sub>LS</sub> (Exhibit 15-7) 1.3 mi/h
Mean speed of sample <sup>3</sup> , S <sub>FM</sub>	William Re	Adj. for access points <sup>4</sup> , f <sub>A</sub> (Exhibit 15-8)  1.3 mi/h	
Total demand flow rate, both direct		Free-flow speed, FFS (FSS=BF	
Free-flow speed, FFS=S <sub>FM</sub> +0.007	21 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	Average travel speed, ATS <sub>d</sub> =FFS-0.00776(v <sub>d,ATS</sub> +	
Adj. for no-passing zones, f <sub>np,ATS</sub> (Exhibit 15-15) 1.3 mi/h		V <sub>o ATS</sub> ) - f <sub>np.ATS</sub>	
		Percent free flow speed, PFFS	70.7 %
Percent Time-Spent-Following		Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for truc	cks, E <sub>T</sub> (Exhibit 15-18 or 15-19)	1.0	1.1
Passenger-car equivalents for RV		1.0	1.0
Heavy-vehicle adjustment factor, f		1.000	0.995
Grade adjustment factor <sup>1</sup> , f <sub>g,PTSF</sub>		1.00	1.00
Directional flow rate <sup>2</sup> , $v_i(pc/h)$ $v_i=V_i(pc/h)$	/ <sub>i</sub> /(PHF*f <sub>HV,PTSF</sub> * f <sub>g,PTSF</sub> )	1411	396
Base percent time-spent-following	<sup>4</sup> , BPTSF <sub>d</sub> (%)=100(1-e <sup>av</sup> d <sup>b</sup> )	83.3	
Adj. for no-passing zone, f <sub>np,PTSF</sub>	(Exhibit 15-21)		9.3
Percent time-spent-following, PTS	$F_d$ (%)=BPTS $F_d$ + $f_{np,PTSF}$ *( $v_{d,PTSF}$ / $v_{d,PTSF}$ +	F <sup>+</sup> 90.6	
v <sub>o,PTSF</sub> )	and Magazine		
Level of Service and Other Perf			E
Level of service, LOS (Exhibit 15-3)  Volume to capacity ratio, v/c			0.83

Capacity, C <sub>d,ATS</sub> (Equation 15-12) pc/h	1675
Capacity, C <sub>d,PTSF</sub> (Equation 15-13) pc/h	1692
Percent Free-Flow Speed PFFS <sub>d</sub> (Equation 15-11 - Class III only)	70.7
Bicycle Level of Service	
Directional demand flow rate in outside lane, v <sub>OL</sub> (Eq. 15-24) veh/h	1411.4
Effective width, Wv (Eq. 15-29) ft	16.00
Effective speed factor, $S_f$ (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	5.45
Bicycle level of service (Exhibit 15-4)	E

- 2. If  $v_i(v_d \text{ or } v_o)$  >=1,700 pc/h, terminate analysis--the LOS is F.
- 3. For the analysis direction only and for v>200 veh/h.

- 4. For the analysis direction only
  5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
  6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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<sup>1.</sup> Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET			
General Information		Site Information	
Analyst Agency or Company Date Performed Analysis Time Period	MMA AIM ENGINEERING & SURVEYING 8/5/2015 PM	Highway / Direction of Travel From/To Jurisdiction Analysis Year	US 301 FOWLER AVE TO HARNEY RD FDOT 2015
Project Description: US 301 PD8	E STUDY		
Input Data		T	
Segment	Shoulder width tt Lane width tt Shoulder width tt Shoulder width tt  Lane width tt  Shoulder width tt	Class I highway Class II highway Class III highway  Terrain Level Rolling  Grade Length mi Up/down	
Analysis direction vol., V <sub>d</sub> 347veh/h		Peak-hour factor, PHF No-passing zone 25%  Show North Arrow % Trucks and Buses , P <sub>T</sub> 5 %  % Recreational vehicles, P <sub>R</sub> 0%	
Segment Length mi	4.0 12.0 1.2	Access points	
Average Travel Speed		Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for truc	rks F_ (Exhibit 15-11 or 15-12)	1.3	1.0
Passenger-car equivalents for RV		1.0	1.0
	HV,ATS=1/(1+ P <sub>T</sub> (E <sub>T</sub> -1)+P <sub>R</sub> (E <sub>R</sub> -1))	0.985	1.000
Grade adjustment factor <sup>1</sup> , f <sub>g,ATS</sub>	(Exhibit 15-9)	1.00	1.00
Demand flow rate <sup>2</sup> , $v_i$ (pc/h) $v_i = V_i$	(PHF* f <sub>g,ATS</sub> * f <sub>HV,ATS</sub> )	400	1411
Free-Flow Spe	ed from Field Measurement	Estimated Fre	ee-Flow Speed
		Base free-flow speed <sup>4</sup> , BFFS	55.0 mi/h
Mean speed of sample <sup>3</sup> , S <sub>FM</sub>		Adj. for lane and shoulder width,4	
Total demand flow rate, both direct	tions, v	Adj. for access points <sup>4</sup> , f <sub>A</sub> (Exhibi	
Free-flow speed, FFS=S <sub>FM</sub> +0.007	76(v/ f <sub>HV,ATS</sub> )	Free-flow speed, FFS (FSS=BFFS-f <sub>LS</sub> -f <sub>A</sub> ) 52.5 m	
Adj. for no-passing zones, f <sub>np,ATS</sub>	(Exhibit 15-15) 0.5 mi/h	Average travel speed, ATS <sub>d</sub> =FFS-0.00776(v <sub>d,ATS</sub> + 37.9 mi	
		v <sub>o,ATS</sub> ) - f <sub>np,ATS</sub> Percent free flow speed, PFFS	72.3 %
Percent Time-Spent-Following		Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for truc	cks, E <sub>T</sub> (Exhibit 15-18 or 15-19)	1.1	1.0
Passenger-car equivalents for RV		1.0	1.0
Heavy-vehicle adjustment factor, f	E <sub>HV</sub> =1/ (1+ P <sub>T</sub> (E <sub>T</sub> -1)+P <sub>R</sub> (E <sub>R</sub> -1) )	0.995	1.000
Grade adjustment factor <sup>1</sup> , f <sub>g,PTSF</sub>	(Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate <sup>2</sup> , $v_i(pc/h)$ $v_i=V$		396	1411
Base percent time-spent-following	e percent time-spent-following <sup>4</sup> , BPTSF <sub>d</sub> (%)=100(1-e <sup>av<sub>d</sub>b</sup> )		4.5
Adj. for no-passing zone, f <sub>np,PTSF</sub>	(Exhibit 15-21)	9.3	
50	$F_d$ (%)=BPTS $F_d$ + $f_{np,PTSF}$ *( $v_{d,PTSF}$ / $v_{d,PTSF}$ +	F <sup>+</sup> 56.5	
v <sub>o,PTSF</sub> ) Level of Service and Other Perfe	ormaneo Mossuros		
Level of Service and Other Period Level of service, LOS (Exhibit 15-3			E
Volume to capacity ratio, v/c		0	.24

Capacity, C <sub>d,ATS</sub> (Equation 15-12) pc/h	1700
Capacity, C <sub>d,PTSF</sub> (Equation 15-13) pc/h	1700
Percent Free-Flow Speed PFFS <sub>d</sub> (Equation 15-11 - Class III only)	72.3
Bicycle Level of Service	
Directional demand flow rate in outside lane, $v_{ m OL}$ (Eq. 15-24) veh/h	394.3
Effective width, Wv (Eq. 15-29) ft	16.00
Effective speed factor, S <sub>t</sub> (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	4.80
Bicycle level of service (Exhibit 15-4)	E

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<sup>1.</sup> Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.

<sup>2.</sup> If  $v_i(v_d \text{ or } v_o) >= 1,700 \text{ pc/h}$ , terminate analysis--the LOS is F.

<sup>3.</sup> For the analysis direction only and for v>200 veh/h.

<sup>4.</sup> For the analysis direction only

<sup>5.</sup> Exhibit 15-20 provides coefficients a and b for Equation 15-10.

<sup>6.</sup> Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

DIRECTIONAL TWO-LANE HIGHWA	Y SEGMENT WORK	SHEET
General Information	Site Information	
Analyst MMA Agency or Company AIM ENGINEERING & SURVEYING Date Performed 8/5/2015 Analysis Time Period PM	Highway / Direction of Travel From/To Jurisdiction Analysis Year	US 301 HARNEY RD TO CR 579 FDOT 2015
Project Description: US 301 PD&E STUDY		
Input Data		
Shoulder width tt Lane width tt  Lane width tt  Shoulder width tt  Shoulder width tt  Shoulder width tt  Segment length, Lt mi	Class I highway Class II highway Class III highway  Terrain Level Rolling Grade Length mi Up/down Peak-hour factor, PHF 0.88 No-passing zone 100%	
Analysis direction vol., V <sub>d</sub> 1033veh/h	Show North Arrow % Trucks and	
Opposing direction vol., V <sub>o</sub> 360veh/h Shoulder width ft 4.0 Lane Width ft 12.0 Segment Length mi 1.0	% Recreational vehicles, P <sub>R</sub> 0% Access points <i>mi</i> 6/mi	
Average Travel Speed		T
2	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E <sub>T</sub> (Exhibit 15-11 or 15-12)	1.0	1.3
Passenger-car equivalents for RVs, E <sub>R</sub> (Exhibit 15-11 or 15-13)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV,ATS}$ =1/ (1+ $P_T(E_T$ -1)+ $P_R(E_R$ -1) )	1.000 0.985	
Grade adjustment factor <sup>1</sup> , f <sub>g,ATS</sub> (Exhibit 15-9)	1.00	1.00
Demand flow rate <sup>2</sup> , $v_i$ (pc/h) $v_i = V_i$ / (PHF* $f_{g,ATS}$ * $f_{HV,ATS}$ )	1174	415
Free-Flow Speed from Field Measurement		ee-Flow Speed
	Base free-flow speed <sup>4</sup> , BFFS	55.0 mi/h
Mean speed of sample <sup>3</sup> , S <sub>FM</sub>	Adj. for lane and shoulder width,	
Total demand flow rate, both directions, <i>v</i>	Adj. for access points <sup>4</sup> , f <sub>A</sub> (Exhibit 15-8)  1.5 mi/h	
Free-flow speed, FFS=S <sub>FM</sub> +0.00776(v/ f <sub>HV,ATS</sub> )	Free-flow speed, FFS (FSS=BFI	20
Adj. for no-passing zones, f <sub>np,ATS</sub> (Exhibit 15-15) 2.7 mi/h	37.2	
	V <sub>o,ATS</sub> ) - f <sub>np,ATS</sub> Percent free flow speed, PFFS	71.2 %
Percent Time-Spent-Following	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E <sub>T</sub> (Exhibit 15-18 or 15-19)	1.0	1.0
Passenger-car equivalents for RVs, E <sub>R</sub> (Exhibit 15-18 or 15-19)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_{T}^{-1})+P_R(E_{R}^{-1}))$	1.000	1.000
Grade adjustment factor <sup>1</sup> , f <sub>g,PTSF</sub> (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate <sup>2</sup> , $v_i$ (pc/h) $v_i$ = $V_i$ (PHF* $f_{HV,PTSF}$ * $f_{g,PTSF}$ )	1174	409
Base percent time-spent-following <sup>4</sup> , BPTSF <sub>d</sub> (%)=100(1-e <sup>av</sup> d <sup>b</sup> )	77.2	
Adj. for no-passing zone, f <sub>np,PTSF</sub> (Exhibit 15-21)	22.3	
Percent time-spent-following, PTSF <sub>d</sub> (%)=BPTSF <sub>d</sub> +f <sub>np,PTSF</sub> *( $v_{d,PTSF} / v_{d,PTSF} + v_{o,PTSF}$ )	93.7	
Level of Service and Other Performance Measures		
Level of service, LOS (Exhibit 15-3)	E	
Volume to capacity ratio, v/c		0.69

Capacity, C <sub>d,ATS</sub> (Equation 15-12) pc/h	1675
Capacity, C <sub>d,PTSF</sub> (Equation 15-13) pc/h	1700
Percent Free-Flow Speed PFFS <sub>d</sub> (Equation 15-11 - Class III only)	71.2
Bicycle Level of Service	
Directional demand flow rate in outside lane, v <sub>OL</sub> (Eq. 15-24) veh/h	1173.9
Effective width, Wv (Eq. 15-29) ft	16.00
Effective speed factor, S <sub>t</sub> (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	5.36
Bicycle level of service (Exhibit 15-4)	E

## Notes

- 2. If  $v_i(v_d \text{ or } v_o) >= 1,700 \text{ pc/h}$ , terminate analysis--the LOS is F.
- 3. For the analysis direction only and for v>200 veh/h.

- For the analysis direction only
   Exhibit 15-20 provides coefficients a and b for Equation 15-10.
   Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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<sup>1.</sup> Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.

DIRECTIONAL TWO-LANE HIGHWA	Y SEGMENT WORK	SHEET
General Information	Site Information	
Analyst MMA Agency or Company AIM ENGINEERING & SURVEYING Date Performed 8/5/2015 Analysis Time Period PM	Highway / Direction of Travel From/To Jurisdiction Analysis Year	US 301 HARNEY RD TO CR 579 FDOT 2015
Project Description: US 301 PD&E STUDY		
Input Data		
Shoulder width tt Lane width tt  Lane width tt  Shoulder width tt  Shoulder width tt  Shoulder width tt  Analysis direction vol., V <sub>d</sub> 360veh/h		ctor, PHF 0.88 one 100%
Opposing direction vol., V <sub>o</sub> 1033veh/h Shoulder width ft 4.0 Lane Width ft 12.0 Segment Length mi 1.0	% Recreation Access points	nal vehicles, P <sub>R</sub> 0% s <i>mi</i> 6/mi
Average Travel Speed	Analysis Direction (d)	Opposing Direction (o)
D	Analysis Direction (d)	1.0
Passenger-car equivalents for trucks, E <sub>T</sub> (Exhibit 15-11 or 15-12)  Passenger-car equivalents for RVs, E <sub>R</sub> (Exhibit 15-11 or 15-13)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.985 1.000	
Grade adjustment factor <sup>1</sup> , f <sub>g,ATS</sub> (Exhibit 15-9)	1.00 1.00	
Demand flow rate <sup>2</sup> , $v_i$ (pc/h) $v_i = V_i$ / (PHF* $f_{g,ATS}$ * $f_{HV,ATS}$ )	415 1174	
Free-Flow Speed from Field Measurement	Estimated Fro	ee-Flow Speed
Mean speed of sample <sup>3</sup> , $S_{FM}$ Total demand flow rate, both directions, $v$	Base free-flow speed <sup>4</sup> , BFFS 55.  Adj. for lane and shoulder width, f <sub>LS</sub> (Exhibit 15-7) 1.3  Adj. for access points <sup>4</sup> , f <sub>A</sub> (Exhibit 15-8) 1.5	
Free-flow speed, FFS=S <sub>FM</sub> +0.00776(v/ f <sub>HV,ATS</sub> )  Adj. for no-passing zones, f <sub>np,ATS</sub> (Exhibit 15-15)  1.0 mi/h	Free-flow speed, FFS (FSS=BFFS- $f_{LS}$ - $f_A$ ) 52.2 Average travel speed, ATS $_d$ =FFS-0.00776( $v_{d,ATS}$ + 38.9	
	v <sub>o,ATS</sub> ) - f <sub>np,ATS</sub> Percent free flow speed, PFFS	74.4 %
Percent Time-Spent-Following	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E <sub>T</sub> (Exhibit 15-18 or 15-19)	1.0	1.0
Passenger-car equivalents for RVs, E <sub>R</sub> (Exhibit 15-18 or 15-19)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_{T^*}1)+P_R(E_{R^*}1))$	1.000	1.000
Grade adjustment factor <sup>1</sup> , f <sub>g,PTSF</sub> (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate <sup>2</sup> , $v_i(pc/h)$ $v_i = V_i/(PHF^*f_{HV,PTSF}^* f_{g,PTSF})$	409	1174
Base percent time-spent-following <sup>4</sup> , BPTSF <sub>d</sub> (%)=100(1-e <sup>av</sup> d <sup>b</sup> )	53.3	
Adj. for no-passing zone, f <sub>np,PTSF</sub> (Exhibit 15-21)	2	22.3
Percent time-spent-following, PTSF <sub>d</sub> (%)=BPTSF <sub>d</sub> +f <sub>np,PTSF</sub> *(v <sub>d,PTSF</sub> / v <sub>d,PTSF</sub> +	+ 59.1	
V <sub>0,PTSF</sub> )		
Level of Service and Other Performance Measures Level of service, LOS (Exhibit 15-3)		E
Volume to capacity ratio, <i>v/c</i>	(	).24

Capacity, C <sub>d,ATS</sub> (Equation 15-12) pc/h	1700	
Capacity, C <sub>d,PTSF</sub> (Equation 15-13) pc/h	1700	
Percent Free-Flow Speed PFFS <sub>d</sub> (Equation 15-11 - Class III only)	74.4	
Bicycle Level of Service		
Directional demand flow rate in outside lane, $v_{OL}$ (Eq. 15-24) veh/h	409.1	
Effective width, Wv (Eq. 15-29) ft	16.00	
Effective speed factor, $S_t$ (Eq. 15-30)	4.79	
Bicycle level of service score, BLOS (Eq. 15-31)	4.82	
Bicycle level of service (Exhibit 15-4)	Е	

## Notes

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<sup>1.</sup> Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.

<sup>2.</sup> If  $v_i(v_d \text{ or } v_o) >= 1,700 \text{ pc/h}$ , terminate analysis--the LOS is F.

For the analysis direction only and for v>200 veh/h.
 For the analysis direction only

<sup>5.</sup> Exhibit 15-20 provides coefficients a and b for Equation 15-10.

<sup>6.</sup> Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

DIRECTIONAL TWO-LANE HIGHWA	Y SEGMENT WORK	SHEET
General Information	Site Information	
Analyst MMA Agency or Company AIM ENGINEERING & SURVEYING Date Performed 8/5/2015 Analysis Time Period PM	Highway / Direction of Travel From/To Jurisdiction Analysis Year	US 301 CR 579 TO STACY RD FDOT 2015
Project Description: US 301 PD&E STUDY		
Input Data		
\$ Shoulder widthtt		V -
Lane width tt  Lane width tt  Shoulder width tt  Segment length, Lt mi		
Analysis direction vol., V <sub>d</sub> 986veh/h	No-passing z	one 39%
Opposing direction vol., V <sub>o</sub> 329veh/h		nal vehicles, P <sub>R</sub> 0%
Shoulder width ft Lane Width ft 12.0 Segment Length mi 1.3	, needed period	
Average Travel Speed		
	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E <sub>T</sub> (Exhibit 15-11 or 15-12)	1.3	2.0
Passenger-car equivalents for RVs, E <sub>R</sub> (Exhibit 15-11 or 15-13)	1.1 1.1	
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.985 0.952	
Grade adjustment factor <sup>1</sup> , f <sub>g,ATS</sub> (Exhibit 15-9)	1.00 0.88	
Demand flow rate <sup>2</sup> , $v_i$ (pc/h) $v_i$ = $V_i$ / (PHF* $f_{g,ATS}$ * $f_{HV,ATS}$ )	1138 446	
Free-Flow Speed from Field Measurement	Estimated Free-Flow Speed  Base free-flow speed <sup>4</sup> BEES 55.0	
	Base free-flow speed <sup>4</sup> , BFFS Adj. for lane and shoulder width,	
Mean speed of sample <sup>3</sup> , S <sub>FM</sub>	Adj. for access points <sup>4</sup> , f <sub>A</sub> (Exhib	
Total demand flow rate, both directions, <i>v</i>		
Free-flow speed, FFS= $S_{FM}$ +0.00776( $v$ / $f_{HV,ATS}$ )	Free-flow speed, FFS (FSS=BFI	- LS A
Adj. for no-passing zones, f <sub>np,ATS</sub> (Exhibit 15-15) 1.6 <i>mi/h</i>	Average travel speed, ATS <sub>d</sub> =FFS v <sub>o,ATS</sub> ) - f <sub>np,ATS</sub>	S-0.00776(v <sub>d,ATS</sub> + 39.6 <i>mi/h</i>
	Percent free flow speed, PFFS	74.0 %
Percent Time-Spent-Following	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E <sub>T</sub> (Exhibit 15-18 or 15-19)	1.0	1.6
Passenger-car equivalents for RVs, E <sub>R</sub> (Exhibit 15-18 or 15-19)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	1.000	0.971
Grade adjustment factor <sup>1</sup> , f <sub>g,PTSF</sub> (Exhibit 15-16 or Ex 15-17)	1.00	0.89
Directional flow rate <sup>2</sup> , $v_i(pc/h)$ $v_i=V_i/(PHF^*f_{HV,PTSF}^*f_{g,PTSF})$	1120	433
Base percent time-spent-following <sup>4</sup> , BPTSF <sub>d</sub> (%)=100(1-e <sup>av</sup> d <sup>b</sup> )	77.0	
Adj. for no-passing zone, f <sub>np,PTSF</sub> (Exhibit 15-21)	1	14.5
Percent time-spent-following, PTSF <sub>d</sub> (%)=BPTSF <sub>d</sub> +f <sub>np,PTSF</sub> *(v <sub>d,PTSF</sub> / v <sub>d,PTSF</sub> +	8	37.5
V <sub>o,PTSF</sub> )		
Level of Service and Other Performance Measures  Level of service, LOS (Exhibit 15-3)		E
Volume to capacity ratio, <i>v/c</i>	0.67	

Capacity, C <sub>d,ATS</sub> (Equation 15-12) pc/h	1497	
Capacity, C <sub>d,PTSF</sub> (Equation 15-13) pc/h	1533	
Percent Free-Flow Speed PFFS <sub>d</sub> (Equation 15-11 - Class III only)	74.0	
Bicycle Level of Service		
Directional demand flow rate in outside lane, v <sub>OL</sub> (Eq. 15-24) veh/h	1120.5	
Effective width, Wv (Eq. 15-29) ft	16.00	
Effective speed factor, S <sub>t</sub> (Eq. 15-30)	4.79	
Bicycle level of service score, BLOS (Eq. 15-31)	5.33	
Bicycle level of service (Exhibit 15-4)	Е	

- 2. If  $v_i(v_d \text{ or } v_o) >= 1,700 \text{ pc/h}$ , terminate analysis--the LOS is F.
- 3. For the analysis direction only and for v>200 veh/h.
- 4. For the analysis direction only
- 5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
  6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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<sup>1.</sup> Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET		SHEET
General Information Site Information		
Analyst MMA Agency or Company AIM ENGINEERING & SURVEYING Date Performed 8/5/2015 Analysis Time Period PM	Highway / Direction of Travel From/To Jurisdiction Analysis Year	US 301 CR 579 TO STACY RD FDOT 2015
Project Description: US 301 PD&E STUDY	20.000	
Input Data	T	
Shoulder width tt Lane width tt  Lane width tt  Shoulder width tt  Shoulder width tt  Shoulder width tt  Analysis direction vol., V <sub>d</sub> 329veh/h		one 0.88 39%
Opposing direction vol., V <sub>o</sub> Shoulder width ft  Lane Width ft  Segment Length mi  986veh/h  4.0  1.3	% Recreational vehicles, P <sub>R</sub> 0% Access points <i>mi</i> 1/mi	
Average Travel Speed		Di
	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E <sub>T</sub> (Exhibit 15-11 or 15-12)  Passenger-car equivalents for RVs, E <sub>R</sub> (Exhibit 15-11 or 15-13)	1.3	1.0
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.985 1.000	
Grade adjustment factor <sup>1</sup> , f <sub>g,ATS</sub> (Exhibit 15-9)	1.00 1.00	
Demand flow rate <sup>2</sup> , $v_i$ (pc/h) $v_i = V_i$ / (PHF* $f_{g,ATS}$ * $f_{HV,ATS}$ )	380 1120	
Free-Flow Speed from Field Measurement	Estimated Free-Flow Speed	
Mean speed of sample <sup>3</sup> , $S_{FM}$ Total demand flow rate, both directions, $v$ Free-flow speed, FFS= $S_{FM}$ +0.00776( $v$ / $f_{HV,ATS}$ )	Base free-flow speed <sup>4</sup> , BFFS 55.  Adj. for lane and shoulder width, f <sub>LS</sub> (Exhibit 15-7) 1.3  Adj. for access points <sup>4</sup> , f <sub>A</sub> (Exhibit 15-8) 0.3  Free-flow speed, FFS (FSS=BFFS-f <sub>LS</sub> -f <sub>A</sub> ) 53.	
Adj. for no-passing zones, f <sub>np,ATS</sub> (Exhibit 15-15) 0.5 mi/h	Average travel speed, ATS <sub>d</sub> =FFS V <sub>o,ATS</sub> ) - f <sub>np,ATS</sub> Percent free flow speed, PFFS	-0.00776(V <sub>d,ATS</sub> + 41.3 mi/h 77.2 %
Percent Time-Spent-Following	T	Di
	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E <sub>T</sub> (Exhibit 15-18 or 15-19)	1.1	1.0
Passenger-car equivalents for RVs, E <sub>R</sub> (Exhibit 15-18 or 15-19)  Heavy-vehicle adjustment factor, f =1/(1+P-(F1)+P-(F1))	0.995	1.000
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$ Grade adjustment factor <sup>1</sup> , $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate <sup>2</sup> , $v_i$ (pc/h) $v_i$ = $V_i$ /(PHF* $f_{HV,PTSF}$ * $f_{g,PTSF}$ )	376	1120
Base percent time-spent-following <sup>4</sup> , BPTSF <sub>d</sub> (%)=100(1-e <sup>av</sup> d <sup>b</sup> )	50.4	
Adj. for no-passing zone, f <sub>np,PTSF</sub> (Exhibit 15-21)	14.8	
Percent time-spent-following, PTSF <sub>d</sub> (%)=BPTSF <sub>d</sub> +f <sub>np,PTSF</sub> *( $v_{d,PTSF}$ / $v_{d,PTSF}$ + $v_{o,PTSF}$ )	+ 54.1	
Level of Service and Other Performance Measures		<b>D</b>
Level of service, LOS (Exhibit 15-3)		.22
Volume to capacity ratio, v/c	1	

1700		
1700		
77.2		
373.9		
16.00		
4.79		
4.78		
E		

<sup>1.</sup> Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.

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<sup>2.</sup> If  $v_i(v_d \text{ or } v_o) >= 1,700 \text{ pc/h}$ , terminate analysis--the LOS is F.

<sup>3.</sup> For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only

<sup>5.</sup> Exhibit 15-20 provides coefficients a and b for Equation 15-10.

<sup>6.</sup> Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Analyst MMA Agency or Company AIM ENGINEERING & SURVEYING Date Performed 8/5/2015 Analysis Time Period PM  Project Description: US 301 PD&E STUDY	Site Information  Highway / Direction of Travel From/To	UD 204
Project Description: US 301 PD&E STUDY	Jurisdiction Analysis Year	US 301 STACY RD TO MCINTOSH RD FDOT 2015
Input Data	T	
Shoulder width tt  Lane width tt  Lane width tt  Shoulder width tt  Shoulder width tt  Shoulder width tt  Shoulder width tt  Analysis direction vol., V <sub>d</sub> 775veh/h  Opposing direction vol., V <sub>d</sub> 263veh/h	highway Terrain Grade Lengtl Peak-hour fa No-passing z Show North Arrow % Trucks and	ctor, PHF 0.88 cone 55%
Opposing direction vol., V <sub>o</sub> Shoulder width ft  Lane Width ft  Segment Length mi  263veh/h  4.0  12.0  1.3	Access point	s <i>mi</i> 1/mi
Average Travel Speed		
	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E <sub>T</sub> (Exhibit 15-11 or 15-12)	1.0	1.4
Passenger-car equivalents for RVs, E <sub>R</sub> (Exhibit 15-11 or 15-13)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	1.000 0.980	
Grade adjustment factor <sup>1</sup> , f <sub>g,ATS</sub> (Exhibit 15-9)	1.00	1.00
Demand flow rate <sup>2</sup> , $v_i$ (pc/h) $v_i = V_i$ / (PHF* $f_{g,ATS}$ * $f_{HV,ATS}$ )	881 305	
Free-Flow Speed from Field Measurement	Base free-flow speed <sup>4</sup> , BFFS Adj. for lane and shoulder width,	ee-Flow Speed  60.0 mi/h  4 f <sub>LS</sub> (Exhibit 15-7)  1.3 mi/h
Mean speed of sample <sup>3</sup> , $S_{FM}$ Total demand flow rate, both directions, $v$ Free-flow speed, FFS= $S_{FM}$ +0.00776( $v$ / $f_{HV,ATS}$ )	Adj. for access points <sup>4</sup> , $f_A$ (Exhibit 15-8) 0.3 Free-flow speed, FFS (FSS=BFFS- $f_{LS}$ - $f_A$ ) 58.5	
Adj. for no-passing zones, f <sub>np,ATS</sub> (Exhibit 15-15) 2.9 mi/h	Average travel speed, ATS <sub>d</sub> =FFS v <sub>o,ATS</sub> ) - f <sub>np,ATS</sub> Percent free flow speed, PFFS	5-0.00776(v <sub>d,ATS</sub> + 46.4 mi/h 79.4 %
Percent Time-Spent-Following	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E <sub>T</sub> (Exhibit 15-18 or 15-19)	1.0	1.1
Passenger-car equivalents for RVs, E <sub>R</sub> (Exhibit 15-18 or 15-19)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	1.000	0.995
Grade adjustment factor <sup>1</sup> , f <sub>q.PTSF</sub> (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate <sup>2</sup> , $v_i(pc/h)$ $v_i = V_i/(PHF^*f_{HV,PTSF}^* f_{g,PTSF})$	881	300
Base percent time-spent-following <sup>4</sup> , BPTSF <sub>d</sub> (%)=100(1-e <sup>av</sup> d <sup>b</sup> )	67.2	
Adj. for no-passing zone, f <sub>np,PTSF</sub> (Exhibit 15-21)	22.3	
Percent time-spent-following, PTSF <sub>d</sub> (%)=BPTSF <sub>d</sub> +f <sub>np,PTSF</sub> *(v <sub>d,PTSF</sub> /v <sub>d,PTSF</sub> + v <sub>o,PTSF</sub> )	83.8	
Level of Service and Other Performance Measures		
Level of service, LOS (Exhibit 15-3)  Volume to capacity ratio, v/c		<i>E</i> 0.52

Capacity, C <sub>d,ATS</sub> (Equation 15-12) pc/h	1666	
Capacity, C <sub>d,PTSF</sub> (Equation 15-13) pc/h	1692	
Percent Free-Flow Speed PFFS <sub>d</sub> (Equation 15-11 - Class III only)	79.4	
Bicycle Level of Service		
Directional demand flow rate in outside lane, v <sub>OL</sub> (Eq. 15-24) veh/h	880.7	
Effective width, Wv (Eq. 15-29) ft	16.00	
Effective speed factor, S <sub>t</sub> (Eq. 15-30)	4.79	
Bicycle level of service score, BLOS (Eq. 15-31)	5.21	
Bicycle level of service (Exhibit 15-4)	E	

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<sup>1.</sup> Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.

<sup>2.</sup> If  $v_i(v_d \text{ or } v_o) >= 1,700 \text{ pc/h}$ , terminate analysis--the LOS is F.

<sup>3.</sup> For the analysis direction only and for v>200 veh/h.

For the analysis direction only
 Exhibit 15-20 provides coefficients a and b for Equation 15-10.
 Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET			SHEET
General Information		Site Information	
Analyst Agency or Company Date Performed Analysis Time Period	MMA AIM ENGINEERING & SURVEYING 8/5/2015 PM	Highway / Direction of Travel From/To Jurisdiction Analysis Year	US 301 STACY RD TO MCINTOSH RD FDOT 2015
Project Description: US 301 PD&	E STUDY		
Input Data		T	
Segment  Analysis direction vol., V <sub>d</sub> Opposing direction vol., V <sub>o</sub>	Shoulder width tt Lane width tt Lane width tt Shoulder width tt ength, L <sub>1</sub> mi	highway Terrain Grade Length Peak-hour far No-passing z  Show North Arrow % Trucks and	one 0.88 55%
Shoulder width ft Lane Width ft	4.0 12.0 1.3	Access points	<i>s mi</i> 1/mi /
Average Travel Speed		Analysis Direction (d)	Opposing Dispation (a)
		Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for truc		1.4	1.0
Passenger-car equivalents for RV	$_{\text{HV,ATS}} = 1/(1 + P_T(E_T - 1) + P_R(E_R - 1))$	0.980 1.000	
Grade adjustment factor <sup>1</sup> , f <sub>g,ATS</sub>		1.00 1.00	
Demand flow rate <sup>2</sup> , $v_i$ (pc/h) $v_i = V_i$	The state of the s	305	881
	ed from Field Measurement	Estimated Free-Flow Speed	
•		Base free-flow speed <sup>4</sup> , BFFS	60.0 mi/h
		Adj. for lane and shoulder width,4	f <sub>LS</sub> (Exhibit 15-7) 1.3 mi/h
Mean speed of sample <sup>3</sup> , S <sub>FM</sub>	e anno an	Adj. for access points <sup>4</sup> , f <sub>A</sub> (Exhibi	t 15-8) 0.3 mi/h
Total demand flow rate, both direct	\$0.000 (0.000 ft 10.000 ft	Free-flow speed, FFS (FSS=BFF	
Free-flow speed, FFS=S <sub>FM</sub> +0.007		Average travel speed, ATS <sub>d</sub> =FFS	20 / 1
Adj. for no-passing zones, f <sub>np,ATS</sub>	(Exhibit 15-15) 0.9 mi/h	Vo,ATS) - fnp,ATS	48.3 mi/h
		Percent free flow speed, PFFS	82.6 %
Percent Time-Spent-Following		Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for truc	ks, E <sub>T</sub> (Exhibit 15-18 or 15-19)	1.1	1.0
Passenger-car equivalents for RV	s, E <sub>R</sub> (Exhibit 15-18 or 15-19)	1.0	1.0
Heavy-vehicle adjustment factor, f	<sub>HV</sub> =1/ (1+ P <sub>T</sub> (E <sub>T</sub> -1)+P <sub>R</sub> (E <sub>R</sub> -1) )	0.995	1.000
Grade adjustment factor <sup>1</sup> , f <sub>g,PTSF</sub>	(Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate <sup>2</sup> , $v_i$ (pc/h) $v_i$ =V		300	881
Base percent time-spent-following	<sup>4</sup> , BPTSF <sub>d</sub> (%)=100(1-e <sup>av</sup> d <sup>b</sup> )	41.6	
Adj. for no-passing zone, $f_{np,PTSF}$	(Exhibit 15-21)	22.3	
Percent time-spent-following, PTS	$F_d$ (%)=BPTS $F_d$ + $f_{np,PTSF}$ *( $v_{d,PTSF}$ / $v_{d,PTSF}$ +	+ 47.3	
V <sub>o,PTSF</sub> )  Level of Service and Other Perfo	rmanco Moscuras		
Level of Service and Other Period Level of service, LOS (Exhibit 15-3			C
Volume to capacity ratio, v/c			.18

Page 2 of 2 Directional

Capacity, C <sub>d,ATS</sub> (Equation 15-12) pc/h	1700	
Capacity, C <sub>d,PTSF</sub> (Equation 15-13) pc/h	1700	
Percent Free-Flow Speed PFFS <sub>d</sub> (Equation 15-11 - Class III only)	82.6	
Bicycle Level of Service		
Directional demand flow rate in outside lane, v <sub>OL</sub> (Eq. 15-24) veh/h	298.9	
Effective width, Wv (Eq. 15-29) ft	16.00	
Effective speed factor, S <sub>t</sub> (Eq. 15-30)	4.79	
Bicycle level of service score, BLOS (Eq. 15-31)	4.66	
Bicycle level of service (Exhibit 15-4)	Е	

### Notes

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<sup>1.</sup> Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.

<sup>2.</sup> If  $v_i(v_d \text{ or } v_o) >= 1,700 \text{ pc/h}$ , terminate analysis--the LOS is F.

<sup>3.</sup> For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only

<sup>5.</sup> Exhibit 15-20 provides coefficients a and b for Equation 15-10.

<sup>6.</sup> Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET		
General Information           Analyst         MMA           Agency or Company         AIM ENGINEERING & SURVEYING           Date Performed         8/5/2015           Analysis Time Period         PM	Site Information  Highway / Direction of Travel From/To Jurisdiction Analysis Year	US 301 MCINTOSH TO FUTURE SR 56 FDOT 2015
Project Description: US 301 PD&E STUDY		
Input Data		
Shoulder width tt  Lane width tt  Lane width tt  Shoulder width tt  Shoulder width tt  Segment length, L <sub>1</sub> mi	Class I highway Class II highway Class III highway  Terrain V Level Rolling Grade Length mi Up/down Peak-hour factor, PHF 0.88 No-passing zone 49%	
Analysis direction vol., V. 837veh/h	Show North Arrow % Trucks an	T17 (10/10 K
Analysis direction vol., V <sub>d</sub> Opposing direction vol., V <sub>o</sub> Shoulder width ft  Lane Width ft  Segment Length mi  4.0  7.1	% Trucks and Buses , P <sub>T</sub> 5 %  % Recreational vehicles, P <sub>R</sub> 0%  Access points <i>mi</i> 2/mi	
Average Travel Speed	Analysis Direction (d)	Opposing Direction (o)
D (	Analysis Direction (d)	1.4
Passenger-car equivalents for trucks, $E_T$ (Exhibit 15-11 or 15-12)  Passenger-car equivalents for RVs, $E_R$ (Exhibit 15-11 or 15-13)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV.ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	1.000 0.980	
Grade adjustment factor <sup>1</sup> , f <sub>g,ATS</sub> (Exhibit 15-9)	1.00 1.00	
Demand flow rate <sup>2</sup> , $v_i$ (pc/h) $v_i$ = $V_i$ / (PHF* $f_{g,ATS}$ * $f_{HV,ATS}$ )	951 324	
Free-Flow Speed from Field Measurement	Estimated Free-Flow Speed	
Mean speed of sample <sup>3</sup> , $S_{FM}$ Total demand flow rate, both directions, $v$ Free-flow speed, FFS= $S_{FM}$ +0.00776( $v$ / $f_{HV,ATS}$ )	Base free-flow speed <sup>4</sup> , BFFS  Adj. for lane and shoulder width, f <sub>LS</sub> (Exhibit 15-7)  Adj. for access points <sup>4</sup> , f <sub>A</sub> (Exhibit 15-8)  Free-flow speed, FFS (FSS=BFFS-f <sub>LS</sub> -f <sub>A</sub> )  58.2 m	
Adj. for no-passing zones, f <sub>np,ATS</sub> (Exhibit 15-15) 2.5 mi/h	Average travel speed, ATS $_{\rm d}$ =FFS-0.00776(v $_{\rm d,ATS}$ + $_{\rm d,ATS}$ ) - f $_{\rm np,ATS}$ Percent free flow speed, PFFS 78.6	
Percent Time-Spent-Following	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E <sub>T</sub> (Exhibit 15-18 or 15-19)	1.0	1.1
Passenger-car equivalents for RVs, E <sub>R</sub> (Exhibit 15-18 or 15-19)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV}$ =1/ (1+ $P_T(E_{T}$ -1)+ $P_R(E_{R}$ -1) )	1.000	0.995
Grade adjustment factor <sup>1</sup> , f <sub>g,PTSF</sub> (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate <sup>2</sup> , $v_i$ (pc/h) $v_i$ = $V_i$ /(PHF* $f_{HV,PTSF}$ * $f_{g,PTSF}$ )	951	319
Base percent time-spent-following <sup>4</sup> , $BPTSF_d(\%)=100(1-e^{av_d^b})$	70.5	
Adj. for no-passing zone, f <sub>np,PTSF</sub> (Exhibit 15-21)	19.3	
Percent time-spent-following, PTSF $_{\rm d}$ (%)=BPTSF $_{\rm d}$ +f $_{\rm np,PTSF}$ *(v $_{\rm d,PTSF}$ / v $_{\rm d,PTSF}$ +	+ 85.0	
V <sub>o,PTSF</sub> )  Level of Service and Other Performance Measures		
Level of service, LOS (Exhibit 15-3)		Ε
Volume to capacity ratio, v/c	0.56	

Capacity, C <sub>d,ATS</sub> (Equation 15-12) pc/h	1666
Capacity, C <sub>d,PTSF</sub> (Equation 15-13) pc/h	1692
Percent Free-Flow Speed PFFS <sub>d</sub> (Equation 15-11 - Class III only)	78.6
Bicycle Level of Service	
Directional demand flow rate in outside lane, $v_{ m OL}$ (Eq. 15-24) veh/h	951.1
Effective width, Wv (Eq. 15-29) ft	16.00
Effective speed factor, S <sub>f</sub> (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	5.25
Bicycle level of service (Exhibit 15-4)	E
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<sup>1.</sup> Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.

<sup>2.</sup> If  $v_i(v_d \text{ or } v_o) >= 1,700 \text{ pc/h}$ , terminate analysis--the LOS is F.

<sup>3.</sup> For the analysis direction only and for v>200 veh/h.

<sup>5.</sup> For the analysis direction only
5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

DIRECTIONAL TWO-LANE HIGHWA	Y SEGMENT WORK	SHEET					
General Information	Site Information						
Analyst MMA Agency or Company AIM ENGINEERING & SURVEYING Date Performed 8/5/2015 Analysis Time Period PM	Highway / Direction of Travel From/To Jurisdiction Analysis Year	US 301 MCINTOSH TO FUTURE SR 56 FDOT 2015					
Project Description: US 301 PD&E STUDY							
Input Data							
Shoulder width tt  Lane width tt  Lane width tt  Shoulder width tt  Shoulder width tt  Segment length, L <sub>1</sub> mi	highway Terrain Grade Length						
Analysis direction vol., V <sub>d</sub> 279veh/h Opposing direction vol., V <sub>o</sub> 837veh/h	Peak-hour factor, PHF No-passing zone  Show North Arrow  % Trucks and Buses , P <sub>T</sub> % Recreational vehicles, P <sub>R</sub> 0.88 49%  % Trucks and Buses , P <sub>T</sub> 0%						
Shoulder width ft Lane Width ft Segment Length mi 7.1	Access points	s mi 2/mi /					
Average Travel Speed	Analysis Direction (d)	Opposing Direction (o)					
Passenger-car equivalents for trucks, E <sub>T</sub> (Exhibit 15-11 or 15-12)	1.4	1.0					
Passenger-car equivalents for RVs, E <sub>R</sub> (Exhibit 15-11 or 15-13)	1.0	1.0					
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.980	1.000					
Grade adjustment factor <sup>1</sup> , f <sub>g,ATS</sub> (Exhibit 15-9)	1.00	1.00					
Demand flow rate <sup>2</sup> , $v_i$ (pc/h) $v_i$ = $V_i$ / (PHF* $f_{g,ATS}$ * $f_{HV,ATS}$ )	324	951					
Free-Flow Speed from Field Measurement		ee-Flow Speed					
	Base free-flow speed <sup>4</sup> , BFFS	60.0 mi/h					
Mean speed of sample <sup>3</sup> , S <sub>FM</sub>	Adj. for lane and shoulder width,4	LO					
Total demand flow rate, both directions, <i>v</i>	Adj. for access points <sup>4</sup> , f <sub>A</sub> (Exhibit						
Free-flow speed, FFS=S <sub>FM</sub> +0.00776(v/ f <sub>HV,ATS</sub> )	Free-flow speed, FFS (FSS=BFF	$-S-f_{LS}-f_A$ ) 58.2 mi/h					
Adj. for no-passing zones, f <sub>np,ATS</sub> (Exhibit 15-15) 0.8 mi/h	Average travel speed, ATS <sub>d</sub> =FFS	S-0.00776(v <sub>d,ATS</sub> + 47.5 <i>mi/h</i>					
	v <sub>o,ATS</sub> ) - f <sub>np,ATS</sub> Percent free flow speed, PFFS	81.6 %					
Percent Time-Spent-Following	Analysis Direction (d)	Opposing Direction (o)					
Passenger-car equivalents for trucks, E <sub>T</sub> (Exhibit 15-18 or 15-19)	1.1	1.0					
Passenger-car equivalents for RVs, E <sub>R</sub> (Exhibit 15-18 or 15-19)	1.0	1.0					
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_{T}^{-1})+P_R(E_{R}^{-1}))$	0.995	1.000					
Grade adjustment factor <sup>1</sup> , f <sub>g,PTSF</sub> (Exhibit 15-16 or Ex 15-17)	1.00	1.00					
Directional flow rate <sup>2</sup> , $v_i(pc/h)$ $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	319	951					
Base percent time-spent-following <sup>4</sup> , BPTSF <sub>d</sub> (%)=100(1-e <sup>av</sup> d <sup>b</sup> )	4	3.7					
Adj. for no-passing zone, f <sub>np,PTSF</sub> (Exhibit 15-21)	1	9.3					
Percent time-spent-following, $PTSF_d$ (%)= $BPTSF_d$ + $f_{np,PTSF}$ * $(v_{d,PTSF} / v_{d,PTSF} + v_{d,PTSF})$	4	8.5					
V <sub>o,PTSF</sub> )							
Level of Service and Other Performance Measures Level of service, LOS (Exhibit 15-3)		C					
Volume to capacity ratio, $v/c$	0	.19					

Page 2 of 2 Directional

Capacity, C <sub>d,ATS</sub> (Equation 15-12) pc/h	1700
Capacity, C <sub>d,PTSF</sub> (Equation 15-13) pc/h	1700
Percent Free-Flow Speed PFFS <sub>d</sub> (Equation 15-11 - Class III only)	81.6
Bicycle Level of Service	
Directional demand flow rate in outside lane, $v_{\rm OL}$ (Eq. 15-24) veh/h	317.0
Effective width, Wv (Eq. 15-29) ft	16.00
Effective speed factor, S <sub>t</sub> (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	4.69
Bicycle level of service (Exhibit 15-4)	Е

# Notes

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<sup>1.</sup> Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.

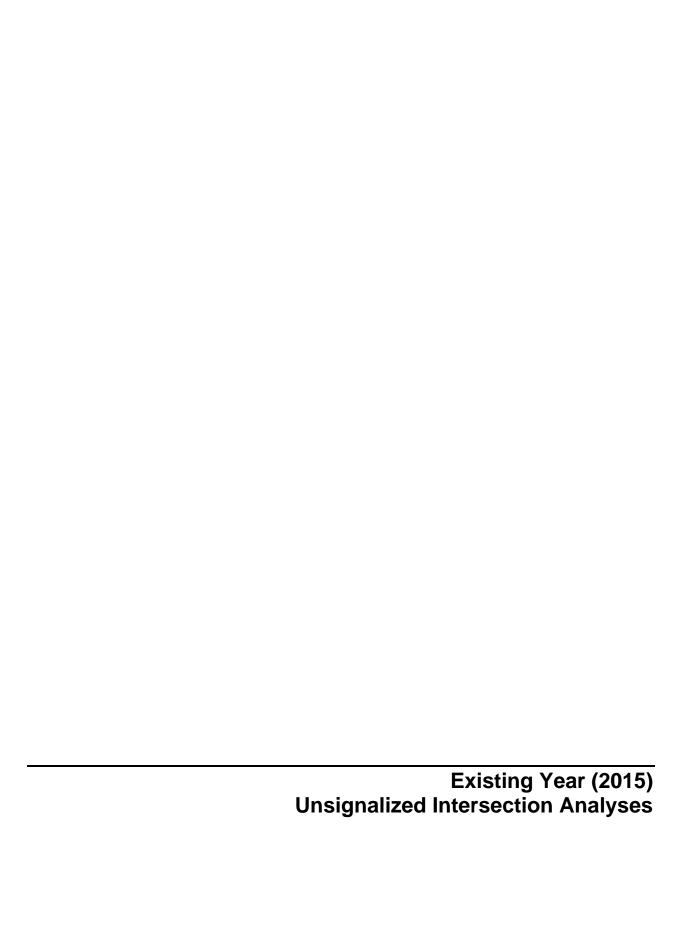
<sup>2.</sup> If  $v_i(v_d \text{ or } v_o) >= 1,700 \text{ pc/h}$ , terminate analysis--the LOS is F.

<sup>3.</sup> For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only

1. For th

<sup>5.</sup> Exhibit 15-20 provides coefficients a and b for Equation 15-10.

<sup>6.</sup> Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.



	TW	O-WAY STOP	CONTR	OL SU	MMARY					
General Information	n		Site I	Site Information						
Analyst	MMA		Interse	ection		US 301 & HARNEY RD				
Agency/Co.	AIM ENG SURVEY	INEERING &	Jurisd			FDOT				
Date Performed	7/31/2015		Analys	sis Year						
Analysis Time Period	AM									
Project Description US	S 301 PD&E ST	UDY					-x -22-			
East/West Street: HAR			North/	South St	reet: US 301					
Intersection Orientation:	North-South		Study	Period (h	rs): 0.25					
Vehicle Volumes ar	nd Adjustme	nts		400						
Major Street		Northbound				Southbour	nd			
Movement	1	2	3		4	5			3	
	L	T	R		<u>L</u>	T	_	F	₹	
Volume (veh/h)	100	368	12		16	1132	, -	4.0	20	
Peak-Hour Factor, PHF	1.00	0.85	0.85	)	0.00	0.85	_	1.0	V.	
Hourly Flow Rate, HFR (veh/h)	0	432	14		18	1331		C	)	
Percent Heavy Vehicles	0				5				_	
Median Type				Undivid	ded			-00000000		
RT Channelized			0					0	)	
anes	0	1	0		0	1/		0	)	
Configuration			TR		LT					
Jpstream Signal		0				0	al pettia			
Minor Street		Eastbound			III - Si e a constant a mo	Westboun	d			
Movement	7	8	9		10	11		1	2	
	L	T	R		L	Т		F	۲ _	
/olume (veh/h)					9			14	4	
Peak-Hour Factor, PHF	1.00	1.00	1.00		0.85	1.00		0.8	35 _	
Hourly Flow Rate, HFR (veh/h)	0	0	0		10	0		16		
Percent Heavy Vehicles	0	0	0		16	0		10	5 _	
Percent Grade (%)		0			-	0				
Flared Approach		N				N				
Storage		0				0				
RT Channelized			0					0		
_anes	0	0	0		0	0		0		
Configuration						LR				
Delay, Queue Length, a	nd Level of Se	rvice								
Approach	Northbound	Southbound		Westbou	nd	E	astbou	ınd		
Movement	1	4	7	8	9	10	11		12	
ane Configuration		LT		LR						
(veh/h)		18		26			8 -			
C (m) (veh/h)		1098								
//c		0.02		169 0.15			VIII 40 AV	$\neg$		
95% queue length		0.05		0.53				-		
		8.3		30.1						
Control Delay (s/veh)				D D				-		
.os		Α		22 22				L		
Approach Delay (s/veh)				30.1				10077		
Approach LOS	-			D						

	TW	O-WAY STOP	CONTR	OL SU	IMMARY	23			
General Information	1		Site I	nform	ation				
Analyst Agency/Co. Date Performed Analysis Time Period	MMA		Interse Jurisd Analys			US 301 & CR 579 FDOT 2015			
Project Description US	301 PD&E ST	UDY			- 2132				
East/West Street: CR 5			North/S	South St	treet: US 301				
Intersection Orientation:	North-South		Study	Period (	hrs): 0.25				
Vehicle Volumes ar	d Adjustme	nts						<b>计算是为</b>	
Major Street	1	Northbound				Southbour	nd		
Movement	1	2	3		4	5		6	
	L	Т	R	,,	L	Т	/	R	
Volume (veh/h)		299	38	/	97	895			
Peak-Hour Factor, PHF	1.00	0.85	0.85	i /	0.85	0.85		1.00	
Hourly Flow Rate, HFR (veh/h)	0	351	44		114	1052		0	
Percent Heavy Vehicles	0				5 /			-	
Median Type			Undiv		ided 🗸	- 1969)			
RT Channelized			0		/	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		0	
Lanes	0	1 /	1		1	1		0	
Configuration		T	R		L	T .			
Upstream Signal	0					0			
Minor Street		Eastbound	***************************************			Westbour	ıd		
Movement	7	8	9		10	11	0	12	
	L	Т	R		L	Т		R	
Volume (veh/h)					22			32	
Peak-Hour Factor, PHF	1.00	1.00	1.00		0.85	1.00		0.85	
Hourly Flow Rate, HFR (veh/h)	0	0	0		25	0		37	
Percent Heavy Vehicles	0	0	0		17	0		17 🔨	
Percent Grade (%)		0				0	320		
Flared Approach		N				Ν			
Storage		0				0			
RT Channelized			0		7			0	
Lanes	0	0	0		1	0		10/	
Configuration	+		+		i			R	
Delay, Queue Length, a	nd Lovel of Sa	nvice							
	Northbound	Southbound		Westbo	und	F	astbour	nd	
Approach Movement	1	4	7	8	9	10	11	12	
Lane Configuration		L	L		R				
v (veh/h)		114	25		37				
C (m) (veh/h)			93		660				
v/c		0.10	0.27		0.06				
		0.70	0.27		0.18				
95% queue length	We see the second								
Control Delay (s/veh)		8.5	57.4		10.8			110	
LOS		Α	F	The state of the s	В				
Approach Delay (s/veh)				29.6					
Approach LOS				D					

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	IDV						
	וטנ	North/Sc	outh Str	eet: 11S 301			
	nte						STEEL ST
la Aujustinei					Southbou	ınd	
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0 /	259	67		14	783		0
0.85	0.85	0.85		0.85	0.85	/	0.85
0	304	78		16	921		0
0	<del></del>			5			
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			1				0
1 7	1.	100		1/	1		0
1 /				i			TR
	0			1001	0		
	Fastbound				Westbou	nd	
7		9		10	11		12
L	Т	R		L	Т		R
0	0 /	0 /		196	0		6
0.85	0.85	0.85	/	0.85	1.00		0.85
0	0	0		230	0		7
0 /	0	0		4	0		4
	0			3 TAX-000A	0		
	N				N		
	0	E.			0		
		0			,		0
0	1 /	0		0	1	1	0
	LTR				LTR		100
nd Level of Sei	vice						
Northbound	Southbound	W	estbou	nd		Eastbound	l
1	4	7	8	9	10	11	12
L	L		LTR		15.00 YOZO	LTR	
0	16		237			0	
750	1160		149				
0.00	0.01	1.59					
Manufacture Company						700	
						200	
						L	1
		349.0 F			-		
	AIM ENGISURVEYINT/31/2015 AM  6 301 PD&E STUCY RD  North-South  1 L 0 0.85 0 0 0 1 L 0 0.85 0 0 0 0  nd Level of Ser  Northbound 1 L 0 750	MMA AIM ENGINEERING & SURVEYING 7/31/2015 AM  S 301 PD&E STUDY CY RD North-South    Northbound	MMA	MMA         Intersection Jurisdiction           AIM ENGINEERING & SURVEYING 7/31/2015         Intersection Jurisdiction Analysis Year           S301 PD&E STUDY         CY RD         North/South Str           North-South         Study Period (h           Total Adjustments           Northbound         1         2         3         L         T         R         Undivided           0         0         Undivided           0         Undivided           Undivided         0           Undivided         0         Undivided           Undivided         0         Undivided           Undivided         0         Undivided           Eastbound         7         8         9         E         Undivided           Eastbound         7         R         0         0         0         0         0	MMA         AIM ENGINEERING & SURVEYING ATM (AND AND AND AND AND AND AND AND AND AND	MMA	MMA

8/20/2015

	TW	O-WAY STOP	CONTR	OL SU	MMARY					
General Information	i		Site I	nforma	tion					
Analyst Agency/Co.	SURVEY		Jurisd	Intersection Jurisdiction Analysis Year			US 301 & MCINTOSH RD FDOT 2015			
Date Performed Analysis Time Period	7/31/2015									
Project Description US	301 PD&E ST	UDY	<b>I</b> 1 11 11	2 11 01	1 110 001					
East/West Street: MC/N					eet: <i>US 301</i> rs): <i>0.25</i>					
ntersection Orientation:			Study	renou (III	15). 0.23					
Vehicle Volumes an	id Adjustme		Section 1			Cauthha	d			
Vlajor Street	1	Northbound	3		4	Southbox 5	una	6		
Movement	1	2 T	R		L	T T		R		
Volume (veh/h)	-	249	12	/	69	768				
Peak-Hour Factor, PHF	1.00	0.85	0.85	5 -	0.85	0.85		1.00		
Hourly Flow Rate, HFR	0	292	14		81	903		0		
Percent Heavy Vehicles	0				5					
Median Type			Und		led					
RT Channelized			0					0		
anes	0	1	0		1 ′	1 1		0		
Configuration	14432		TR		L	T ·				
Jpstream Signal		0				0				
Minor Street		Eastbound				Westbou	ınd			
Movement	7	8	9		10	11		12		
	L	Т	R		L	Т		R		
/olume (veh/h)			1.00		15	1.00		30 0.85		
Peak-Hour Factor, PHF	1.00	1.00		<del>'</del>	0.85	1.00				
Hourly Flow Rate, HFR (veh/h)	0	0	0		17	0		35 5		
Percent Heavy Vehicles	0	0	0		5	0				
Percent Grade (%)		0	1			0		-		
Flared Approach		N				N				
Storage		0				0				
RT Channelized			0					0		
anes	0	0	0		0	0	1	0		
Configuration						LR				
Delay, Queue Length, a						T				
Approach	Northbound	Southbound		Westbou			Eastbour	1		
Movement	1	4	7	8	9	10	11	12		
ane Configuration		L		LR			-			
/ (veh/h)	400	81		52						
C (m) (veh/h)		1238	323							
ı/c		0.07		0.16						
95% queue length		0.21	5.50	0.57						
Control Delay (s/veh)	30 10 100	8.1		18.3						
_OS		Α		С						
Approach Delay (s/veh)				18.3						
				С						
Approach LOS				С		<u> </u>	AN AT SHAWARE	Conservation - 20		

0	-				MMARY					
General Informatio			Site II	nforma	tion					
Analyst	MMA	NAISEEDIAIO A	Interse	ection		US 301 d	& HARNE	Y RD		
Agency/Co.	SURVEY	GINEERING & VING	- 6 - 10 - 10 - 10 - 10 - 10 - 10 - 10 -	Jurisdiction						
Date Performed	7/31/201	***	Analys	sis Year		2015	2015			
Analysis Time Period	PM	7								
Project Description Us	S 301 PD&E ST	UDY								
East/West Street: HAR			North/S	South Str	eet: US 30	1				
Intersection Orientation:	North-South		Study F	Period (h	rs): 0.25		1.000			
Vehicle Volumes a	nd Adjustme	ents								
Major Street		Northbound				Southbo	und			
Movement	1	2	3		4	5		6		
	L	Т	R		L	Т		R		
Volume (veh/h)		1113	28		5	377		4.00		
Peak-Hour Factor, PHF	1.00	0.88	0.88		0.88	0.88		1.00		
Hourly Flow Rate, HFR (veh/h)	0	1264	31		5	428		0		
Percent Heavy Vehicles	0				5					
Median Type				Undivid	ed					
RT Channelized			0				/	0		
Lanes	0	1 ′	0		0	1	V	0		
Configuration			TR		LT			west so XII -		
Upstream Signal		0				0				
Minor Street		Eastbound				Westbou	ınd			
Movement	7	8	9		10	11		12		
	L	T	R		L	T		R		
Volume (veh/h)					3			35		
Peak-Hour Factor, PHF	1.00	1.00	1.00		0.88	1.00		0.88		
Hourly Flow Rate, HFR (veh/h)	0	0	0		3	0		39		
Percent Heavy Vehicles	0	0	0		0	0		0		
Percent Grade (%)		0				0				
Flared Approach		_ N	All the second s			N	elegies.co			
Storage		0				0				
RT Channelized			0					0		
_anes	0	0	0		0	0		0		
Configuration		The Control of the Co				LR '				
Delay, Queue Length, a	ind Level of Se	rvice								
Approach	Northbound	Southbound	٧	Vestbour	nd		Eastbound	I		
Movement	1	4	7	8	9	10	11	12		
ane Configuration		LT		LR						
/ (veh/h)		5		42						
C (m) (veh/h)		525		190						
//c	1000.5	0.01		0.22	1			Ī		
95% queue length		0.03		0.82						
Control Delay (s/veh)	200	11.9		29.2						
	θ)	77.9 B		29.2 D						
OS				1000	1	-				
Approach Delay (s/veh)				29.2		-				
Approach LOS				D						

	TW	O-WAY STOP	CONTR	OL SUI	MMARY	20 271	E00 M		
General Information	1		Site I	nforma	tion				
Analyst	MMA		Interse	ection		US 301 8	CR 579		
Agency/Co.	SURVEY		Jurisd			FDOT 2015			
Date Performed Analysis Time Period	7/31/2015 PM								
Project Description US		UDY	1						
East/West Street: CR 5					reet: US 301				
Intersection Orientation:			Study	Perioa (n	rs): 0.25				
Vehicle Volumes an	id Adjustme								
Major Street		Northbound				Southbou	and		
Movement	11	2 T	3 R		4	5 T		6 R	
(Aluma (yah/h)	L	882	35	,	40	291	e	- R	
Volume (veh/h) Peak-Hour Factor, PHF	1.00	0.88	0.88	7	0.88	0.88		1.00	
Hourly Flow Rate, HFR									
(veh/h)	0	1002	39		45	330		0	
Percent Heavy Vehicles	0				5				
Median Type				Undivid	ded				
RT Channelized		,	0					0	
_anes	0	1	1		1	1		0	
Configuration		T	R		L	T		V 2000000	
Jpstream Signal		0				0			
Minor Street		Eastbound			2	Westbou	nd		
Movement	7	8	9		10	11		12	
	L	Т	R		L	Т		R	
/olume (veh/h)							1000	110	
Peak-Hour Factor, PHF	1.00	1.00	1.00	1.00		1.00		0.88	
Hourly Flow Rate, HFR veh/h)	0	0	0		52	0		125	
Percent Heavy Vehicles	0	0	0		1	0		1	
Percent Grade (%)		0				0			
lared Approach		N				N			
Storage		0				0			
RT Channelized		- A - Market	0		***			0	
anes	0	0	0		1	0		1	
Configuration					L			R	
Delay, Queue Length, a	nd Level of Se	rvice		Rice His					
Approach	Northbound	Southbound		Westbou	nd		Eastboun	d	
Movement	1	4	7	8	9	10	11	12	
ane Configuration		L	<del>L</del>	<u> </u>	R				
	-	45	52		125	100		+	
/ (veh/h)									
C (m) (veh/h)		657	141		296			+	
ı/c		0.07	0.37		0.42	7			
95% queue length		0.22	1.54		2.00				
Control Delay (s/veh)		10.9	44.7		25.8				
.OS		В	E		D				
1 Dala (1/ -10)				31.3					
Approach Delay (s/veh)			31						

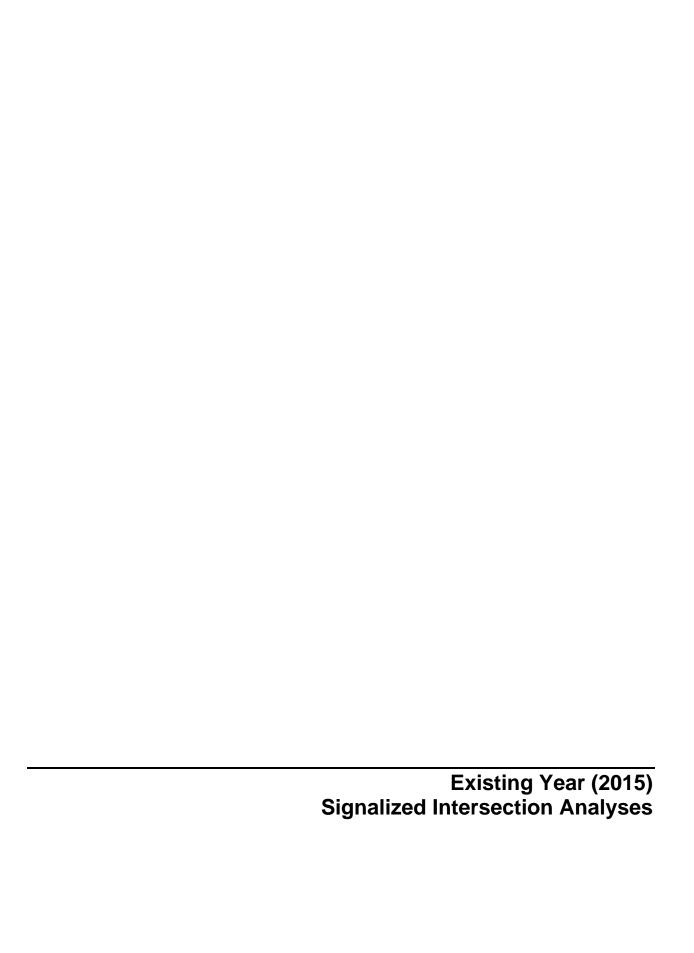
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		O-WAY STOP								
<b>General Information</b>	1		Site I	nformati	ion					
Analyst	MMA		Interse	Intersection			STACY	RD		
Agency/Co.	SURVEY		Jurisd			FDOT 2015				
Date Performed	7/31/2015	5	Allalys	sis i cai		2013				
Analysis Time Period										
	301 PD&E ST	UDY								
East/West Street: STAC		***************************************	North/South Street: US 301							
ntersection Orientation:			Study	Period (hrs	s): 0.25					
Vehicle Volumes an	d Adjustme									
Major Street		Northbound	T			Southboo	und			
Movement	11	2	3		4	5		6		
	L	T	R		L	T	,	R		
Volume (veh/h)	2	734	245		10 /	255	aco.	2		
Peak-Hour Factor, PHF	0.88	0.88	0.88		0.88 /	0.88	5)   	0.88		
Hourly Flow Rate, HFR veh/h)	2	834	278		11 5	289		2		
Percent Heavy Vehicles	0		_							
Median Type		_ <del>_</del>		Undivide	d					
RT Channelized			0	,				0		
anes	1	1	1		1 <	1 "		0		
Configuration	L /	T	R		L ´			TR /		
Jpstream Signal		0	<u> </u>			0				
Minor Street		Eastbound				Westbou	nd			
Movement	7	8	9		10	11		12		
	L	T	R	/	L	Т		R		
/olume (veh/h)	1	1	8		71	U	<i>p</i> *	33		
Peak-Hour Factor, PHF	0.88	0.88	0.88		0.88	0.88		0.88		
Hourly Flow Rate, HFR veh/h)	1	1	9		80			37		
Percent Heavy Vehicles	0 /	0 /	0		1	0		1		
Percent Grade (%)		0				0				
lared Approach		N				N				
Storage		0				0				
RT Channelized	1		0					0		
anes	0	1 /	0		0	1		0		
Configuration		LTR				LTR	1			
Delay, Queue Length, a	nd Level of Se									
Approach	Northbound	Southbound		Westbound	1		Eastbound	100000000000000000000000000000000000000		
Movement	1	4	7	8	9	10	11	12		
ane Configuration	L	L		LTR	+ -		LTR	'2		
(veh/h)	2	11		117			11			
								-		
(m) (veh/h)	1282	617		204			398	+		
/c	0.00	0.02		0.57	-		0.03	-		
5% queue length	0.00	0.05		3.13			0.09			
Control Delay (s/veh)	7.8	10.9		44.0			14.3			
.OS	Α	В		Ε			В			
				440	44.0		440			
Approach Delay (s/veh)	1			44.0			14.3			

Page 1 of 1

					IMARY -					
General Information			Site Ir	Site Information						
Analyst	MMA		Interse	ction		US 301 8	MCINT	OSH RD		
Agency/Co.	AIM ENG SURVEY	GINEERING &	Jurisdio	ction		FDOT				
Date Performed	7/31/201		Analysi	is Year		2015				
Analysis Time Period	PM									
Project Description US	S 301 PD&E ST	UDY						10.00		
East/West Street: MCIN			North/S	outh Stre	et: US 301			12 2 2		
Intersection Orientation:	North-South		Study P	Period (hr:	s): 0.25					
Vehicle Volumes ar	nd Adjustme	nts								
Major Street		Northbound				Southbou	ınd			
Movement	1	2	3		4	5		6		
	L	T	R	/	L	Т		R		
Volume (veh/h)		745		38 48		231		4.00		
Peak-Hour Factor, PHF	1.00	0.88	0.88		0.88	0.88		1.00		
Hourly Flow Rate, HFR (veh/h)	0	846	43		54	262		0		
Percent Heavy Vehicles	0				5					
Median Type			T	Undivide	∍d		r			
RT Channelized			0					0		
Lanes	0	1 /	0	/	1	1		0		
Configuration			TR		L	T ~				
Upstream Signal		0	<u> </u>			0				
Minor Street		Eastbound 8				Westbou	nd			
Movement	7		9		10	11		12		
	L	T	R		L	Т		R		
Volume (veh/h)	1.00	1.00	4.00	0 0.88		1.00		92 / 0.88		
Peak-Hour Factor, PHF Hourly Flow Rate, HFR	1.00	1.00	1.00		0.88					
(veh/h)	0	0	0		34	0		104		
Percent Heavy Vehicles	0	0	0		4	0		4 /		
Percent Grade (%)		0				0				
Flared Approach		N				N		,		
Storage		0				0				
RT Channelized			0		50-25			0		
Lanes	0	0	0		0	0		0		
Configuration						LR				
Delay, Queue Length, a	nd Level of Se	rvice								
Approach	Northbound	Southbound	V	Vestboun	d	F	Eastbour	nd		
Vovement	1	4	7	8	9	10	11	12		
_ane Configuration		L		LR			1100			
/ (veh/h)		54		138						
C (m) (veh/h)		750		282						
//c	0.07			0.49	1					
95% queue length	3 - 20	0.23		2.52			7.22			
Control Delay (s/veh)		10.2		29.4	1					
OS		10.2 B		D						
	Was a second			29.4			170			
Approach Delay (s/veh)					,	-				
Approach LOS	77			D						



### **HCS 2010 Signalized Intersection Input Data** JIA DELLER Intersection Information **General Information** AIM ENGINEERING & SURVEYING Duration, h 0.25 Agency Other Analyst Analysis Date 8/31/2015 Area Type HILLSBOROUGH CO. Time Period AM PEAK HOUR PHF 0.85 Jurisdiction US 301/FOWLER AVENUE Analysis Year 2015 1>7:00 Analysis Period Intersection US301 FOWLER AVE 2015 AM.xus File Name US 301 PD&E STUDY - EXISTING CONDITIONS ANALYSIS **Project Description** WB NB SB **Demand Information** EB R T R Approach Movement L T R L T R L T L 46 189 717 225 110 Demand (v), veh/h Signal Information Reference Phase Cycle, s 85.0 127 Reference Point Offset, s 0 End 0.0 0.0 Green 43.5 26.5 0.0 0.0 Uncoordinated Simult. Gap E/W On Yes Yellow 5.5 5.5 0.0 0.0 0.0 0.0 Force Mode Fixed Simult. Gap N/S On Red 2.0 2.0 0.0 0.0 0.0 0.0 SB **Traffic Information** EB WB NB T R Approach Movement L Т R L T R L T R Demand (v), veh/h 225 110 46 189 717 0 0 Initial Queue (Qb), veh/h 0 0 0 1900 1900 1900 1900 1900 Base Saturation Flow Rate (so), veh/h None None Parking $(N_m)$ , man/h None 7 7 15 15 5 Heavy Vehicles (PHV), % 0 0 0 0 Ped / Bike / RTOR, /h 0 0 0 0 0 0 0 Buses (Nb), buses/h 3 3 3 3 3 Arrival Type (AT) 1.00 1.00 1.00 Upstream Filtering (I) 1.00 1.00 12.0 12.0 12.0 12.0 Lane Width (W), ft 12.0 0 235 0 Turn Bay Length, ft 560 560 0 0 0 0 Grade (Pg), % 0 55 Speed Limit, mi/h 55 55 55 55 SBT **Phase Information** EBL **EBT** WBL **WBT NBL NBT** SBL 43.5 43.5 Maximum Green (Gmax) or Phase Split, s 26.5 5.5 5.5 5.5 Yellow Change Interval (Y), s 5.5 2.0 Red Clearance Interval (Rc), s 2.0 2.0 2.0 15 10 10 15 Minimum Green (Gmin), s 2.0 2.0 2.0 2.0 Start-Up Lost Time ( It), s 2.0 2.0 2.0 2.0 Extension of Effective Green (e), s 5.0 5.0 2.0 2.0 Passage (PT), s Min Off Min Recall Mode Off **Dual Entry** No No Yes Yes 0.0 Walk (Walk), s 0.0 0.0 0.0 0.0 0.0 0.0 0.0 Pedestrian Clearance Time (PC), s SB **Multimodal Information** EB WB NB No 25 0 No 25 0 25 85th % Speed / Rest in Walk / Corner Radius 0 No Walkway / Crosswalk Width / Length, ft 9.0 12 0 9.0 0 9.0 12 0 0 0 No 0 0 No Street Width / Island / Curb 0 0 No 12 5.0 12 5.0 2.0 Width Outside / Bike Lane / Shoulder, ft 12 5.0 2.0 2.0 No 0.50 No 0.50 Pedestrian Signal / Occupied Parking No 0.50

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	2000	HCS 2	010 3	ngnan	zeu II	iterse	CLIOI	INE	Sun	is 3	umm	ary		Mary Inc.		N. A.
General Inform	ation	HAR SOURCE STATE		And the second					Inte	rsect	tion Inf	ormati	on		) H   I	F L
Agency		AIM ENGINEERING	3 & SU	RVFYIN	G			-		ation,		0.25				
Analyst	Name of the last o	, and Elitonia			sis Date	8/31/2	015			а Тур		Othe	r			
Jurisdiction	THE PERSON NAMED IN	HILLSBOROUGH (	20	Time F		-	EAK HC	UR	PHF			0.85				
Intersection	**************************************	US 301/FOWLER A	-		MANAGED AND ADDRESS OF THE PARTY NAMED IN	-				-	Period	1> 7:	00			
File Name		US301 FOWLER A		- 10 m 10	The same of the same of	12010		nation of the	7 1110	1,010	Torroa	1	-		5.	
Project Descript	ion	US 301 PD&E STU	THE RESERVE THE PERSON NAMED IN	-	-	ITIONS	ANALY	′SIS	-					┤ '	1   1   4   1   1   1   1   1   1   1   1	h r
					ED.			10			PAR	AID			CD	
Demand Inforn					EB	T 5		-	/B		-	NB T	Тъ		SB	1 -
Approach Move	HE - 11 - 25 - 11			L	Т	R	L	+-	Г	R	L 40		R	L		F
Demand (v), vel	n/n			225		110					46	189	1,25		717	
Signal Informa	tion				H	7		T			STATE OF THE PARTY.					1
Cycle, s	85.0	Reference Phase	2	1	50	E	İ		1					V		~
Offset, s	0	Reference Point	End	C.	12.5	26.5	0.0		_	0.0	0.0		1	2	3	. 7
Uncoordinated	Yes	Simult. Gap E/W	On	Green Yellow		26.5 5.5	0.0	0.0		0.0	0.0					
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	2.0	0.0	0.0	-	0.0	0.0		5	6	7	
				ED!			14/01		) A (F)	- 1	MD		NDT	0.5		ODT
Timer Results				EBL	-   -	EBT	WBI	-	WE	31	NB	-	NBT	SE	DL .	SBT 6
Assigned Phase						4		+					6.0			8.0
Case Number				500 KIN		9.0		-			191152.9		-	-		
Phase Duration,						34.0		+		_			51.0			51.0
Change Period, (Y+Rc), s				7.5		-					7.5	-		7.5		
Max Allow Headway ( <i>MAH</i> ), s					3.0		$\dashv$					6.0			6.0	
	Queue Clearance Time (gs), s			-		12.9		+		_			45.5	_		38.2
Green Extension	-	(ge), S			-	0.6		_	-		-		0.0	-		3.7
Phase Call Prob	_					.00							1.00	-		1.00
Max Out Probab	oility		ACCEPTANCE.	- CONTRACTOR OF THE PARTY OF TH		0.00			Ser Ser			350000	1.00	1000000		1.00
Movement Gro	up Res	sults		Table 1	EB			WE	3			NB		T	SB	
Approach Move	ment			L	T	R	L ]	Т	T	R	L	T	R	L	T	F
Assigned Mover	nent			7	N. S. E.	14					5	2			6	
Adjusted Flow R	ate (v)	, veh/h		265		129					54	222		1	844	1
the state of the later of the l		ow Rate (s), veh/h/ln		1691		1505					576	1652		0 07 00	1810	
Queue Service	Contract Contract			10.9		5.5				1	7.3	6.5			36.2	
Cycle Queue Cl			-1,018	10.9		5.5					43.5	6.5			36.2	100
Green Ratio (g/0	-			0.31		0.31					0.51	0.51			0.51	1
Capacity (c), vel	96.0	24d 25d/20		527		469	-	-			134	846		3 6 2 5 5	926	
Volume-to-Capa	CELLIE .	tio (X)		0.502		0.276	-				0.404	0.263			0.911	1
Available Capac	-		HC 548	527		469					134	846	100 145		926	
	-	n/ln (50th percentile)		3.9		1.7		ni was remain			1.2	2.0			15.3	1
The same of the sa		RQ) (50th percentile)		0.18	1000	0.08					0.14	0.00	0.00		0.00	133
Jniform Delay (	_	Committee of the commit		23.9		22.0					39.2	11.7			19.0	T
	-			0.3		0.1	71152				4.1	0.4	16.174		13.5	
ncremental Delay (d2), s/veh nitial Queue Delay (d3), s/veh			0.0		0.0			1		0.0	0.0		1	0.0	1	
Control Delay (a				24.2		22.1	7.4				43.3	12.1	- 177		32.4	
evel of Service				C		C				-	D	В			C	
Approach Delay		/LOS		23.5		С	0.0				18.2		В	32.		C
ntersection Dela	Name and Address of the Owner, where the Owner, which the Owner, where the Owner, where the Owner, which the	CONTRACTOR OF THE PARTY OF THE				27	-				. 012			C		
					SES						1					5116
Multimodal Res	THE REAL PROPERTY.				EB			WE	-			NB			SB	
THE RESERVE AND PERSONS ASSESSMENT AND PARTY AND ADDRESS.	^	/LOS		2.3		В	2.1		В		0.7		Α	2.3	3	В

### **HCS 2010 Signalized Intersection Input Data** 74141 **General Information** Intersection Information AIM ENGINEERING & SURVEYING Duration, h 0.25 Agency Analyst Analysis Date 8/31/2015 Area Type Other Jurisdiction HILLSBOROUGH CO. Time Period PM PEAK HOUR PHF 0.88 US 301/FOWLER AVENUE Analysis Year 2015 1>7:00 Intersection Analysis Period US301 FOWLER AVE 2015 PM.xus File Name ጎ ተ **Project Description** US 301 PD&E STUDY - EXISTING CONDITIONS ANALYSIS 五月 1 年 1 1 1 **Demand Information** EB WB NB SB Approach Movement L T R L T R L T R L T R 647 102 695 Demand (v), veh/h 100 166 Signal Information Reference Phase Cycle, s 85.0 5.1 V Offset, s 0 Reference Point End Green 42.5 27.5 0.0 0.0 0.0 0.0 Uncoordinated Yes Simult. Gap E/W On Yellow 5.5 5.5 0.0 0.0 0.0 0.0 Force Mode Fixed Simult. Gap N/S On Red 2.0 2.0 0.0 0.0 0.0 0.0 **Traffic Information** EB WB NB SB Approach Movement L T R L T R L T R R Demand (v), veh/h 647 100 102 695 166 Initial Queue (Qb), veh/h 0 0 0 0 0 Base Saturation Flow Rate (so), veh/h 1900 1900 1900 1900 1900 Parking (Nm), man/h None None None 5 5 Heavy Vehicles (PHV), % 3 3 5 Ped / Bike / RTOR, /h 0 0 0 0 0 0 Buses (Nb), buses/h 0 0 0 0 0 3 3 3 3 3 Arrival Type (AT) Upstream Filtering (I) 1.00 1.00 1.00 1.00 1.00 12.0 Lane Width (W), ft 12.0 12.0 12.0 12.0 Turn Bay Length, ft 560 560 235 0 0 Grade (Pg), % 0 0 0 0 0 Speed Limit, mi/h 55 55 55 55 55 **Phase Information EBL EBT** WBL WBT **NBL NBT** SBL SBT Maximum Green (Gmax) or Phase Split, s 27.5 42.5 42.5 Yellow Change Interval (Y), s 5.5 5.5 5.5 5.5 Red Clearance Interval (Rc), s 2.0 2.0 2.0 2.0 10 10 15 Minimum Green (Gmin), s 15 Start-Up Lost Time ( It), s 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 Extension of Effective Green (e), s 2.0 Passage (PT), s 2.0 5.0 5.0 Min Recall Mode Off Off Min **Dual Entry** No No Yes Yes Walk (Walk), s 0.0 0.0 0.0 0.0 Pedestrian Clearance Time (PC), s 0.0 0.0 0.0 0.0 **Multimodal Information** EB WB NB SB 85th % Speed / Rest in Walk / Corner Radius 0 No 25 0 No 25 0 No 25 Walkway / Crosswalk Width / Length, ft 9.0 12 0 9.0 12 0 9.0 12 0 Street Width / Island / Curb 0 0 No 0 0 No 0 0 No Width Outside / Bike Lane / Shoulder, ft 12 5.0 2.0 12 5.0 2.0 12 5.0 2.0 Pedestrian Signal / Occupied Parking No 0.50 No 0.50 No 0.50

### **HCS 2010 Signalized Intersection Results Summary** 141.6.44 Intersection Information **General Information** 0.25 AIM ENGINEERING & SURVEYING Duration, h Agency Other Analyst Analysis Date 8/31/2015 Area Type 0.88 Jurisdiction HILLSBOROUGH CO. Time Period PM PEAK HOUR PHF Intersection US 301/FOWLER AVENUE Analysis Year 2015 Analysis Period 1>7:00 US301 FOWLER AVE 2015 PM.xus File Name ጎ ተ US 301 PD&E STUDY - EXISTING CONDITIONS ANALYSIS うぎはきにおて **Project Description** WB NB SB **Demand Information** EB L T R L R L T R L T R Approach Movement 100 102 695 166 Demand (v), veh/h 647 Signal Information Cycle, s Reference Phase 85.0 Offset, s 0 Reference Point End Green 42.5 27.5 0.0 0.0 0.0 0.0 Uncoordinated Yes Simult. Gap E/W On Yellow 5.5 5.5 0.0 0.0 0.0 0.0 Force Mode 2.0 2.0 0.0 0.0 0.0 0.0 Fixed Simult. Gap N/S On Red **EBT** WBL **WBT** NBL **NBT** SBL SBT **Timer Results EBL** 2 6 4 Assigned Phase 8.0 9.0 6.0 Case Number 35.0 50.0 50.0 Phase Duration, s 7.5 7.5 7.5 Change Period, (Y+Rc), s Max Allow Headway (MAH), s 3.0 5.9 5.9 6.9 34.9 Queue Clearance Time (gs), s 29.5 12.4 Green Extension Time $(g_e)$ , s 0.0 4.8 1.00 1.00 1.00 Phase Call Probability 1.00 0.90 0.15 Max Out Probability EB WB NB SB **Movement Group Results** R L T R L Т R L T L T R Approach Movement 5 6 **Assigned Movement** 7 14 790 189 735 114 116 Adjusted Flow Rate (v), veh/h 1563 1810 Adjusted Saturation Flow Rate (s), veh/h/ln 1757 1156 1810 5.3 32.9 4.9 27.5 4.5 Queue Service Time (gs), s 27.5 4.5 10.2 32.9 4.9 Cycle Queue Clearance Time (gc), s 0.32 0.32 0.50 0.50 0.50 Green Ratio (g/C) 595 905 568 506 905 Capacity (c), veh/h 0.208 Volume-to-Capacity Ratio (X) 1.294 0.225 0.195 0.873 905 595 905 568 506 Available Capacity (ca), veh/h Back of Queue (Q), veh/ln (50th percentile) 32.9 1.5 1.2 13.4 1.7 0.00 1.50 0.07 0.14 0.00 Queue Storage Ratio (RQ) (50th percentile) 14.7 11.9 Uniform Delay (d1), s/veh 28.8 21.0 18.9 144.8 0.3 10.0 0.2 0.1 Incremental Delay (d2), s/veh 0.0 0.0 0.0 0.0 0.0 Initial Queue Delay (d3), s/veh Control Delay (d), s/veh 173.6 21.1 15.1 28.9 12.1 В C В F Level of Service (LOS) C Approach Delay, s/veh / LOS 153.2 F 0.0 27.1 C 12.1 В 80.7 F Intersection Delay, s/veh / LOS NB SB **Multimodal Results** EB WB Pedestrian LOS Score / LOS 2.3 В 2.1 В 0.7 Α 2.3 В F 2.0 Α 0.8 A Bicycle LOS Score / LOS

# **Historic Growth Trend Analyses**

Traffic Trends - V2.0	US 301 South of Fowler Ave		
Traffi	US 301	255796-1	-
		#NIA	Location

Observed Count

Average Daily Traffic (Vehicles/Day)

■Fitted Curve

	County:		Hillsborough	
_	Station #:		5261	
	Highway:	á	US 301	
			Traffic (ADT/AADT)	T/AADT)
		Year	Count*	Trend
		1999	9200	9500
		2000	10500	9700
		2001	0066	0066
\		2002	10500	10100
		2003	0096	10300
		2004	0086	10500
		2005	10900	10700
		2006	10400	10800
		2007	12000	11000
		2008	11200	11200
		2009	11500	11400
		2010	11200	11600
		2011	11900	11800
		2012	11000	12000
		2013	12700	12200
		2014	12700	12300
10000	Т с			
	n	202	2020 Opening Year Trend	r Trend
		2020	A/N	13500
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2030 Mid-Year N/A

Year 

2040 N/A 17200 TRANPLAN Forecasts/Trends

Design Year

311000000000000000000000000000000000000	Straight Line Growth Option
18-Sep-15	Printed:
1.53%	Trend Growth Rate (2014 to Design Year):
1.96%	Trend Annual Historic Growth Rate:
72.67%	Trend R-squared:
188	** Annual Trend Increase:

V2.0 ler Ave

	US 301 Nor	North of Fowl
#NId	255796-1	
Location	_	

Observed Count

30000

■Fitted Curve

25000

20000

15000

Average Daily Traffic (Vehicles/Day)

10000

5000



Hillsborough	0900	US 301	
County:	Station #:	Highway:	

		Traffic (ADT/AADT)	T/AADT)
	Year	Count*	Trend**
	1999	16900	17700
	2000	15400	17800
	2001	16900	17800
	2002	17300	17900
	2003	16200	17900
	2004	16600	18000
	2002	25000	18000
	2006	18300	18100
	2007	23500	18200
	2008	18500	18200
	2009	18000	18300
	2010	18000	18300
	2011	18200	18400
	2012	17300	18400
	2013	17600	18500
	2014	16400	18600
2034 2039	202	2020 Opening Vear	r Trond
	2020	N/A	18900
	5(	2030 Mid-Year 1	rend
	2030	N/A	19500
	204	2040 Design Year	Ė
	2040	A/A	20000
	TRANPL	PLAN Forecasts/Trends	ts/Trends

\*Axle-Adjusted

1.14% 0.34% 0.29%

Trend R-squared:

\*\* Annual Trend Increase:

Trend Annual Historic Growth Rate: Trend Growth Rate (2014 to Design Year): Printed:

Straight Line Growth Option

2029

2024

2014

2009

1999

0

Year 2019

18-Sep-15

ds - V2.0 STACY RD

Traffic Trend US 301 N OF S		
T S	255796-1	
	#NIa	

Observed Count

Fitted Curve

Average Daily Traffic (Vehicles/Day)

tation #:	
0020	US 301

	Traffic (ADT/AADT	T/AADT)
Year	Count*	Trend**
1999	9100	9200
2000	8300	0096
2001	9700	9800
2002	0086	10000
2003	0096	10200
2004	11100	10300
2002	11500	10500
2006	11500	10700
2007	12200	10800
2008	11700	11000
2009	11300	11200
2010	10700	11400
2011	11400	11500
2012	11300	11700
2013	11700	11900
2014	11200	12100
202	2020 Opening Year	r Trend
2020		
2(	2030 Mid-Year T	rend
2030	N/A	14800
204	40 Design Year	. Trend
2040	N/A	16600
TRANPI	PLAN Forecasts,	ts/Trends

Year 

rsted
*Axle-Adjust

		** Annual Trend Increase: 173	Trend R-squared: 55.24%	Trend Annual Historic Growth Rate: 1.82%	Trend Growth Rate (2014 to Design Year): 1.43%	Printed: 18-Sep-15	Straight Line Growth Option
--	--	-------------------------------	-------------------------	--	--	--------------------	-----------------------------

Is - V2.0 OF CHANCY

	US 301 SOUTH OF
#NId	255796-1
Location	1

Observed Count Fitted Curve

Pasco (14)	5501	US 301
County:	Station #:	Highway:

ounty:		Pasco (14)	
ition #:		5501	
jhway:		US 301	
Γ			
		Traffic (ADT/AAD	T/AAD
	Year	Count*	Tren
	2004	9200	1230
	2005	11100	125

Year         Count*         Trend*           2004         9200         12300           2005         11100         12500           2006         14300         1300           2007         16500         1300           2008         13900         1350           2010         12700         1350           2011         14400         1450           2013         13300         1450           2014         14500         1470           2013         13300         1450           2014         14500         1470           2014         14500         1470           2014         14500         1470           2020         N/A         1620           2030         Mid-Year Trend           2030         N/A         18600           2040         N/A         18600           2040         N/A         21100
202 202 204 204 207 207 207 204 204 204 204 204 204 204 204 204
Year 2004 2005 2006 2007 2008 2010 2011 2012 2013 2013 2014 2020 2030 2030

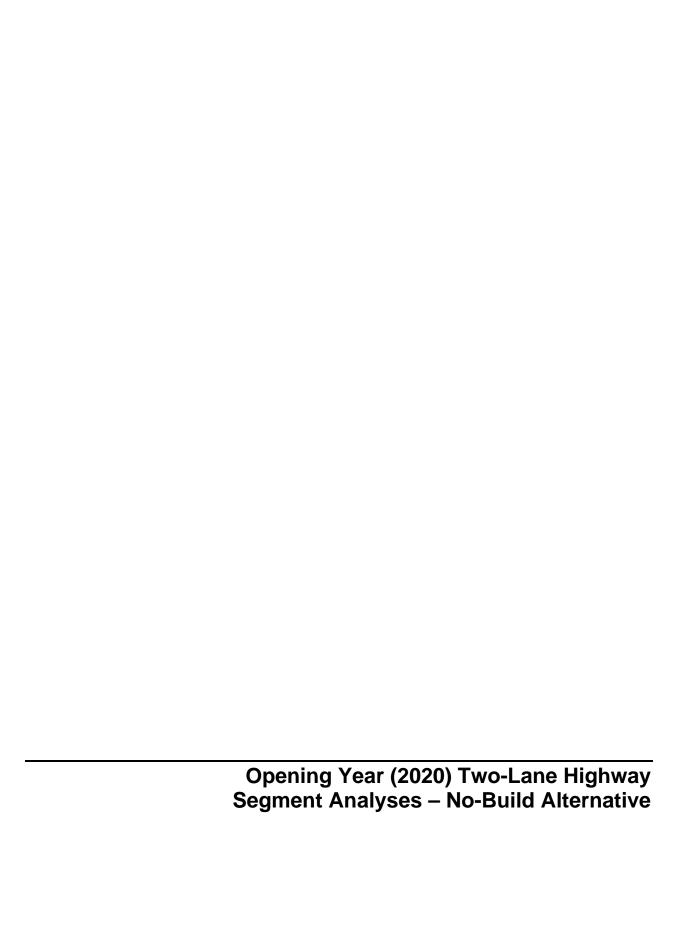
Average Daily Traffic (Vehicles/Day)

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	Straight Line Growth Option
18-Sep-15	Printed:
1.67%	Trend Growth Rate (2014 to Design Year):
1.95%	Trend Annual Historic Growth Rate:
16.94%	Trend R-squared:
245	** Annual Trend Increase:

# **APPENDIX H**

# Opening Year (2020) No-Build Alternative HCS Analyses



Compared Information		Site Information	
General Information	24044	Site Information	US 301
Analyst Agency or Company	MMA AIM ENGINEERING & SURVEYING	Highway / Direction of Travel From/To	FOWLER AVE TO HARNEY RD
Date Performed	8/24/2015	Jurisdiction	FDOT
Analysis Time Period	AM NO-BUILD	Analysis Year	2020
Project Description: US 301 PD&E	STUDY		
Input Data			
	1 Shoulder width tt		
-	Lane width It	√ Class I	highway 🔲 Class II
	Lane width tt		
1000	Shoulder width tt	highway L	Class III highway
		Terrain	✓ Level Rolling
Segment le	ngth, L <sub>l</sub> mi	Grade Lengt	
1		Peak-hour fa	ctor, PHF 0.85
And the disease and M	1305veh/h	0 11 4 4	d Buses , P <sub>T</sub> 15 %
	,		St. Married Ma
	435veh/h	•	nal vehicles, P <sub>R</sub> 0%
Shoulder width ft Lane Width ft 12	4.0 ° ' 2.0 '	Access point	s <i>mi 5</i> /mi
	2		
Average Travel Speed			
		Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for truck	s, E <sub>T</sub> (Exhibit 15-11 or 15-12)	1.0	1.2
Passenger-car equivalents for RVs,	E <sub>R</sub> (Exhibit 15-11 or 15-13)	1.0	1.0
Heavy-vehicle adjustment factor, f <sub>H</sub>	$V_{ATS} = 1/(1 + P_T(E_T - 1) + P_R(E_R - 1))$	1.000	0.971
Grade adjustment factor <sup>1</sup> , f <sub>g,ATS</sub> (E	xhibit 15-9)	1.00	1.00
Demand flow rate <sup>2</sup> , $v_i$ (pc/h) $v_i = V_i$ / (	PHF* f <sub>g,ATS</sub> * f <sub>HV,ATS</sub> )	1535	527
Free-Flow Speed from Field Measurement		Estimated Fr	ee-Flow Speed
		Base free-flow speed <sup>4</sup> , BFFS	55.0 mi/h
		Adj. for lane and shoulder width,	<sup>4</sup> f. <sub>o</sub> (Exhibit 15-7) 1.3 mi/h
Mean speed of sample <sup>3</sup> , S <sub>FM</sub>		Adj. for access points <sup>4</sup> , $f_{\Delta}$ (Exhibit 15-8)  1.3 $mi/h$	
Total demand flow rate, both direction	ons, v		
Free-flow speed, FFS=S <sub>FM</sub> +0.0077	6(v/ f <sub>HV ATS</sub> )	Free-flow speed, FFS (FSS=BF	FS-f <sub>LS</sub> -f <sub>A</sub> ) 52.5 mi/h
Adj. for no-passing zones, f <sub>np,ATS</sub> (E		Average travel speed, ATS <sub>d</sub> =FFS-0.00776(v <sub>d,ATS</sub> + 35.4 mi/h	
		v <sub>o,ATS</sub> ) - f <sub>np,ATS</sub> Percent free flow speed, PFFS	67.6 %
Percent Time-Spent-Following			
		Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for truck	s, E <sub>T</sub> (Exhibit 15-18 or 15-19)	1.0	1.0
Passenger-car equivalents for RVs,	E <sub>R</sub> (Exhibit 15-18 or 15-19)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$		1.000	1.000
Grade adjustment factor <sup>1</sup> , f <sub>g,PTSF</sub> (Exhibit 15-16 or Ex 15-17)		1.00	1.00
Directional flow rate <sup>2</sup> , $v_i(pc/h)$ $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$		1535	512
Base percent time-spent-following <sup>4</sup> , BPTSF <sub>d</sub> (%)=100(1-e <sup>av</sup> d <sup>b</sup> )		85.9	
Adj. for no-passing zone, f <sub>np,PTSF</sub> (Exhibit 15-21)			9.3
Percent time-spent-following, PTSF $_{\rm d}$ (%)=BPTSF $_{\rm d}$ +f $_{\rm np,PTSF}$ *(v $_{\rm d,PTSF}$ / v $_{\rm d,PTSF}$ +		9	92.9
v <sub>o,PTSF</sub> )			
The second secon			
Level of Service and Other Perfor Level of service, LOS (Exhibit 15-3)			E

Capacity, C <sub>d,ATS</sub> (Equation 15-12) pc/h	1651
Capacity, C <sub>d,PTSF</sub> (Equation 15-13) pc/h	1700
Percent Free-Flow Speed PFFS <sub>d</sub> (Equation 15-11 - Class III only)	67.6
Bicycle Level of Service	
Directional demand flow rate in outside lane, v <sub>OL</sub> (Eq. 15-24) veh/h	1535.3
Effective width, Wv (Eq. 15-29) ft	16.00
Effective speed factor, $S_t$ (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	9.54
Bicycle level of service (Exhibit 15-4)	F

- 2. If  $v_i(v_d \text{ or } v_o) >= 1,700 \text{ pc/h}$ , terminate analysis--the LOS is F.
- For the analysis direction only and for v>200 veh/h.
   For the analysis direction only
- 5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
- 6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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<sup>1.</sup> Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.

DIRECTIONAL TWO-LANE HIGHWA	Y SEGMENT WORK	SHEET
General Information	Site Information	
Analyst MMA Agency or Company AIM ENGINEERING & SURVEYING Date Performed 8/24/2015 Analysis Time Period AM NO-BUILD	Highway / Direction of Travel From/To Jurisdiction Analysis Year	US 301 FOWLER AVE TO HARNEY RD FDOT 2020
Project Description: US 301 PD&E STUDY		
Input Data	T	
Shoulder width tt Lane width tt Lane width tt Shoulder width tt Shoulder width tt Shoulder width tt	highway Terrain Grade Length Peak-hour fa	ctor, PHF 0.85
	Show North Arrow % Trucks and	<i>*</i>
Analysis direction vol., V <sub>d</sub> Opposing direction vol., V <sub>o</sub> Shoulder width ft  Lane Width ft  Segment Length mi  435veh/h  1305veh/h  12.0  1305veh/h  12.0		al vehicles, P <sub>R</sub> 0%
Average Travel Speed	Analysis Direction (d)	Opposing Direction (o)
December 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1	Analysis Direction (d)	1.0
Passenger-car equivalents for trucks, E <sub>T</sub> (Exhibit 15-11 or 15-12)	1.0	1.0
Passenger-car equivalents for RVs, $E_R$ (Exhibit 15-11 or 15-13)  Heavy-vehicle adjustment factor, $f_{HV,ATS}$ =1/ (1+ $P_T$ ( $E_T$ -1)+ $P_R$ ( $E_R$ -1))	0.971	1.000
Grade adjustment factor <sup>1</sup> , $f_{g,ATS}$ (Exhibit 15-9)	1.00	1.00
Demand flow rate <sup>2</sup> , $v_i$ (pc/h) $v_i = V_i$ / (PHF* $f_{g,ATS}$ * $f_{HV,ATS}$ )	527	1535
Free-Flow Speed from Field Measurement	Estimated Fro	ee-Flow Speed
The field of the f	Base free-flow speed <sup>4</sup> , BFFS	55.0 mi/h
	Adj. for lane and shoulder width,	f <sub>LS</sub> (Exhibit 15-7) 1.3 mi/h
Mean speed of sample <sup>3</sup> , S <sub>FM</sub>	Adj. for access points <sup>4</sup> , f <sub>A</sub> (Exhib	it 15-8) 1.3 mi/h
Total demand flow rate, both directions, <i>v</i> Free-flow speed, FFS=S <sub>FM</sub> +0.00776( <i>v</i> / f <sub>HV.ATS</sub> )	Free-flow speed, FFS (FSS=BFI	
Adj. for no-passing zones, f <sub>np,ATS</sub> (Exhibit 15-15)  0.5 mi/h	Average travel speed, ATS <sub>d</sub> =FFS	20 //
	v <sub>o,ATS</sub> ) - f <sub>np,ATS</sub> Percent free flow speed, PFFS	68.6 %
Percent Time-Spent-Following	T	Disastina (a)
	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E <sub>T</sub> (Exhibit 15-18 or 15-19)	1.0	
Passenger-car equivalents for RVs, E <sub>R</sub> (Exhibit 15-18 or 15-19)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	1.000	1.000
Grade adjustment factor <sup>1</sup> , f <sub>g,PTSF</sub> (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate <sup>2</sup> , $v_i(pc/h)$ $v_i=V_i/(PHF^*f_{HV,PTSF}^*f_{g,PTSF})$	512 1535	
Base percent time-spent-following <sup>4</sup> , BPTSF <sub>d</sub> (%)=100(1-e <sup>av</sup> d <sup>b</sup> )	63.3	
Adj. for no-passing zone, f <sub>np,PTSF</sub> (Exhibit 15-21)		9.3
Percent time-spent-following, $PTSF_d(\%) = BPTSF_d + f_{np,PTSF} * (v_{d,PTSF} / v_{d,PTSF} + v_{d,PTSF})$	6	65.6
V <sub>o,PTSF</sub> )		
Level of Service and Other Performance Measures Level of service, LOS (Exhibit 15-3)		E
Volume to capacity ratio, $v/c$		0.31

Capacity, C <sub>d,ATS</sub> (Equation 15-12) pc/h	1700
Capacity, C <sub>d,PTSF</sub> (Equation 15-13) pc/h	1700
Percent Free-Flow Speed PFFS <sub>d</sub> (Equation 15-11 - Class III only)	68.6
Bicycle Level of Service	
Directional demand flow rate in outside lane, v <sub>OL</sub> (Eq. 15-24) veh/h	511.8
Effective width, Wv (Eq. 15-29) ft	16.00
Effective speed factor, $S_t$ (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	8.99
Bicycle level of service (Exhibit 15-4)	F

- 2. If  $v_i(v_d \text{ or } v_o) >= 1,700 \text{ pc/h}$ , terminate analysis--the LOS is F.
- 3. For the analysis direction only and for v>200 veh/h.
- 4. For the analysis direction only
- 5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
- 6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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<sup>1.</sup> Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.

DIRECTIONAL TWO-LANE HIGHWA	AY SEGMENT WORK	SHEET
General Information	Site Information	
Analyst MMA Agency or Company AIM ENGINEERING & SURVEYING Date Performed 8/24/2015 Analysis Time Period AM NO-BUILD	Highway / Direction of Travel From/To Jurisdiction Analysis Year	US 301 HARNEY RD TO CR 579 FDOT 2020
Project Description: US 301 PD&E STUDY		
Input Data		
Shoulder width tt Lane width tt Lane width tt Shoulder width tt	highway Terrain	Class III highway  Level Rolling
Analysis direction vol., V <sub>d</sub> 1131veh/h  Opposing direction vol., V <sub>o</sub> 394veh/h  Shoulder width ft 4.0	Grade Length mi Up/down Peak-hour factor, PHF 0.85 No-passing zone 100% % Trucks and Buses , P <sub>T</sub> 15 % % Recreational vehicles, P <sub>R</sub> 0%	
Lane Width ft 12.0	Access points	s <i>mi</i> 6/mi
Segment Length mi 1.0  Average Travel Speed		
Average marer opecu	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E <sub>T</sub> (Exhibit 15-11 or 15-12)	1.0	1.2
Passenger-car equivalents for RVs, E <sub>R</sub> (Exhibit 15-11 or 15-13)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	1.000	0.971
Grade adjustment factor <sup>1</sup> , f <sub>g,ATS</sub> (Exhibit 15-9)	1.00	1.00
Demand flow rate <sup>2</sup> , $v_i$ (pc/h) $v_i = V_i$ (PHF* $f_{g,ATS}$ * $f_{HV,ATS}$ )	1331	477
Free-Flow Speed from Field Measurement	Estimated Fro	ee-Flow Speed
	Base free-flow speed <sup>4</sup> , BFFS	55.0 mi/h
Mean speed of sample <sup>3</sup> , S <sub>FM</sub>	Adj. for lane and shoulder width,	
Total demand flow rate, both directions, <i>v</i>	Adj. for access points <sup>4</sup> , f <sub>A</sub> (Exhib	it 15-8) 1.5 mi/h
Free-flow speed, FFS=S <sub>FM</sub> +0.00776(v/ f <sub>HV,ATS</sub> )	Free-flow speed, FFS (FSS=BFF	$=S-f_{LS}-f_A)$ 52.2 mi/h
Adj. for no-passing zones, f <sub>np,ATS</sub> (Exhibit 15-15) 2.4 mi/h	Average travel speed, ATS <sub>d</sub> =FFS	S-0.00776(v <sub>d,ATS</sub> + 35.8 mi/h
	v <sub>o,ATS</sub> ) - f <sub>np,ATS</sub> Percent free flow speed, PFFS	68.5 %
Percent Time-Spent-Following	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E <sub>T</sub> (Exhibit 15-18 or 15-19)	1.0	1.0
Passenger-car equivalents for RVs, E <sub>R</sub> (Exhibit 15-18 or 15-19)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	1.000	1.000
Grade adjustment factor <sup>1</sup> , f <sub>q,PTSF</sub> (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate <sup>2</sup> , $v_i$ (pc/h) $v_i$ = $V_i$ /(PHF* $f_{HV,PTSF}$ * $f_{g,PTSF}$ )	1331	464
Base percent time-spent-following <sup>4</sup> , BPTSF <sub>d</sub> (%)=100(1-e <sup>av</sup> d <sup>b</sup> )	82.8	
Adj. for no-passing zone, f <sub>np,PTSF</sub> (Exhibit 15-21)	1	7.5
Percent time-spent-following, $PTSF_d(\%) = BPTSF_d + f_{np,PTSF} * (v_{d,PTSF} / v_{d,PTSF} + v_{o,PTSF})$	S	05.8
Level of Service and Other Performance Measures		
Level of service, LOS (Exhibit 15-3)		E
Volume to capacity ratio, v/c		0.78

Capacity, C <sub>d,ATS</sub> (Equation 15-12) pc/h	1651
Capacity, C <sub>d,PTSF</sub> (Equation 15-13) pc/h	1700
Percent Free-Flow Speed PFFS <sub>d</sub> (Equation 15-11 - Class III only)	68.5
Bicycle Level of Service	
Directional demand flow rate in outside lane, $v_{ m OL}$ (Eq. 15-24) veh/h	1330.6
Effective width, Wv (Eq. 15-29) ft	16.00
Effective speed factor, S <sub>t</sub> (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	9.47
Bicycle level of service (Exhibit 15-4)	F

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<sup>1.</sup> Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.

<sup>2.</sup> If  $v_i(v_d \text{ or } v_o) >= 1,700 \text{ pc/h}$ , terminate analysis--the LOS is F.

<sup>3.</sup> For the analysis direction only and for v>200 veh/h.

<sup>4.</sup> For the analysis direction only

<sup>5.</sup> Exhibit 15-20 provides coefficients a and b for Equation 15-10.

<sup>6.</sup> Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

Page 1 of 2

DIRECTIONAL TWO-LANE HIGHWA	Y SEGMENT WORK	SHEET
General Information	Site Information	
Analyst MMA Agency or Company AIM ENGINEERING & SURVEYING Date Performed 8/24/2015 Analysis Time Period AM NO-BUILD	Highway / Direction of Travel From/To Jurisdiction Analysis Year	US 301 HARNEY RD TO CR 579 FDOT 2020
Project Description: US 301 PD&E STUDY		
Input Data		
Shoulder width tt  Lane width tt  Lane width tt  Shoulder width tt  Shoulder width tt  Shoulder width tt  Shoulder width tt  Analysis direction vol., V <sub>d</sub> 394veh/h	highway Terrain Grade Length Peak-hour fa No-passing z % Trucks and	Class III highway  Level Rolling  mi Up/down ctor, PHF 0.85  one 100%  d Buses , P <sub>T</sub> 15 %
Opposing direction vol., V <sub>o</sub> 1131yeh/h Shoulder width ft 4.0 Lane Width ft 12.0 Segment Length mi 1.0	% Recreation Access points	nal vehicles, P <sub>R</sub> 0% s <i>mi</i> 6/mi
Average Travel Speed	Analysis Direction (4)	Opposing Direction (s)
	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E <sub>T</sub> (Exhibit 15-11 or 15-12)	1.0	1.0
Passenger-car equivalents for RVs, E <sub>R</sub> (Exhibit 15-11 or 15-13)	0.971	1.000
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	1.00	1.00
Grade adjustment factor <sup>1</sup> , $f_{g,ATS}$ (Exhibit 15-9)  Demand flow rate <sup>2</sup> , $v_i$ (pc/h) $v_i$ = $V_i$ / (PHF* $f_{g,ATS}$ * $f_{HV,ATS}$ )	477	1331
Free-Flow Speed from Field Measurement		ee-Flow Speed
1 166-1 IOW Opeca Holli Flora incadaronioni	Base free-flow speed <sup>4</sup> , BFFS	55.0 mi/h
	Adj. for lane and shoulder width,	
Mean speed of sample <sup>3</sup> , S <sub>FM</sub>	Adj. for access points <sup>4</sup> , f <sub>A</sub> (Exhib	
Total demand flow rate, both directions, v	Free-flow speed, FFS (FSS=BFI	
Free-flow speed, FFS=S <sub>FM</sub> +0.00776(v/ f <sub>HV,ATS</sub> )	1	- LS A
Adj. for no-passing zones, f <sub>np,ATS</sub> (Exhibit 15-15) 0.9 mi/h	Average travel speed, ATS <sub>d</sub> =FFS v <sub>o,ATS</sub> ) - f <sub>np,ATS</sub> Percent free flow speed, PFFS	37.3 mi/h
Percent Time-Spent-Following		
	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E <sub>T</sub> (Exhibit 15-18 or 15-19)	1.0	1.0
Passenger-car equivalents for RVs, E <sub>R</sub> (Exhibit 15-18 or 15-19)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV}$ =1/ (1+ $P_T$ ( $E_T$ -1)+ $P_R$ ( $E_R$ -1) )	1.000	1.000
Grade adjustment factor <sup>1</sup> , f <sub>g,PTSF</sub> (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate <sup>2</sup> , $v_i(pc/h)$ $v_i=V_i/(PHF^*f_{HV,PTSF}^*f_{g,PTSF})$	464	1331
Base percent time-spent-following <sup>4</sup> , BPTSF <sub>d</sub> (%)=100(1-e <sup>av<sub>d</sub><sup>b</sup></sup> )	58.8	
Adj. for no-passing zone, f <sub>np,PTSF</sub> (Exhibit 15-21)	17.5	
Percent time-spent-following, PTSF $_{\rm d}$ (%)=BPTSF $_{\rm d}$ +f $_{\rm np,PTSF}$ $^{*}$ (v $_{\rm d,PTSF}$ / v $_{\rm d,PTSF}$ +	6	33.3
V <sub>o,PTSF</sub> )  Level of Service and Other Performance Measures		
Level of service, LOS (Exhibit 15-3)		E
Volume to capacity ratio, v/c		0.28

Capacity, C <sub>d,ATS</sub> (Equation 15-12) pc/h	1700
Capacity, C <sub>d,PTSF</sub> (Equation 15-13) pc/h	1700
Percent Free-Flow Speed PFFS <sub>d</sub> (Equation 15-11 - Class III only)	71.4
Bicycle Level of Service	
Directional demand flow rate in outside lane, v <sub>OL</sub> (Eq. 15-24) veh/h	463.5
Effective width, Wv (Eq. 15-29) ft	16.00
Effective speed factor, S <sub>t</sub> (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	8.94
Bicycle level of service (Exhibit 15-4)	F

## Notes

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<sup>1.</sup> Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.

<sup>2.</sup> If  $v_i(v_d \text{ or } v_o) >= 1,700 \text{ pc/h}$ , terminate analysis--the LOS is F.

<sup>3.</sup> For the analysis direction only and for v>200 veh/h.

<sup>4.</sup> For the analysis direction only

<sup>5.</sup> Exhibit 15-20 provides coefficients a and b for Equation 15-10.
6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

DIRECTIONAL TWO-LANE HIGHWA	Y SEGMENT WORK	SHEET
General Information	Site Information	
Analyst MMA Agency or Company AIM ENGINEERING & SURVEYING Date Performed 8/24/2015 Analysis Time Period AM NO-BUILD	Highway / Direction of Travel From/To Jurisdiction Analysis Year	US 301 CR 579 TO STACY RD FDOT 2020
Project Description: US 301 PD&E STUDY		
Input Data		
Shoulder width tt  Lane width tt  Lane width tt  Shoulder width tt  Shoulder width tt  Shoulder width tt  Shoulder width tt  1080veh/h		ctor, PHF 0.85 one 39%
Opposing direction vol., V <sub>o</sub> Shoulder width ft  Lane Width ft  Segment Length mi  360veh/h  4.0  12.0  1.3	% Recreation Access point	nal vehicles, P <sub>R</sub> 0% s <i>mi</i> 1/mi
Average Travel Speed	I Analysis Diversity (4)	Our asing Dispetion (a)
	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E <sub>T</sub> (Exhibit 15-11 or 15-12)	1.0	1.3
Passenger-car equivalents for RVs, E <sub>R</sub> (Exhibit 15-11 or 15-13)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	1.000 0.957	
Grade adjustment factor <sup>1</sup> , f <sub>g,ATS</sub> (Exhibit 15-9)	1.00	1.00
Demand flow rate <sup>2</sup> , $v_i$ (pc/h) $v_i$ = $V_i$ / (PHF* $f_{g,ATS}$ * $f_{HV,ATS}$ )	1271 443	
Free-Flow Speed from Field Measurement		ee-Flow Speed
	Base free-flow speed <sup>4</sup> , BFFS	55.0 mi/h
Mean speed of sample <sup>3</sup> , S <sub>FM</sub>	Adj. for lane and shoulder width, <sup>4</sup> f <sub>LS</sub> (Exhibit 15-7) 1.3 mi/h	
Total demand flow rate, both directions, <i>v</i>	Adj. for access points <sup>4</sup> , f <sub>A</sub> (Exhib	
Free-flow speed, FFS=S <sub>FM</sub> +0.00776( $v$ / f <sub>HV,ATS</sub> )	Free-flow speed, FFS (FSS=BFI	
Adj. for no-passing zones, f <sub>np,ATS</sub> (Exhibit 15-15) 1.6 mi/h	Average travel speed, ATS <sub>d</sub> =FFS v <sub>o,ATS</sub> ) - f <sub>np,ATS</sub>	S-0.00776(v <sub>d,ATS</sub> + 38.5 mi/h
	Percent free flow speed, PFFS	72.1 %
Percent Time-Spent-Following	Analysis Direction (d)	Opposing Direction (o)
December our equivalents for trusks E /Evhibit 15 19 or 15 10)	Analysis Direction (d)  1.0	1.0
Passenger-car equivalents for trucks, E <sub>T</sub> (Exhibit 15-18 or 15-19)	1.0	1.0
Passenger-car equivalents for RVs, $E_R$ (Exhibit 15-18 or 15-19)  Heavy-vehicle adjustment factor, $f_{HV}$ =1/ (1+ $P_T$ ( $E_T$ -1)+ $P_R$ ( $E_R$ -1) )	1.000	1.000
Grade adjustment factor <sup>1</sup> , $f_{q,PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate <sup>2</sup> , $v_i$ (pc/h) $v_i$ = $V_i$ /(PHF* $f_{HV,PTSF}$ * $f_{g,PTSF}$ )	1271	424
Base percent time-spent-following <sup>4</sup> , BPTSF <sub>d</sub> (%)=100(1-e <sup>av</sup> <sub>d</sub> <sup>b</sup> )	80.1	
Adj. for no-passing zone, f <sub>np,PTSF</sub> (Exhibit 15-21)	13.7	
Percent time-spent-following, PTSF <sub>d</sub> (%)=BPTSF <sub>d</sub> +f <sub>np,PTSF</sub> *(v <sub>d,PTSF</sub> / v <sub>d,PTSF</sub> + v <sub>o,PTSF</sub> )	90.4	
Level of Service and Other Performance Measures		
Level of service, LOS (Exhibit 15-3)	E	
Volume to capacity ratio, v/c	0	0.75

Capacity, C <sub>d,ATS</sub> (Equation 15-12) pc/h	1627
Capacity, C <sub>d,PTSF</sub> (Equation 15-13) pc/h	1700
Percent Free-Flow Speed PFFS <sub>d</sub> (Equation 15-11 - Class III only)	72.1
Bicycle Level of Service	
Directional demand flow rate in outside lane, v <sub>OL</sub> (Eq. 15-24) veh/h	1270.6
Effective width, Wv (Eq. 15-29) ft	16.00
Effective speed factor, $S_t$ (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	9.45
Bicycle level of service (Exhibit 15-4)	F

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<sup>1.</sup> Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.

<sup>2.</sup> If  $v_i(v_d \text{ or } v_o) >= 1,700 \text{ pc/h}$ , terminate analysis--the LOS is F.

<sup>3.</sup> For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only
5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.

<sup>6.</sup> Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

DIRECT	IONAL TWO-LANE HIGHWA	AY SEGMENT WORK	SHEET
General Information		Site Information	
Analyst Agency or Company Date Performed Analysis Time Period	MMA AIM ENGINEERING & SURVEYING 8/24/2015 AM NO-BUILD	Highway / Direction of Travel From/To Jurisdiction Analysis Year	US 301 CR 579 TO STACY RD FDOT 2020
Project Description: US 301 PD&		/Analysis real	2020
Input Data			
<b>+</b>			
	Shoulder width tt		/ D 0/ II
	I Lane width tt	✓ Class I	
	\$\frac{1}{2} Shoulder width tt	highway L	Class III highway
	-	Terrain Grade Lengtl	Level Rolling
Segment I	ength, L <sub>l</sub> mi	Peak-hour fa No-passing z	ctor, PHF 0.85 cone 39%
Analysis direction vol., V <sub>d</sub>	360veh/h V	Show North Arrow % Trucks and	d Buses , P <sub>T</sub> 15 %
Opposing direction vol., V	1080veh/h		nal vehicles, P <sub>R</sub> 0%
Shoulder width ft	4.0 /	Access point	s <i>mi</i> 1/mi
	1.3		
Average Travel Speed			
		Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for truc	ks, E <sub>T</sub> (Exhibit 15-11 or 15-12)	1.3	1.0
Passenger-car equivalents for RVs	s, E <sub>R</sub> (Exhibit 15-11 or 15-13)	1.0	1.0
Heavy-vehicle adjustment factor, f	$+V,ATS$ =1/(1+ $P_T(E_T-1)+P_R(E_R-1)$ )	0.957	1.000
Grade adjustment factor <sup>1</sup> , f <sub>g,ATS</sub> (		1.00	1.00
Demand flow rate <sup>2</sup> , $v_i$ (pc/h) $v_i = V_i$ / (PHF* $f_{g,ATS}$ * $f_{HV,ATS}$ )		443 1271	
Free-Flow Speed from Field Measurement			ee-Flow Speed
		Base free-flow speed <sup>4</sup> , BFFS	55.0 mi/h
Mean speed of sample <sup>3</sup> , S <sub>FM</sub>		Adj. for lane and shoulder width,	
Total demand flow rate, both direct	tions, v	Adj. for access points <sup>4</sup> , f <sub>A</sub> (Exhib	it 15-8) 0.3 mi/h
Free-flow speed, FFS=S <sub>FM</sub> +0.007	76(v/ f <sub>HV,ATS</sub> )	Free-flow speed, FFS (FSS=BF	$FS-f_{LS}-f_A$ ) 53.5 mi/h
Adj. for no-passing zones, f <sub>np,ATS</sub>	1950 N. S. W.	Average travel speed, ATS <sub>d</sub> =FF3	S-0.00776(v <sub>d,ATS</sub> + 39.6 <i>mi/h</i>
		v <sub>o,ATS</sub> ) - f <sub>np,ATS</sub> Percent free flow speed, PFFS	74.1 %
Percent Time-Spent-Following		Analysis Direction (d)	Opposing Direction (o)
	F (5 17) 45 40 45 40)	1.0	1.0
Passenger-car equivalents for truc	ks, E <sub>T</sub> (Exhibit 15-18 or 15-19)		
Passenger-car equivalents for RVs		1.0	1.0
Heavy-vehicle adjustment factor, f		1.000	1.000
Grade adjustment factor <sup>1</sup> , f <sub>g,PTSF</sub> (Exhibit 15-16 or Ex 15-17)		1.00	1,00
Directional flow rate <sup>2</sup> , $v_i(pc/h)$ $v_i = V_i/(PHF^*f_{HV,PTSF}^*f_{g,PTSF})$		424	
Base percent time-spent-following <sup>4</sup> , BPTSF <sub>d</sub> (%)=100(1-e <sup>av</sup> d <sup>b</sup> )		55.3	
Adj. for no-passing zone, f <sub>np,PTSF</sub>			13.7
Percent time-spent-following, PTSF <sub>d</sub> (%)=BPTSF <sub>d</sub> +f $_{\rm np,PTSF}$ *( $v_{d,PTSF}$ / $v_{d,PTSF}$ +			58.7
V <sub>o,PTSF</sub> )			
Level of Service and Other Perfo	rmanco Mascuroc		
Level of service, LOS (Exhibit 15-3			E

Capacity, C <sub>d,ATS</sub> (Equation 15-12) pc/h	1700
Capacity, C <sub>d,PTSF</sub> (Equation 15-13) pc/h	1700
Percent Free-Flow Speed PFFS <sub>d</sub> (Equation 15-11 - Class III only)	74.1
Bicycle Level of Service	
Directional demand flow rate in outside lane, v <sub>OL</sub> (Eq. 15-24) veh/h	423.5
Effective width, Wv (Eq. 15-29) ft	16.00
Effective speed factor, $S_t$ (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	8.89
Bicycle level of service (Exhibit 15-4)	F
Bicycle level of service (Exhibit 15-4)	F

#### Notes

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<sup>1.</sup> Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.

<sup>2.</sup> If  $v_i(v_d \text{ or } v_o) >= 1,700 \text{ pc/h}$ , terminate analysis--the LOS is F.

For the analysis direction only and for v>200 veh/h.
 For the analysis direction only

<sup>5.</sup> Exhibit 15-20 provides coefficients a and b for Equation 15-10.

<sup>6.</sup> Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

DIRECTION	DNAL TWO-LANE HIGHWA	AY SEGMENT WORK	KSHEET
General Information		Site Information	
Analyst Agency or Company Date Performed Analysis Time Period	MMA AIM ENGINEERING & SURVEYING 8/24/2015 AM NO-BUILD	Highway / Direction of Travel From/To Jurisdiction Analysis Year	US 301 STACY RD TO MCINTOSH FDOT 2020
Project Description: US 301 PD&E S		Talialysis Teal	2020
Input Data			
<b></b>	- <b>x</b> -a		
	\$\frac{1}{t} \text{ Shoulder width } tt		/ n
	I Lane width tt		highway Class II
	\$\frac{1}{3}\$ Shoulder width tt	highway 🗀	Class III highway
		Terrain Conda Lange	Level Rolling
Segment len	gth, L <sub>1</sub> mi	Grade Lengt Peak-hour fa No-passing z	actor, PHF 0.85
Analysis direction vol., V <sub>d</sub> 86	55veh/h	Show North Arrow % Trucks and	d Buses , P <sub>T</sub> 15 %
Opposing direction vol., V 28	89veh/h	% Recreation	nal vehicles, P <sub>R</sub> 0%
Shoulder width ft 4.	0 /	Access point	ts <i>mi</i> 1/mi
Lane Width ft 12. Segment Length mi 2.9	0 /		
Average Travel Speed			
		Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks,	E <sub>T</sub> (Exhibit 15-11 or 15-12)	1.0	1.4
Passenger-car equivalents for RVs, E	R (Exhibit 15-11 or 15-13)	1.0	1.0
Heavy-vehicle adjustment factor, f <sub>HV</sub>	$ATS$ =1/(1+ $P_T(E_T-1)+P_R(E_R-1)$ )	1.000	0.943
Grade adjustment factor <sup>1</sup> , f <sub>g,ATS</sub> (Ex	hibit 15-9)	1.00	1.00
Demand flow rate <sup>2</sup> , $v_i$ (pc/h) $v_i = V_i$ / (P	HF* f <sub>g,ATS</sub> * f <sub>HV,ATS</sub> )	1018	361
Free-Flow Speed from Field Measurement		Estimated Fr	ee-Flow Speed
		Base free-flow speed <sup>4</sup> , BFFS	60.0 mi/h
Mean speed of sample <sup>3</sup> , S <sub>FM</sub>		Adj. for lane and shoulder width,	<sup>4</sup> f <sub>LS</sub> (Exhibit 15-7) 1.3 mi/h
Total demand flow rate, both direction	ns v	Adj. for access points <sup>4</sup> , f <sub>A</sub> (Exhib	oit 15-8) 0.3 mi/h
Free-flow speed, FFS=S <sub>FM</sub> +0.00776(		Free-flow speed, FFS (FSS=BF	FS-f <sub>LS</sub> -f <sub>A</sub> ) 58.5 mi/h
Adj. for no-passing zones, f <sub>np.ATS</sub> (Ex		Average travel speed, ATS <sub>d</sub> =FFS-0.00776(v <sub>d,ATS</sub> + 45.2 mi/h	
		v <sub>o,ATS</sub> ) - f <sub>np,ATS</sub> Percent free flow speed, PFFS	77.3 %
Percent Time-Spent-Following			
		Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks,	E <sub>T</sub> (Exhibit 15-18 or 15-19)	1.0	1.1
Passenger-car equivalents for RVs, E	R (Exhibit 15-18 or 15-19)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$		1.000	0.985
Grade adjustment factor <sup>1</sup> , f <sub>g,PTSF</sub> (Exhibit 15-16 or Ex 15-17)		1.00	1.00
Directional flow rate <sup>2</sup> , $v_i$ (pc/h) $v_i$ = $V_i$ (PHF* $f_{HV,PTSF}$ * $f_{g,PTSF}$ )		1018	345
Base percent time-spent-following <sup>4</sup> , BPTSF <sub>d</sub> (%)=100(1-e <sup>av</sup> d <sup>b</sup> )		73.2	
Adj. for no-passing zone, f <sub>np,PTSF</sub> (Exhibit 15-21)		1	18.5
Percent time-spent-following, PTSF $_{\rm d}$ (%)=BPTSF $_{\rm d}$ +f $_{\rm np,PTSF}$ *(v $_{\rm d,PTSF}$ / v $_{\rm d,PTSF}$ +		8	B7.0
v <sub>o,PTSF</sub> )			
Level of Service and Other Perform	ance Measures		E
Level of service, LOS (Exhibit 15-3)  Volume to capacity ratio, v/c			

1603
1675
77.3
1017.6
16.00
4.79
9.34
F

- 2. If  $v_i(v_d \text{ or } v_o) >= 1,700 \text{ pc/h}$ , terminate analysis--the LOS is F.
- 3. For the analysis direction only and for v>200 veh/h.
- For the analysis direction only
   Exhibit 15-20 provides coefficients a and b for Equation 15-10.
- 6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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<sup>1.</sup> Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.

Directional Page 1 of 2

DIRECTIONAL TWO-LANE HIGHWA	AY SEGMENT WORK	SHEET
General Information	Site Information	
Analyst         MMA           Agency or Company         AIM ENGINEERING & SURVEYING           Date Performed         8/24/2015           Analysis Time Period         AM NO-BUILD	Highway / Direction of Travel From/To Jurisdiction Analysis Year	US 301 STACY RD TO MCINTOSH FDOT 2020
Project Description: US 301 PD&E STUDY		
Input Data	T	
Shoulder width		Class II Class II Class III highway Level Rolling mi Up/down ctor, PHF 0.85
Analysis direction vol., V <sub>4</sub> 289veh/h	No-passing z	one 55%
Analysis direction vol., V <sub>d</sub> Opposing direction vol., V <sub>o</sub> Shoulder width ft  Lane Width ft  Segment Length mi  289veh/h  865veh/h  12.0  2.9	% Trucks and Buses , P <sub>T</sub> 15 %′ % Recreational vehicles, P <sub>R</sub> 0% Access points <i>mi</i> 1/mi	
Average Travel Speed		T
	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E <sub>T</sub> (Exhibit 15-11 or 15-12)	1.4	1.0
Passenger-car equivalents for RVs, E <sub>R</sub> (Exhibit 15-11 or 15-13)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.943	1.000
Grade adjustment factor <sup>1</sup> , f <sub>g,ATS</sub> (Exhibit 15-9)	1.00	1.00
Demand flow rate <sup>2</sup> , $v_i$ (pc/h) $v_i$ = $V_i$ / (PHF* $f_{g,ATS}$ * $f_{HV,ATS}$ )	361	1018
Free-Flow Speed from Field Measurement		ee-Flow Speed  60.0 mi/h
	Base free-flow speed <sup>4</sup> , BFFS	
Mean speed of sample <sup>3</sup> , S <sub>FM</sub>	Adj. for lane and shoulder width,	
Total demand flow rate, both directions, $\nu$	Adj. for access points <sup>4</sup> , f <sub>A</sub> (Exhib	
Free-flow speed, FFS=S <sub>FM</sub> +0.00776(v/ f <sub>HV,ATS</sub> )	Free-flow speed, FFS (FSS=BFf	20 /.
Adj. for no-passing zones, f <sub>np,ATS</sub> (Exhibit 15-15) 0.8 mi/h	Average travel speed, ATS <sub>d</sub> =FFS-0.00776( $v_{d,ATS}$ + 46.9 m $v_{o,ATS}$ ) - $f_{np,ATS}$	
	Percent free flow speed, PFFS	80.3 %
Percent Time-Spent-Following	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E <sub>T</sub> (Exhibit 15-18 or 15-19)	1.1	1.0
Passenger-car equivalents for RVs, E <sub>R</sub> (Exhibit 15-18 or 15-19)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.985	1.000
Grade adjustment factor <sup>1</sup> , f <sub>g,PTSF</sub> (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate <sup>2</sup> , $v_i(pc/h)$ $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	345	1018
Base percent time-spent-following $^4$ , BPTSF $_d$ (%)=100(1- $e^{av_d}^b$ )	46.3	
Adj. for no-passing zone, f <sub>np,PTSF</sub> (Exhibit 15-21)	1	8.5
Percent time-spent-following, PTSF <sub>d</sub> (%)=BPTSF <sub>d</sub> +f <sub>np,PTSF</sub> *(v <sub>d,PTSF</sub> /v <sub>d,PTSF</sub> +	5	51.0
V <sub>o,PTSF</sub> )  Level of Service and Other Performance Measures		
Level of Service and Other Performance Measures  Level of Service, LOS (Exhibit 15-3)		C
Volume to capacity ratio, v/c	C	0.21

Capacity, C <sub>d,ATS</sub> (Equation 15-12) pc/h	1700
Capacity, C <sub>d,PTSF</sub> (Equation 15-13) pc/h	1700
Percent Free-Flow Speed PFFS <sub>d</sub> (Equation 15-11 - Class III only)	80.3
Bicycle Level of Service	
Directional demand flow rate in outside lane, v <sub>OL</sub> (Eq. 15-24) veh/h	340.0
Effective width, Wv (Eq. 15-29) ft	16.00
Effective speed factor, $S_t$ (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	8.78
Bicycle level of service (Exhibit 15-4)	F

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<sup>1.</sup> Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.

<sup>2.</sup> If  $v_i(v_d \text{ or } v_o) >= 1,700 \text{ pc/h}$ , terminate analysis--the LOS is F.

For the analysis direction only and for v>200 veh/h.
 For the analysis direction only

<sup>5.</sup> Exhibit 15-20 provides coefficients a and b for Equation 15-10.

<sup>6.</sup> Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET		
General Information	Site Information	
Analyst MMA Agency or Company AIM ENGINEERING & SURVEYING Date Performed 8/24/2015 Analysis Time Period AM NO-BUILD	Highway / Direction of Travel From/To Jurisdiction Analysis Year	US 301 MCINTOSH TO FUTURE SR 56 FDOT 2020
Project Description: US 301 PD&E STUDY		
Input Data		
Shoulder width tt Lane width tt  Lane width tt  Shoulder width tt  Shoulder width tt  Shoulder width tt  Segment length, L <sub>1</sub> mi		ctor, PHF 0.85 / one 49% /
Opposing direction vol., V <sub>o</sub> Shoulder width ft Lane Width ft Segment Length mi  377 Verim 4.0 4.0 7.1		nal vehicles, P <sub>R</sub> 0%
Average Travel Speed		
	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E <sub>T</sub> (Exhibit 15-11 or 15-12)	1.0	1.3
Passenger-car equivalents for RVs, E <sub>R</sub> (Exhibit 15-11 or 15-13)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	1.000	0.957
Grade adjustment factor <sup>1</sup> , f <sub>g,ATS</sub> (Exhibit 15-9)	1.00	1.00
Demand flow rate <sup>2</sup> , $v_i$ (pc/h) $v_i = V_i$ / (PHF* $f_{g,ATS}$ * $f_{HV,ATS}$ )	1079	376
Free-Flow Speed from Field Measurement		ee-Flow Speed
	Base free-flow speed <sup>4</sup> , BFFS Adj. for lane and shoulder width, <sup>4</sup>	60.0 mi/h f. (Exhibit 15-7) 1.3 mi/h
Mean speed of sample <sup>3</sup> , S <sub>FM</sub>	Adj. for access points <sup>4</sup> , f <sub>A</sub> (Exhib	LO
Total demand flow rate, both directions, v	Free-flow speed, FFS (FSS=BFI	
Free-flow speed, FFS=S <sub>FM</sub> +0.00776(v/ f <sub>HV,ATS</sub> )	Average travel speed, ATS <sub>d</sub> =FFS	
Adj. for no-passing zones, f <sub>np,ATS</sub> (Exhibit 15-15) 2.3 mi/h	V <sub>o,ATS</sub> ) - f <sub>np,ATS</sub> Percent free flow speed, PFFS	76.6 %
Percent Time-Spent-Following	If ercent free flow speed, 1113	70.0 70
	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E <sub>T</sub> (Exhibit 15-18 or 15-19)	1.0	1.1
Passenger-car equivalents for RVs, E <sub>R</sub> (Exhibit 15-18 or 15-19)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	1.000	0.985
Grade adjustment factor <sup>1</sup> , f <sub>g,PTSF</sub> (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate <sup>2</sup> , $v_i(pc/h)$ $v_i=V_i/(PHF^*f_{HV,PTSF}^*f_{g,PTSF})$	1079	365
Base percent time-spent-following <sup>4</sup> , BPTSF <sub>d</sub> (%)=100(1-e <sup>av</sup> d <sup>b</sup> )	75.6	
Adj. for no-passing zone, f <sub>np,PTSF</sub> (Exhibit 15-21)	1	6.5
Percent time-spent-following, PTSF <sub>d</sub> (%)=BPTSF <sub>d</sub> +f <sub>np,PTSF</sub> *(v <sub>d,PTSF</sub> / v <sub>d,PTSF</sub> +	8	37.9
V <sub>o,PTSF</sub> )  Level of Service and Other Performance Measures		
Level of service, LOS (Exhibit 15-3)		E
Volume to capacity ratio, v/c	C	.63

1627
1675
76.6
1078.8
16.00
4.79
9.37
F

## Notes

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<sup>1.</sup> Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.

<sup>2.</sup> If  $v_i(v_d \text{ or } v_o) >= 1,700 \text{ pc/h}$ , terminate analysis--the LOS is F.

<sup>3.</sup> For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only
5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.

<sup>6.</sup> Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET		
General Information	Site Information	
Analyst MMA Agency or Company AIM ENGINEERING & SURVEYING Date Performed 8/24/2015 Analysis Time Period AM NO-BUILD	Highway / Direction of Travel From/To Jurisdiction Analysis Year	US 301 MCINTOSH TO FUTURE SR 56 FDOT 2020
Project Description: US 301 PD&E STUDY		
Input Data	T	
\$\frac{1}{2} \text{Shoulder width} \tag{1} \tag{1}		
Lane width tt	✓ Class I I	nighway 🔲 Class II
Lane width tt	highway Class III highway	
Shoulder widtht	Terrain	✓ Level ☐ Rolling
Segment length, L <sub>1</sub> mi	Grade Length Peak-hour far No-passing z	ctor, PHF 0.85
Analysis direction vol., V <sub>d</sub> 306veh/h	Show North Arrow % Trucks and	
Opposing direction vol., V <sub>o</sub> 917veh/h		al vehicles, P <sub>R</sub> 0%
Shoulder width ft 4.0	Access points	
Lane Width ft 12.0 Segment Length mi 7.1		
Average Travel Speed		
	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E <sub>T</sub> (Exhibit 15-11 or 15-12)	1.3	1.0
Passenger-car equivalents for RVs, E <sub>R</sub> (Exhibit 15-11 or 15-13)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.957	1.000
Grade adjustment factor <sup>1</sup> , f <sub>g,ATS</sub> (Exhibit 15-9)	1.00	1.00
Demand flow rate <sup>2</sup> , $v_i$ (pc/h) $v_i$ = $V_i$ / (PHF* $f_{g,ATS}$ * $f_{HV,ATS}$ )	376	1079
Free-Flow Speed from Field Measurement		ee-Flow Speed
	Base free-flow speed <sup>4</sup> , BFFS	60.0 mi/h
Mean speed of sample <sup>3</sup> , S <sub>FM</sub>	Adj. for lane and shoulder width, <sup>4</sup>	
Total demand flow rate, both directions, <i>v</i>	Adj. for access points <sup>4</sup> , f <sub>A</sub> (Exhibi	
Free-flow speed, FFS=S <sub>FM</sub> +0.00776(v/ f <sub>HV,ATS</sub> )	Free-flow speed, FFS (FSS=BFF	20 7.
Adj. for no-passing zones, f <sub>np,ATS</sub> (Exhibit 15-15) 0.7 mi/h	Average travel speed, ATS <sub>d</sub> =FFS-0.00776( $v_{d,ATS}$ + $v_{o,ATS}$ ) - $f_{np,ATS}$	
	Percent free flow speed, PFFS	79.3 %
Percent Time-Spent-Following	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E <sub>T</sub> (Exhibit 15-18 or 15-19)	1.1	1.0
Passenger-car equivalents for RVs, E <sub>R</sub> (Exhibit 15-18 or 15-19)	1.0	1.0
Heavy-vehicle adjustment factor, f <sub>HV</sub> =1/ (1+ P <sub>T</sub> (E <sub>T</sub> -1)+P <sub>R</sub> (E <sub>R</sub> -1) )	0.985	1.000
Grade adjustment factor <sup>1</sup> , f <sub>g,PTSF</sub> (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate <sup>2</sup> , $v_i(pc/h)$ $v_i=V_i/(PHF^*f_{HV,PTSF}^*f_{g,PTSF})$	365	1079
Base percent time-spent-following <sup>4</sup> , BPTSF <sub>d</sub> (%)=100(1-e <sup>av</sup> d <sup>b</sup> )	48.9	
Adj. for no-passing zone, f <sub>np,PTSF</sub> (Exhibit 15-21)	1	6.5
Percent time-spent-following, $PTSF_d(\%) = BPTSF_d + f_{np,PTSF} * (v_{d,PTSF} / v_{d,PTSF} + v_{d,PTSF})$	5	3.1
v <sub>o,PTSF</sub> )		
Level of Service and Other Performance Measures Level of Service LOS (Eyhibit 15-3)		C
Level of service, LOS (Exhibit 15-3)  Volume to capacity ratio, v/c		.22

Capacity, C <sub>d,ATS</sub> (Equation 15-12) pc/h	1700
Capacity, C <sub>d,PTSF</sub> (Equation 15-13) pc/h	1700
Percent Free-Flow Speed PFFS <sub>d</sub> (Equation 15-11 - Class III only)	79.3
Bicycle Level of Service	
Directional demand flow rate in outside lane, v <sub>OL</sub> (Eq. 15-24) veh/h	360.0
Effective width, Wv (Eq. 15-29) ft	16.00
Effective speed factor, S <sub>t</sub> (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	8.81
Bicycle level of service (Exhibit 15-4)	F

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<sup>1.</sup> Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.

<sup>2.</sup> If  $v_i(v_d \text{ or } v_o) >= 1,700 \text{ pc/h}$ , terminate analysis--the LOS is F.

<sup>3.</sup> For the analysis direction only and for v>200 veh/h.

<sup>4.</sup> For the analysis direction only

<sup>5.</sup> Exhibit 15-20 provides coefficients a and b for Equation 15-10.

<sup>6.</sup> Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET			SHEET	
General Information		Site Information		
Analyst Agency or Company Date Performed Analysis Time Period	MMA AIM ENGINEERING & SURVEYING 8/24/2015 PM NO-BUILD	Highway / Direction of Travel From/To Jurisdiction Analysis Year	US 301 FOWLER AVE TO HARNEY RD FDOT 2020	
Project Description: US 301 PD&E		, many one vices		
Input Data				
	1 Shoulder width			
4	Lane widthtt	✓ Class I	highway 🗌 Class II	
	Lane widthtt			
	\$\ Shoulder widthtt		highway Class III highway	
Segment le	ength, L <sub>t</sub> mi	Terrain Grade Lengtl Peak-hour fa No-passing z	ctor, PHF 0.88	
Analysis direction vol., V <sub>d</sub>	1360veh/h	Show North Arrow % Trucks and	d Buses , P <sub>T</sub> 5 % <sup>7</sup>	
Opposing direction vol., V <sub>o</sub> Shoulder width ft	380veh/h 4.0 2.0	% Recreation Access point	nal vehicles, P <sub>R</sub> 0% s <i>mi</i> 5/mi	
	.2			
Average Travel Speed		T	D: :: ()	
		Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for truck	s, E <sub>T</sub> (Exhibit 15-11 or 15-12)	1.0	1.3	
Passenger-car equivalents for RVs		1.0	1.0	
Heavy-vehicle adjustment factor, f	$V_{ATS} = 1/(1 + P_T(E_T - 1) + P_R(E_R - 1))$	1.000	0.985	
Grade adjustment factor <sup>1</sup> , f <sub>g,ATS</sub> (E		1.00	1.00	
Demand flow rate <sup>2</sup> , $v_i$ (pc/h) $v_i$ = $V_i$ / (PHF* $f_{g,ATS}$ * $f_{HV,ATS}$ )		1545 438		
Free-Flow Speed from Field Measurement			ee-Flow Speed	
		Base free-flow speed <sup>4</sup> , BFFS	55.0 mi/h	
Mean speed of sample <sup>3</sup> , S <sub>FM</sub>		Adj. for lane and shoulder width,		
Total demand flow rate, both directi	ons, v	Adj. for access points <sup>4</sup> , f <sub>A</sub> (Exhib		
Free-flow speed, FFS=S <sub>FM</sub> +0.0077	6(v/ f <sub>HV,ATS</sub> )	Free-flow speed, FFS (FSS=BF	$FS-f_{LS}-f_A$ ) 52.5 mi/h	
Adj. for no-passing zones, f <sub>np,ATS</sub> (l	Exhibit 15-15) 1.2 mi/h	Average travel speed, ATS <sub>d</sub> =FFS	S-0.00776(v <sub>d,ATS</sub> + 35.8 <i>mi/h</i>	
		v <sub>o,ATS</sub> ) - f <sub>np,ATS</sub> Percent free flow speed, PFFS	68.3 %	
Percent Time-Spent-Following		Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for truck	s, E <sub>T</sub> (Exhibit 15-18 or 15-19)	1.0	1.0	
Passenger-car equivalents for RVs		1.0	1.0	
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$		1.000	1.000	
Grade adjustment factor <sup>1</sup> , f <sub>q.PTSF</sub> (Exhibit 15-16 or Ex 15-17)		1.00	1.00	
Directional flow rate <sup>2</sup> , $v_i$ (pc/h) $v_j$ = $v_i$ /(PHF* $f_{HV,PTSF}$ * $f_{g,PTSF}$ )		1545	432	
Base percent time-spent-following <sup>4</sup> , BPTSF <sub>d</sub> (%)=100(1-e <sup>av</sup> d <sup>b</sup> )		86.3		
Adj. for no-passing zone, f <sub>np,PTSF</sub> (Exhibit 15-21)		8.2		
Percent time-spent-following, PTSF <sub>d</sub> (%)=BPTSF <sub>d</sub> +f <sub>np,PTSF</sub> *(v <sub>d,PTSF</sub> / v <sub>d,PTSF</sub> +			92.7	
v <sub>o,PTSF</sub> )	The state of the s			
Level of Service and Other Performance Level of service, LOS (Exhibit 15-3)			E	
Volume to capacity ratio, $v/c$		(	0.91	

Capacity, C <sub>d,ATS</sub> (Equation 15-12) pc/h	1675
Capacity, C <sub>d,PTSF</sub> (Equation 15-13) pc/h	1700
Percent Free-Flow Speed PFFS <sub>d</sub> (Equation 15-11 - Class III only)	68.3
Bicycle Level of Service	
Directional demand flow rate in outside lane, v <sub>OL</sub> (Eq. 15-24) veh/h	1545.5
Effective width, Wv (Eq. 15-29) ft	16.00
Effective speed factor, S <sub>t</sub> (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	5.50
Bicycle level of service (Exhibit 15-4)	E

- 2. If  $v_i(v_d \text{ or } v_o) >= 1,700 \text{ pc/h}$ , terminate analysis--the LOS is F.
- 3. For the analysis direction only and for v>200 veh/h.

- 4. For the analysis direction only
  5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
  6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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<sup>1.</sup> Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.

A CONTRACTOR OF THE PARTY OF TH	ONAL TWO-LANE HIGHWA		COTILLI
General Information	AAAA	Site Information	US 301
Analyst Agency or Company	MMA AIM ENGINEERING & SURVEYING	Highway / Direction of Travel From/To	FOWLER AVE TO HARNEY RD
Date Performed	8/24/2015 BM NO BUILD	Jurisdiction Analysis Year	FDOT 2020
Analysis Time Period  Project Description: US 301 PD&E 3	PM NO-BUILD	Analysis real	2020
Input Data	3100)		
L			
	\$\frac{1}{2} Shoulder widthtt		✓ <b>—</b>
4	Lane widthtt	✓ Class I	highway Class II
	Lane width tt	highway	Class III highway
	- Itt Shoulder widthtt	Terrain	✓ Level ☐ Rolling
Seament len	gth, L <sub>1</sub> mi	Grade Lengt	th mi Up/down /
	5-11 -	Peak-hour fa	
Anatheria dispetion and M	80veh/h	O N d A	d Buses , P <sub>T</sub> 5 %
,, u	/		nal vehicles, P <sub>R</sub> 0%
opposing an outlier, roll, ro	360veh/h 0	Access poin	**
Lane Width ft 12.	0		
Segment Length mi 1.2			
Average Travel Speed		Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks	E <sub>+</sub> (Exhibit 15-11 or 15-12)	1.3	1.0
Passenger-car equivalents for RVs, E		1.0	1.0
Heavy-vehicle adjustment factor, f <sub>HV</sub>		0.985	1.000
Grade adjustment factor <sup>1</sup> , f <sub>g,ATS</sub> (Ex		1.00	1.00
Demand flow rate <sup>2</sup> , $v_i$ (pc/h) $v_i = V_i$ / (PHF* $f_{g,ATS}$ * $f_{HV,ATS}$ )		438	1545
Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
		Base free-flow speed <sup>4</sup> , BFFS	55.0 mi/h
		Adj. for lane and shoulder width	<sup>4</sup> f <sub>1.5</sub> (Exhibit 15-7) 1.3 mi/h
Mean speed of sample <sup>3</sup> , S <sub>FM</sub>		Adj. for access points <sup>4</sup> , f <sub>A</sub> (Exhil	
Total demand flow rate, both direction	ns, v		
Free-flow speed, FFS=S <sub>FM</sub> +0.00776	(v/ f <sub>HV,ATS</sub> )	Free-flow speed, FFS (FSS=BF	· · · Ls ·A/
Adj. for no-passing zones, f <sub>np,ATS</sub> (Ex	khibit 15-15) 0.5 mi/h	Average travel speed, ATS <sub>d</sub> =FF	'S-0.00776(v <sub>d,ATS</sub> + 36.6 mi/h
		v <sub>o,ATS</sub> ) - f <sub>np,ATS</sub> Percent free flow speed, PFFS	69.8 %
Percent Time-Spent-Following		Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks	E /Eyhihit 15-18 or 15-19)	1.0	1.0
Passenger-car equivalents for RVs, E		1.0	1.0
		1.000	1.000
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$ Grade adjustment factor <sup>1</sup> , $f_{q,PTSF}$ (Exhibit 15-16 or Ex 15-17)		1.00	1.00
Directional flow rate <sup>2</sup> , $v_i$ (pc/h) $v_i$ = $V_i$ /(PHF* $f_{HV,PTSF}$ * $f_{g,PTSF}$ )		432	1545
Base percent time-spent-following <sup>4</sup> , BPTSF <sub>d</sub> (%)=100(1-e <sup>av</sup> d <sup>b</sup> )		58.2	
Adj. for no-passing zone, f <sub>np.PTSF</sub> (Exhibit 15-21)		8.2	
Percent time-spent-following, PTSF <sub>d</sub> (%)=BPTSF <sub>d</sub> +f <sub>np,PTSF</sub> *(v <sub>d,PTSF</sub> / v <sub>d,PTSF</sub> +			60.0
v <sub>o,PTSF</sub> )			
Level of Service and Other Perform	nanco Moasuros		
Level of service, LOS (Exhibit 15-3)	Tarree measures	1	E

Page 2 of 2

Capacity, C <sub>d,ATS</sub> (Equation 15-12) pc/h	1700
Capacity, C <sub>d,PTSF</sub> (Equation 15-13) pc/h	1700
Percent Free-Flow Speed PFFS <sub>d</sub> (Equation 15-11 - Class III only)	69.8
Bicycle Level of Service	
Directional demand flow rate in outside lane, v <sub>OL</sub> (Eq. 15-24) veh/h	431.8
Effective width, Wv (Eq. 15-29) ft	16.00
Effective speed factor, S <sub>f</sub> (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	4.85
Bicycle level of service (Exhibit 15-4)	E

### Notes

- 2. If  $v_i(v_d \text{ or } v_o) >= 1,700 \text{ pc/h}$ , terminate analysis--the LOS is F.
- 3. For the analysis direction only and for v>200 veh/h.
- 4. For the analysis direction only
- 5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
- 6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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<sup>1.</sup> Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.

DIRECTION	ONAL TWO-LANE HIGHWA	AY SEGMENT WORK	SHEET
General Information		Site Information	
Analyst Agency or Company Date Performed Analysis Time Period	MMA AIM ENGINEERING & SURVEYING 8/24/2015 PM NO-BUILD	Highway / Direction of Travel From/To Jurisdiction Analysis Year	US 301 HARNEY RD TO CR 579 FDOT 2020
Project Description: US 301 PD&E	The state of the s		
Input Data			
	1 Shoulder width tt		
-	Lane widthtt	✓ Class I	highway Class II
	Lane widthtt		Class III highway
	t Shoulder widthtt _	Terrain	Level Rolling
Segment les	ngth, L <sub>t</sub> mi	Grade Lengt Peak-hour fa No-passing z	h mi Up/down actor, PHF 0.88
Analysis direction vol., V <sub>d</sub> 1	131veh/h	Show North Arrow % Trucks an	d Buses , P <sub>T</sub> 5 %
William Control of the Control of th	94veh/h	% Recreation	nal vehicles, P <sub>R</sub> 0%
Shoulder width ft 4	0 1	Access point	s <i>mi</i> 6/mi
Lane Width ft 12 Segment Length mi 1.0	0		
Average Travel Speed			
		Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks	s, E <sub>T</sub> (Exhibit 15-11 or 15-12)	1.0	1.3
Passenger-car equivalents for RVs,	E <sub>R</sub> (Exhibit 15-11 or 15-13)	1.0	1.0
Heavy-vehicle adjustment factor, f <sub>HV</sub>	$_{ATS}$ =1/(1+ $P_T(E_T$ -1)+ $P_R(E_R$ -1))	1.000	0.985
Grade adjustment factor <sup>1</sup> , f <sub>g,ATS</sub> (Ex		1.00	1.00
Demand flow rate <sup>2</sup> , $v_i$ (pc/h) $v_i = V_i$ / (PHF* $f_{g,ATS}$ * $f_{HV,ATS}$ )		1285	455
Free-Flow Speed	from Field Measurement	Estimated Fr	ee-Flow Speed
		Base free-flow speed <sup>4</sup> , BFFS	55.0 mi/h
Mean speed of sample <sup>3</sup> , S <sub>FM</sub>		Adj. for lane and shoulder width,	<sup>4</sup> f <sub>LS</sub> (Exhibit 15-7) 1.3 mi/h
Total demand flow rate, both direction	ns, v	Adj. for access points <sup>4</sup> , f <sub>A</sub> (Exhibit 15-8) 1.5 mi/h	
Free-flow speed, FFS=S <sub>FM</sub> +0.00776		Free-flow speed, FFS (FSS=BF	FS-f <sub>LS</sub> -f <sub>A</sub> ) 52.2 mi/h
Adj. for no-passing zones, f <sub>np,ATS</sub> (E	22 (22) 50000	Average travel speed, ATS <sub>d</sub> =FF	S-0.00776(v <sub>d,ATS</sub> + 36.2 <i>mi/h</i>
		V <sub>o,ATS</sub> ) - f <sub>np,ATS</sub> Percent free flow speed, PFFS	69.3 %
Percent Time-Spent-Following		Analysis Direction (d)	Opposing Direction (o)
D	F (F.:bibit 45 40 45 40)	Analysis Direction (d)	1.0
Passenger-car equivalents for trucks	2 1 2	\$244.77	
Passenger-car equivalents for RVs,		1.00	1.00
Heavy-vehicle adjustment factor, f <sub>HV</sub>		1.000	1.000
Grade adjustment factor <sup>1</sup> , f <sub>g,PTSF</sub> (Exhibit 15-16 or Ex 15-17)		1285	448
Directional flow rate <sup>2</sup> , $v_i(pc/h)$ $v_i = V_i/(pc/h)$		81.5	
Base percent time-spent-following <sup>4</sup> ,		18.9	
Adj. for no-passing zone, f <sub>np,PTSF</sub> (E			10.0
-	(%)=BPTSF <sub>d</sub> +f <sub>np,PTSF</sub> *( $v_{d,PTSF}$ / $v_{d,PTSF}$ +		95.5
V <sub>o,PTSF</sub> )  Level of Service and Other Perform	mance Measures		
Level of service, LOS (Exhibit 15-3)	nunve medou vo		E
Volume to capacity ratio, $v/c$			0.76

Capacity, C <sub>d,ATS</sub> (Equation 15-12) pc/h	1675
Capacity, C <sub>d,PTSF</sub> (Equation 15-13) pc/h	1700
Percent Free-Flow Speed PFFS <sub>d</sub> (Equation 15-11 - Class III only)	69.3
Bicycle Level of Service	
Directional demand flow rate in outside lane, v <sub>OL</sub> (Eq. 15-24) veh/h	1285.2
Effective width, Wv (Eq. 15-29) ft	16.00
Effective speed factor, S <sub>f</sub> (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	5.40
Bicycle level of service (Exhibit 15-4)	E

- 2. If  $v_i(v_d \text{ or } v_o) >= 1,700 \text{ pc/h}$ , terminate analysis--the LOS is F.
- 3. For the analysis direction only and for v>200 veh/h.

- 4. For the analysis direction only
  5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
  6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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<sup>1.</sup> Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.

DIRECTIONAL TWO-LANE HIGHWA	Y SEGMENT WORK	SHEET
General Information	Site Information	
Analyst MMA Agency or Company AIM ENGINEERING & SURVEYING Date Performed 8/24/2015 Analysis Time Period PM NO-BUILD	Highway / Direction of Travel From/To Jurisdiction Analysis Year	US 301 HARNEY RD TO CR 579 FDOT 2020
Project Description: US 301 PD&E STUDY		
Input Data	I	
Shoulder width tt Lane width tt Lane width tt Shoulder width tt Shoulder width tt Shoulder width tt	highway Terrain Grade Length Peak-hour fac	ctor, PHF 0.88
Analysis direction vol., V <sub>d</sub> 394veh/h	Show North Arrow % Trucks and	/
Opposing direction vol., V <sub>o</sub> Shoulder width ft  Lane Width ft  Segment Length mi  1.0		al vehicles, P <sub>R</sub> 0%
Average Travel Speed		
	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E <sub>T</sub> (Exhibit 15-11 or 15-12)	1.3	1.0
Passenger-car equivalents for RVs, E <sub>R</sub> (Exhibit 15-11 or 15-13)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV,ATS}$ =1/ (1+ $P_T(E_T$ -1)+ $P_R(E_R$ -1) )	0.985	1.000
Grade adjustment factor <sup>1</sup> , f <sub>g,ATS</sub> (Exhibit 15-9)	1.00	1.00
Demand flow rate <sup>2</sup> , $v_i$ (pc/h) $v_i = V_i$ / (PHF* $f_{g,ATS}$ * $f_{HV,ATS}$ )	455	1285
Free-Flow Speed from Field Measurement	Estimated Fre	ee-Flow Speed
Mean speed of sample $^3$ , $S_{FM}$ Total demand flow rate, both directions, $v$	Base free-flow speed <sup>4</sup> , BFFS Adj. for lane and shoulder width, <sup>4</sup> Adj. for access points <sup>4</sup> , f <sub>A</sub> (Exhibit	it 15-8) 1.5 mi/h
Free-flow speed, FFS=S <sub>FM</sub> +0.00776(v/ f <sub>HV,ATS</sub> )  Adj. for no-passing zones, f <sub>np,ATS</sub> (Exhibit 15-15)  0.9 mi/h	Free-flow speed, FFS (FSS=BFF Average travel speed, ATS <sub>d</sub> =FFS v <sub>o,ATS</sub> ) - f <sub>np,ATS</sub> Percent free flow speed, PFFS	-0
Percent Time-Spent-Following		
	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E <sub>T</sub> (Exhibit 15-18 or 15-19)	1.0	1.0
Passenger-car equivalents for RVs, E <sub>R</sub> (Exhibit 15-18 or 15-19)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	1.000	1.000
Grade adjustment factor <sup>1</sup> , f <sub>g,PTSF</sub> (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate <sup>2</sup> , $v_i$ (pc/h) $v_i$ = $V_i$ '(PHF* $f_{HV,PTSF}$ * $f_{g,PTSF}$ )	448	1285
Base percent time-spent-following <sup>4</sup> , BPTSF <sub>d</sub> (%)=100(1-e <sup>av</sup> d <sup>b</sup> )	57.3	
Adj. for no-passing zone, f <sub>np,PTSF</sub> (Exhibit 15-21)	1	8.9
Percent time-spent-following, PTSF <sub>d</sub> (%)=BPTSF <sub>d</sub> +f <sub>np,PTSF</sub> *(v <sub>d,PTSF</sub> / v <sub>d,PTSF</sub> +	6	2.2
V <sub>o,PTSF</sub> )  Level of Service and Other Performance Measures		
Level of service, LOS (Exhibit 15-3)		E
Volume to capacity ratio, v/c	C	.27

Capacity, C <sub>d,ATS</sub> (Equation 15-12) pc/h	1700
Capacity, C <sub>d,PTSF</sub> (Equation 15-13) pc/h	1700
Percent Free-Flow Speed PFFS <sub>d</sub> (Equation 15-11 - Class III only)	72.3
Bicycle Level of Service	
Directional demand flow rate in outside lane, v <sub>OL</sub> (Eq. 15-24) veh/h	447.7
Effective width, Wv (Eq. 15-29) ft	16.00
Effective speed factor, S <sub>t</sub> (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	4.87
Bicycle level of service (Exhibit 15-4)	E

### Notes

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<sup>1.</sup> Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.

<sup>2.</sup> If  $v_i(v_d \text{ or } v_o) >= 1,700 \text{ pc/h}$ , terminate analysis—the LOS is F.

For the analysis direction only and for v>200 veh/h.
 For the analysis direction only

<sup>5.</sup> Exhibit 15-20 provides coefficients a and b for Equation 15-10.

<sup>6.</sup> Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

DIRECTIONAL TWO-LANE HIGHWA	Y SEGMENT WORK	SHEET
General Information	Site Information	
Analyst MMA Agency or Company AIM ENGINEERING & SURVEYING Date Performed 8/24/2015	Highway / Direction of Travel From/To Jurisdiction	US 301 CR 579 TO STACY RD FDOT
Analysis Time Period PM NO-BUILD  Project Description: US 301 PD&E STUDY	Analysis Year	2020
Input Data		
L		
\$\frac{1}{2} \text{ Shoulder width } \tag{\text{t}}	F-7	/ 🗆
Lane width tt		nighway 🔲 Class II
Shoulder width tt	highway 🗌	Class III highway
	Terrain	✓ Level Rolling
Segment length, L <sub>t</sub> mi	Grade Length Peak-hour fa No-passing z	ctor, PHF 0.88
Analysis direction vol., V <sub>d</sub> 1081veh/h	Show North Arrow % Trucks and	d Buses , P <sub>T</sub> 5 %
Opposing direction vol., V <sub>0</sub> 365veh/h √	% Recreation	nal vehicles, P <sub>R</sub> 0%
Shoulder width ft 4.0	Access points	s <i>mi</i> 1/mi
Lane Width ft 12.0 Segment Length mi 1.3		
Average Travel Speed		
	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, $E_T$ (Exhibit 15-11 or 15-12)	1.0	1.3
Passenger-car equivalents for RVs, E <sub>R</sub> (Exhibit 15-11 or 15-13)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV,ATS}$ =1/ (1+ $P_T(E_T$ -1)+ $P_R(E_R$ -1) )	1.000	0.985
Grade adjustment factor <sup>1</sup> , f <sub>g,ATS</sub> (Exhibit 15-9)	1.00	1.00
Demand flow rate <sup>2</sup> , $v_i$ (pc/h) $v_i$ = $V_i$ / (PHF* $f_{g,ATS}$ * $f_{HV,ATS}$ )	1228	421
Free-Flow Speed from Field Measurement	Estimated Fro	ee-Flow Speed
	Base free-flow speed <sup>4</sup> , BFFS	55.0 mi/h
Management 3 C	Adj. for lane and shoulder width,	f <sub>LS</sub> (Exhibit 15-7) 1.3 mi/h
Mean speed of sample <sup>3</sup> , S <sub>FM</sub> Total demand flow rate, both directions, <i>v</i>	Adj. for access points <sup>4</sup> , f <sub>A</sub> (Exhib	it 15-8) 0.3 mi/h
Free-flow speed, FFS=S <sub>FM</sub> +0.00776(v/ f <sub>HV,ATS</sub> )	Free-flow speed, FFS (FSS=BFF	$=S-f_{LS}-f_A)$ 53.5 mi/h
Adj. for no-passing zones, f <sub>np,ATS</sub> (Exhibit 15-15)  1.7 mi/h	Average travel speed, ATS <sub>d</sub> =FFS-0.00776(v <sub>d,ATS</sub> + 39.0 mi/h	
	v <sub>o,ATS</sub> ) - f <sub>np,ATS</sub> Percent free flow speed, PFFS	72.9 %
Percent Time-Spent-Following	ir crociti ned now opeda, i i i o	
	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E <sub>T</sub> (Exhibit 15-18 or 15-19)	1.0	1.0
Passenger-car equivalents for RVs, E <sub>R</sub> (Exhibit 15-18 or 15-19)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	1.000	1.000
Grade adjustment factor <sup>1</sup> , f <sub>g,PTSF</sub> (Exhibit 15-16 or Ex 15-17)	1.00	1,00
Directional flow rate <sup>2</sup> , $v_i(pc/h)$ $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	1228	415
Base percent time-spent-following <sup>4</sup> , BPTSF <sub>d</sub> (%)=100(1-e <sup>av</sup> d <sup>b</sup> )	79.6	
Adj. for no-passing zone, f <sub>np,PTSF</sub> (Exhibit 15-21)	14.1	
Percent time-spent-following, PTSF $_{\rm d}$ (%)=BPTSF $_{\rm d}$ +f $_{\rm np,PTSF}$ $^{*}$ (v $_{\rm d,PTSF}$ / v $_{\rm d,PTSF}$ +	g	00.1
v <sub>o,PTSF</sub> )		
Level of Service and Other Performance Measures Level of service, LOS (Exhibit 15-3)		E
Volume to capacity ratio, $v/c$		0.72

Capacity, C <sub>d,ATS</sub> (Equation 15-12) pc/h	1675
Capacity, C <sub>d,PTSF</sub> (Equation 15-13) pc/h	1700
Percent Free-Flow Speed PFFS <sub>d</sub> (Equation 15-11 - Class III only)	72.9
Bicycle Level of Service	
Directional demand flow rate in outside lane, v <sub>OL</sub> (Eq. 15-24) veh/h	1228.4
Effective width, Wv (Eq. 15-29) ft	16.00
Effective speed factor, S <sub>t</sub> (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	5.38
Bicycle level of service (Exhibit 15-4)	Е

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<sup>1.</sup> Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.

<sup>2.</sup> If  $v_i(v_d \text{ or } v_o) >= 1,700 \text{ pc/h}$ , terminate analysis--the LOS is F.

For the analysis direction only and for v>200 veh/h.
 For the analysis direction only
 Exhibit 15-20 provides coefficients a and b for Equation 15-10.

<sup>6.</sup> Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

DIRECT	IONAL TWO-LANE HIGHWA	AY SEGMENT WORK	SHEET
General Information		Site Information	
Analyst Agency or Company Date Performed	MMA AIM ENGINEERING & SURVEYING 8/24/2015	Highway / Direction of Travel From/To Jurisdiction	US 301 CR 579 TO STACY RD FDOT
Analysis Time Period	PM NO-BUILD .	Analysis Year	2020
Project Description: US 301 PD& Input Data	= 51001		
Input Data			
	\$\ Shoulder widthtt		v =
-	T Lane widthtt	✓ Class I	highway 🗌 Class II
	Lane width ft	highway	Class III highway
	t Shoulder widthtt _	Terrain	✓ Level ☐ Rolling
Segment I	ength, L <sub>l</sub> mi	Grade Lengti Peak-hour fa No-passing z	h mi Up/down / octor, PHF 0.88
Analysis direction vol., V <sub>d</sub>	365veh/h	Show North Arrow % Trucks and	
Opposing direction vol., V	1081veh/h	% Recreation	nal vehicles, P <sub>R</sub> 0%
Shoulder width ft	4.0	Access point	s <i>mi</i> 1/mi
	12.0 <sup></sup> 1.3		
Average Travel Speed			
		Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for truc	ks, E <sub>T</sub> (Exhibit 15-11 or 15-12)	1.3	1.0
Passenger-car equivalents for RVs	, E <sub>R</sub> (Exhibit 15-11 or 15-13)	1.0	1.0
Heavy-vehicle adjustment factor, f	HV,ATS=1/(1+P <sub>T</sub> (E <sub>T</sub> -1)+P <sub>R</sub> (E <sub>R</sub> -1))	0.985	1.000
Grade adjustment factor <sup>1</sup> , f <sub>g,ATS</sub> (	Exhibit 15-9)	1.00	1.00
Demand flow rate <sup>2</sup> , $v_i$ (pc/h) $v_i$ = $V_i$ /	(PHF* f <sub>g,ATS</sub> * f <sub>HV,ATS</sub> )	421	1228
Free-Flow Spee	d from Field Measurement		ee-Flow Speed
		Base free-flow speed <sup>4</sup> , BFFS	55.0 mi/h
Many arrad of samula 3 C		Adj. for lane and shoulder width,	<sup>4</sup> f <sub>LS</sub> (Exhibit 15-7) 1.3 mi/h
Mean speed of sample <sup>3</sup> , S <sub>FM</sub> Total demand flow rate, both direct	ions v	Adj. for access points <sup>4</sup> , f <sub>A</sub> (Exhib	oit 15-8) 0.3 mi/h
Free-flow speed, FFS=S <sub>FM</sub> +0.007		Free-flow speed, FFS (FSS=BF	FS-f <sub>LS</sub> -f <sub>A</sub> ) 53.5 mi/h
Adj. for no-passing zones, f <sub>np.ATS</sub> (		Average travel speed, ATS <sub>d</sub> =FF3	S-0.00776(v <sub>d,ATS</sub> + 40.1 mi/h
**************************************		v <sub>o,ATS</sub> ) - f <sub>np,ATS</sub> Percent free flow speed, PFFS	75.1 %
Percent Time-Spent-Following			
		Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for truck	ks, E <sub>T</sub> (Exhibit 15-18 or 15-19)	1.0	1.0
Passenger-car equivalents for RVs	, E <sub>R</sub> (Exhibit 15-18 or 15-19)	1.0	1.0
Heavy-vehicle adjustment factor, f	<sub>IV</sub> =1/ (1+ P <sub>T</sub> (E <sub>T</sub> -1)+P <sub>R</sub> (E <sub>R</sub> -1) )	1.000	1.000
Grade adjustment factor <sup>1</sup> , f <sub>g,PTSF</sub> (Exhibit 15-16 or Ex 15-17)		1.00	1.00
Directional flow rate <sup>2</sup> , v <sub>i</sub> (pc/h) v <sub>i</sub> =V <sub>i</sub> /(PHF*f <sub>HV,PTSF</sub> * f <sub>g,PTSF</sub> )		415	1228
Base percent time-spent-following <sup>4</sup> , BPTSF <sub>d</sub> (%)=100(1-e <sup>av</sup> d <sup>b</sup> )		54.6	
Adj. for no-passing zone, f <sub>np,PTSF</sub> (Exhibit 15-21)		14.1	
Percent time-spent-following, PTSF <sub>d</sub> (%)=BPTSF <sub>d</sub> +f <sub>np,PTSF</sub> *(v <sub>d,PTSF</sub> / v <sub>d,PTSF</sub> +			58.2
v <sub>o,PTSF</sub> )	W.		
Level of Service and Other Perfo			D
Level of service, LOS (Exhibit 15-3)  Volume to capacity ratio, v/c			

Capacity, C <sub>d,ATS</sub> (Equation 15-12) pc/h	1700
Capacity, C <sub>d,PTSF</sub> (Equation 15-13) pc/h	1700
Percent Free-Flow Speed PFFS <sub>d</sub> (Equation 15-11 - Class III only)	75.1
Bicycle Level of Service	
Directional demand flow rate in outside lane, v <sub>OL</sub> (Eq. 15-24) veh/h	414.8
Effective width, Wv (Eq. 15-29) ft	16.00
Effective speed factor, $S_t$ (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	4.83
Bicycle level of service (Exhibit 15-4)	E

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<sup>1.</sup> Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.

<sup>2.</sup> If  $v_i(v_d \text{ or } v_o) >= 1,700 \text{ pc/h}$ , terminate analysis--the LOS is F.

For the analysis direction only and for v>200 veh/h.
 For the analysis direction only

<sup>5.</sup> Exhibit 15-20 provides coefficients a and b for Equation 15-10.

<sup>6.</sup> Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

DIRECTIONAL TWO-LANE HIGHWA	AY SEGMENT WORK	SHEET
General Information	Site Information	
Analyst MMA Agency or Company AIM ENGINEERING & SURVEYING Date Performed 8/24/2015 Analysis Time Period PM NO-BUILD	Highway / Direction of Travel From/To Jurisdiction Analysis Year	US 301 STACY RD TO MCINTOSH RD FDOT 2020
Project Description: US 301 PD&E STUDY		
Input Data		
Shoulder width	Class I highway Terrain	nighway
Segment length, L <sub>1</sub> mi	Grade Length Peak-hour far No-passing z	n mi Up/down ctor, PHF 0.88 one 55%
Analysis direction vol., V <sub>d</sub> Opposing direction vol., V <sub>o</sub> Shoulder width ft  850veh/h  289veh/h  4.0	% Trucks and	al vehicles, P <sub>R</sub> 0%
Lane Width ft 12.0 / Segment Length mi 1.3		
Average Travel Speed		
	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E <sub>T</sub> (Exhibit 15-11 or 15-12)	1.0	1.4
Passenger-car equivalents for RVs, E <sub>R</sub> (Exhibit 15-11 or 15-13)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV,ATS}$ =1/ (1+ $P_T(E_T$ -1)+ $P_R(E_R$ -1) )	1.000	0.980
Grade adjustment factor <sup>1</sup> , f <sub>g,ATS</sub> (Exhibit 15-9)	1.00	1.00
Demand flow rate <sup>2</sup> , $v_i$ (pc/h) $v_i = V_i$ (PHF* $f_{g,ATS}$ * $f_{HV,ATS}$ )	966	335
Free-Flow Speed from Field Measurement	Estimated Fre	ee-Flow Speed
	Base free-flow speed <sup>4</sup> , BFFS	60.0 mi/h
Mean speed of sample <sup>3</sup> , S <sub>FM</sub>	Adj. for lane and shoulder width,4	
Total demand flow rate, both directions, <i>v</i>	Adj. for access points <sup>4</sup> , f <sub>A</sub> (Exhibit	it 15-8) 0.3 mi/h
Free-flow speed, FFS=S <sub>FM</sub> +0.00776(v/ f <sub>HV.ATS</sub> )	Free-flow speed, FFS (FSS=BFF	$FS-f_{LS}-f_A$ ) 58.5 mi/h
Adj. for no-passing zones, f <sub>np,ATS</sub> (Exhibit 15-15) 2.7 mi/h	Average travel speed, ATS <sub>d</sub> =FFS	S-0.00776(v <sub>d,ATS</sub> + 45.7 mi/h
	v <sub>o,ATS</sub> ) - f <sub>np,ATS</sub> Percent free flow speed, PFFS	78.1 %
Percent Time-Spent-Following	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E <sub>T</sub> (Exhibit 15-18 or 15-19)	1.0	1.1
Passenger-car equivalents for RVs, E <sub>R</sub> (Exhibit 15-18 or 15-19)	1.0	1.0
Heavy-vehicle adjustment factor, f <sub>HV</sub> =1/ (1+ P <sub>T</sub> (E <sub>T</sub> -1)+P <sub>R</sub> (E <sub>R</sub> -1) )	1.000	0.995
Grade adjustment factor <sup>1</sup> , f <sub>g,PTSF</sub> (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate <sup>2</sup> , $v_i$ (pc/h) $v_i$ = $V_i$ /(PHF* $f_{HV,PTSF}$ * $f_{g,PTSF}$ )	966	330
Base percent time-spent-following <sup>4</sup> , BPTSF <sub>d</sub> (%)=100(1-e <sup>av</sup> d <sup>b</sup> )	70.3	
Adj. for no-passing zone, f <sub>np,PTSF</sub> (Exhibit 15-21)		0.0
Percent time-spent-following, $PTSF_d$ (%)= $BPTSF_d$ + $f_{np,PTSF}$ * $(v_{d,PTSF} / v_{d,PTSF} + v_{d,PTSF})$	8	5.2
V <sub>o,PTSF</sub> )		
Level of Service and Other Performance Measures Level of service, LOS (Exhibit 15-3)		E
Volume to capacity ratio, <i>v/c</i>	ļ. —	.57

Capacity, C <sub>d,ATS</sub> (Equation 15-12) pc/h	1666
Capacity, C <sub>d,PTSF</sub> (Equation 15-13) pc/h	1692
Percent Free-Flow Speed PFFS <sub>d</sub> (Equation 15-11 - Class III only)	78.1
Bicycle Level of Service	
Directional demand flow rate in outside lane, v <sub>OL</sub> (Eq. 15-24) veh/h	965.9
Effective width, Wv (Eq. 15-29) ft	16.00
Effective speed factor, $S_t$ (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	5.26
Bicycle level of service (Exhibit 15-4)	E

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<sup>1.</sup> Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.

<sup>2.</sup> If  $v_i(v_d \text{ or } v_o) >= 1,700 \text{ pc/h}$ , terminate analysis--the LOS is F.

<sup>3.</sup> For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only
5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

DIRECTION	ONAL TWO-LANE HIGHWA	AY SEGMENT WORK	SHEET
General Information		Site Information	
Analyst Agency or Company Date Performed Analysis Time Period	MMA AIM ENGINEERING & SURVEYING 8/24/2015 PM NO-BUILD	Highway / Direction of Travel From/To Jurisdiction Analysis Year	US 301 STACY RD TO MCINTOSH RD FDOT 2020
Project Description: US 301 PD&E			
Input Data			
Segment ler	Shoulder width tt Lane width tt Shoulder width tt  Lane width tt Shoulder width tt  gth, L <sub>1</sub> mi	highway Terrain Grade Length	highway Class II  Class III highway  Level Rolling  h mi Up/down
Analysis direction vol., V <sub>d</sub> 289veh/h  Opposing direction vol., V <sub>o</sub> 850veh/h  Shoulder width ft 4.0  Lane Width ft 12.0		Peak-hour factor, PHF No-passing zone 55%  % Trucks and Buses , P <sub>T</sub> 5 %  % Recreational vehicles, P <sub>R</sub> 0%  Access points mi 1/mi	
Segment Length mi 1.3  Average Travel Speed			
		Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks	, E <sub>T</sub> (Exhibit 15-11 or 15-12)	1.4	1.0
Passenger-car equivalents for RVs, I	E <sub>R</sub> (Exhibit 15-11 or 15-13)	1.0	1.0
Heavy-vehicle adjustment factor, f <sub>HV</sub>	$ATS$ =1/(1+ $P_T(E_T-1)+P_R(E_R-1)$ )	0.980	1.000
Grade adjustment factor <sup>1</sup> , f <sub>g,ATS</sub> (Ex	chibit 15-9)	1.00	1.00
Demand flow rate <sup>2</sup> , $v_i$ (pc/h) $v_i = V_i$ / (F	PHF* f <sub>g,ATS</sub> * f <sub>HV,ATS</sub> )	335	966
Free-Flow Speed	from Field Measurement	Estimated Fr	ee-Flow Speed
		Base free-flow speed <sup>4</sup> , BFFS	60.0 mi/h
Mean speed of sample <sup>3</sup> , S <sub>FM</sub>		Adj. for lane and shoulder width, <sup>4</sup> f <sub>LS</sub> (Exhibit 15-7) 1.3 mi/h	
Total demand flow rate, both direction	ns, v	Adj. for access points <sup>4</sup> , f <sub>A</sub> (Exhib	it 15-8) 0.3 mi/h
Free-flow speed, FFS=S <sub>FM</sub> +0.00776	(v/ f <sub>HV ATS</sub> )	Free-flow speed, FFS (FSS=BF	$FS-f_{LS}-f_A$ ) 58.5 mi/h
Adj. for no-passing zones, f <sub>np,ATS</sub> (E.	3.000 M-3.000	Average travel speed, ATS <sub>d</sub> =FFS	S-0.00776(v <sub>d,ATS</sub> + 47.5 <i>mi/h</i>
		V <sub>o,ATS</sub> ) - f <sub>np,ATS</sub> Percent free flow speed, PFFS	81.3 %
Percent Time-Spent-Following		Analysis Disselies (d)	Opposing Direction (o)
Passenger-car equivalents for trucks	F_(Exhibit 15-18 or 15-19)	Analysis Direction (d)	1.0
Passenger-car equivalents for RVs, I		1.0	1.0
Heavy-vehicle adjustment factor, f <sub>HV</sub>		0.995	1.000
Grade adjustment factor <sup>1</sup> , f <sub>q.PTSF</sub> (E:		1.00	1.00
Directional flow rate <sup>2</sup> , $v_i(pc/h)$ $v_i=V_i/(l$		330	966
	following <sup>4</sup> , BPTSF <sub>d</sub> (%)=100(1- $e^{av_d}$ <sup>b</sup> ) 44.6		44.6
Adj. for no-passing zone, f <sub>np,PTSF</sub> (E	NO SERVICE A M	2	20.0
Percent time-spent-following, PTSF <sub>d</sub> (%)=BPTSF <sub>d</sub> +f <sub>np,PTSF</sub> *(v <sub>d,PTSF</sub> / v <sub>d,PTSF</sub> +			49.7
V <sub>o,PTSF</sub> )  Level of Service and Other Perform	nance Measures		and the same
Level of service, LOS (Exhibit 15-3)	munov mouduros		С
Volume to capacity ratio, v/c			0.20

Capacity, C <sub>d,ATS</sub> (Equation 15-12) pc/h	1700
Capacity, C <sub>d,PTSF</sub> (Equation 15-13) pc/h	1700
Percent Free-Flow Speed PFFS <sub>d</sub> (Equation 15-11 - Class III only)	81.3
Bicycle Level of Service	
Directional demand flow rate in outside lane, v <sub>OL</sub> (Eq. 15-24) veh/h	328.4
Effective width, Wv (Eq. 15-29) ft	16.00
Effective speed factor, S <sub>f</sub> (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	4.71
Bicycle level of service (Exhibit 15-4)	E
	The second secon

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<sup>1.</sup> Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.

<sup>2.</sup> If  $v_i(v_d \text{ or } v_o) >= 1,700 \text{ pc/h}$ , terminate analysis--the LOS is F.

<sup>3.</sup> For the analysis direction only and for v>200 veh/h.

<sup>4.</sup> For the analysis direction only

<sup>5.</sup> Exhibit 15-20 provides coefficients a and b for Equation 15-10.

<sup>6.</sup> Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

DIRECTIO	NAL TWO-LANE HIGHW	AY SEGMENT WORK	CSHEET			
General Information		Site Information				
Analyst Agency or Company Date Performed Analysis Time Period	MMA AIM ENGINEERING & SURVEYING 8/24/2015 PM NO-BUILD	Highway / Direction of Travel From/To Jurisdiction Analysis Year	US 301 MCINTOSH TO FUTURE SR 56 FDOT 2020			
Project Description: US 301 PD&E S		Allalysis Teal	2020			
Input Data						
<b></b>	- <b>x</b> -a					
	\$\frac{1}{t}\$ Shoulder widthtttttt		/ Da			
	I Lane width tt		highway 🔲 Class II			
	\$\frac{1}{2}\$ Shoulder widthtt	highway 📙	Class III highway			
•	-	Terrain Grade Lengt	Level Rolling h mi Up/down			
Segment len	gth, L <sub>t</sub> mi	Peak-hour fa No-passing z	ctor, PHF 0.88			
Analysis direction vol., V <sub>d</sub> 91	7veh/h	Show North Arrow % Trucks an	d Buses , P <sub>T</sub> 5 %			
Opposing direction vol., V <sub>o</sub> 30	6veh/h	1	nal vehicles, P <sub>R</sub> 0%			
Shoulder width ft 4.0		Access point	s <i>mi</i> 2/mi			
Lane Width ft 12. Segment Length mi 7.1						
Average Travel Speed			_			
		Analysis Direction (d)	Opposing Direction (o)			
Passenger-car equivalents for trucks,	E <sub>T</sub> (Exhibit 15-11 or 15-12)	1.0	1.4			
Passenger-car equivalents for RVs, E	R (Exhibit 15-11 or 15-13)	1.0	1.0			
Heavy-vehicle adjustment factor, f <sub>HV,</sub>	$r$ , $f_{HV,ATS} = 1/(1 + P_T(E_T - 1) + P_R(E_R - 1))$ 1.000 0.980					
Grade adjustment factor <sup>1</sup> , f <sub>g,ATS</sub> (Exl		1.00 1.00				
Demand flow rate <sup>2</sup> , $v_j$ (pc/h) $v_i = V_i / (P$		1042	355			
Free-Flow Speed 1	rom Field Measurement		ee-Flow Speed			
		Base free-flow speed <sup>4</sup> , BFFS	60.0 mi/h			
Mean speed of sample <sup>3</sup> , S <sub>FM</sub>		Adj. for lane and shoulder width,	LO			
Total demand flow rate, both direction	s, v	Adj. for access points <sup>4</sup> , f <sub>A</sub> (Exhib				
Free-flow speed, FFS=S <sub>FM</sub> +0.00776(	v/ f <sub>HV,ATS</sub> )	Free-flow speed, FFS (FSS=BF	FS-f <sub>LS</sub> -f <sub>A</sub> ) 58.2 mi/h			
Adj. for no-passing zones, f <sub>np,ATS</sub> (Ex	hibit 15-15) 2.4 mi/h	Average travel speed, ATS <sub>d</sub> =FF	S-0.00776(v <sub>d,ATS</sub> + 45.0 mi/h			
		v <sub>o,ATS</sub> ) - f <sub>np,ATS</sub> Percent free flow speed, PFFS	77.2 %			
Percent Time-Spent-Following		Analysis Direction (d)	Opposing Direction (o)			
Passenger-car equivalents for trucks,	E <sub>+</sub> (Exhibit 15-18 or 15-19)	1.0	1.1			
Passenger-car equivalents for RVs, E	The state of the s	1.0	1.0			
Heavy-vehicle adjustment factor, f <sub>HV</sub> =		1.000	0.995			
Grade adjustment factor <sup>1</sup> , f <sub>g,PTSF</sub> (Ex		1.00	1.00			
Directional flow rate <sup>2</sup> , $v_i$ (pc/h) $v_i$ = $V_i$ /(P	HF*f <sub>HV,PTSF</sub> * f <sub>g,PTSF</sub> )	1042	349			
Base percent time-spent-following <sup>4</sup> , B	PTSF <sub>d</sub> (%)=100(1-e <sup>av<sub>d</sub>b</sup> )	7	73.7			
Adj. for no-passing zone, f <sub>np,PTSF</sub> (Ex	hibit 15-21)	-	17.1			
Percent time-spent-following, PTSF <sub>d</sub> (	%)=BPTSF <sub>d</sub> +f <sub>np,PTSF</sub> *( $v_{d,PTSF} / v_{d,PTSF}$ +	+ 86.5				
v <sub>o,PTSF</sub> )						
Level of Service and Other Perform	ance Measures					
Level of service, LOS (Exhibit 15-3)		1	E			

Capacity, C <sub>d,ATS</sub> (Equation 15-12) pc/h	1666
Capacity, C <sub>d,PTSF</sub> (Equation 15-13) pc/h	1692
Percent Free-Flow Speed PFFS <sub>d</sub> (Equation 15-11 - Class III only)	77.2
Bicycle Level of Service	
Directional demand flow rate in outside lane, v <sub>OL</sub> (Eq. 15-24) veh/h	1042.0
Effective width, Wv (Eq. 15-29) ft	16.00
Effective speed factor, S <sub>t</sub> (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	5.30
Bicycle level of service (Exhibit 15-4)	E

- 2. If  $v_i(v_d \text{ or } v_o) >= 1,700 \text{ pc/h}$ , terminate analysis--the LOS is F.

- 3. For the analysis direction only and for v>200 veh/h.
  4. For the analysis direction only
  5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
  6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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<sup>1.</sup> Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.

DIRECTIONAL TWO-LANE HIGHWA	Y SEGMENT WORK	SHEET			
General Information	Site Information				
Analyst MMA Agency or Company AIM ENGINEERING & SURVEYING Date Performed 8/24/2015 Analysis Time Period PM NO-BUILD	From/To Jurisdiction	US 301 MCINTOSH TO FUTURE SR 56 FDOT 2020			
Analysis Time Period PM NO-BUILD Project Description: US 301 PD&E STUDY	Analysis real	2020			
Input Data					
<u> </u>					
Shoulder width tt		ighway 🔲 Class II			
Lane width tt					
\$\frac{1}{2} \text{ Shoulder width } \text{tt}		Class III highway			
	Terrain Grade Length	Level Rolling mi Up/down			
Segment length, L <sub>t</sub> mi	Peak-hour fac	tor, PHF 0.88			
√	Show North Arrow of Trucks and	1			
Analysis direction vol., V <sub>d</sub> 306veh/h	% Trucks and				
Opposing direction vol., V <sub>o</sub> 917veh/h	% Recreation Access points	al vehicles, P <sub>R</sub> 0%			
Shoulder width ft 4.0 Lane Width ft 12.0	Access points	anı zatı			
Segment Length mi 7.1					
Average Travel Speed	Analysis Direction (d)	Opposing Direction (o)			
D		1.0			
Passenger-car equivalents for trucks, E <sub>T</sub> (Exhibit 15-11 or 15-12)	1.4	1.0			
Passenger-car equivalents for RVs, E <sub>R</sub> (Exhibit 15-11 or 15-13)	0.980	1.000			
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	1.00	1.00			
Grade adjustment factor <sup>1</sup> , f <sub>g,ATS</sub> (Exhibit 15-9)	355	1042			
Demand flow rate <sup>2</sup> , $v_i$ (pc/h) $v_i$ = $V_i$ / (PHF* $f_{g,ATS}$ * $f_{HV,ATS}$ )  Free-Flow Speed from Field Measurement	9 3ARAS 260C	e-Flow Speed			
Flee-Flow Speed Holli Fleid measurement	Base free-flow speed <sup>4</sup> , BFFS	60.0 mi/h			
	Adj. for lane and shoulder width, <sup>4</sup>				
Mean speed of sample <sup>3</sup> , S <sub>FM</sub>	3993				
Total demand flow rate, both directions, v	Adj. for access points <sup>4</sup> , f <sub>A</sub> (Exhibi				
Free-flow speed, FFS= $S_{FM}$ +0.00776( $v/f_{HV,ATS}$ )	Free-flow speed, FFS (FSS=BFF				
Adj. for no-passing zones, f <sub>np,ATS</sub> (Exhibit 15-15) 0.8 mi/h	Average travel speed, ATS <sub>d</sub> =FFS	i-0.00776(v <sub>d,ATS</sub> + 46.6 mi/h			
	V <sub>o,ATS</sub> ) - f <sub>np,ATS</sub> Percent free flow speed, PFFS	80.1 %			
Percent Time-Spent-Following	Analysis Direction (d)	Opposing Direction (o)			
Passenger-car equivalents for trucks, E <sub>T</sub> (Exhibit 15-18 or 15-19)	1.1	1.0			
Passenger-car equivalents for RVs, E <sub>R</sub> (Exhibit 15-18 or 15-19)	1.0	1.0			
Heavy-vehicle adjustment factor, $f_{HV}$ =1/ (1+ $P_T$ ( $E_T$ -1)+ $P_R$ ( $E_R$ -1) )	0.995	1.000			
Grade adjustment factor <sup>1</sup> , f <sub>g,PTSF</sub> (Exhibit 15-16 or Ex 15-17)	1.00	1.00			
Directional flow rate <sup>2</sup> , $v_i(pc/h)$ $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	349	1042			
Base percent time-spent-following <sup>4</sup> , BPTSF <sub>d</sub> (%)=100(1-e <sup>av</sup> d <sup>b</sup> )	47.1				
Adj. for no-passing zone, f <sub>np,PTSF</sub> (Exhibit 15-21)	17.1				
Percent time-spent-following, PTSF $_{\rm d}$ (%)=BPTSF $_{\rm d}$ +f $_{\rm np,PTSF}$ $^{*}$ ( $^{\rm v}$ d,PTSF $^{\rm t}$	#,PTSF <sup>+</sup> 51.4				
v <sub>o,PTSF</sub> )					
Level of Service and Other Performance Measures		C			
Level of service, LOS (Exhibit 15-3)  Volume to capacity ratio, v/c		.21			

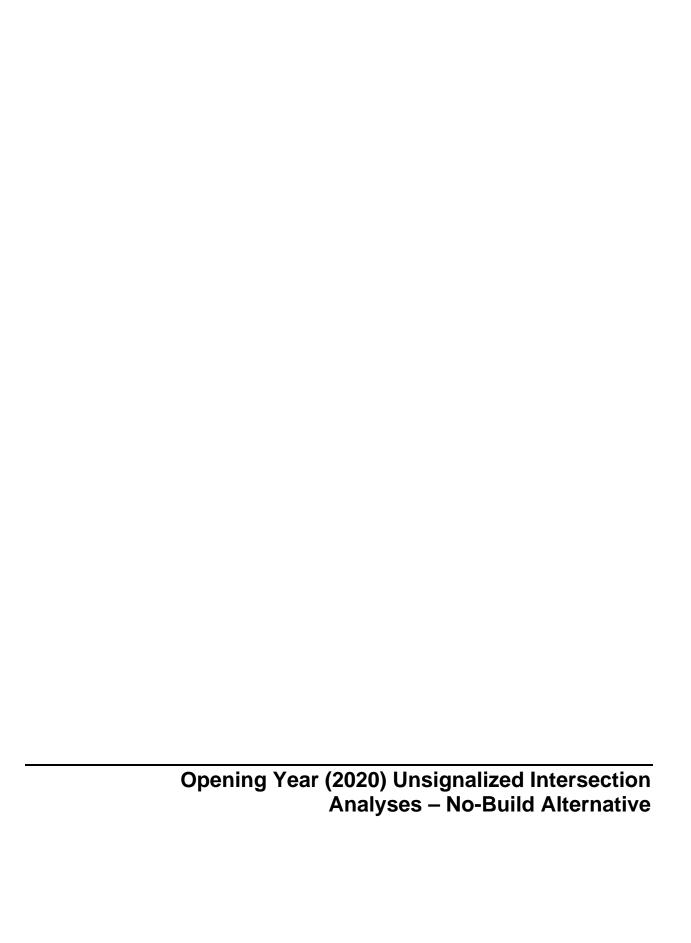
Capacity, C <sub>d,ATS</sub> (Equation 15-12) pc/h	1700
Capacity, C <sub>d,PTSF</sub> (Equation 15-13) pc/h	1700
Percent Free-Flow Speed PFFS <sub>d</sub> (Equation 15-11 - Class III only)	80.1
Bicycle Level of Service	
Directional demand flow rate in outside lane, v <sub>OL</sub> (Eq. 15-24) veh/h	347.7
Effective width, Wv (Eq. 15-29) ft	16.00
Effective speed factor, S <sub>t</sub> (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	4.74
Bicycle level of service (Exhibit 15-4)	E

- 2. If  $v_i(v_d \text{ or } v_o) >= 1,700 \text{ pc/h}$ , terminate analysis--the LOS is F.
- For the analysis direction only and for v>200 veh/h.
   For the analysis direction only
- 5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
- 6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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<sup>1.</sup> Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.



	TW	O-WAY STOP	CONTR	OL SU	MMARY			
General Informatio	n		Site I	nforma	ation			
Analyst Agency/Co. Date Performed	MMA AIM ENGI SURVEYI 8/24/2015	i .	Inters	ection		US 301 FDOT 2020	& HARN	IEY RD
Analysis Time Period	AM NO-B							
Project Description US		JDY						
East/West Street: HAR					reet: US 301	) }		
Intersection Orientation:		****	Study	Period (I	nrs): 0.25			
Vehicle Volumes a	nd Adjustmer	The second secon						
Major Street		Northbound	- <b></b>			Southbo	und	
Movement		2	3		4	5		6
\(\frac{1}{2} \cdot \cdo	L	T 102 /	R	/	L	T 1240		R
Volume (veh/h)	1.00	403	13		18	1240	1	1.00
Peak-Hour Factor, PHF Hourly Flow Rate, HFR	1.00	0.85	0.85	, _	0.85	0.85		1.00
(veh/h)	0	474	15 21		1458		0	
Percent Heavy Vehicles	0		- 5			- 1	-	
Median Type			Undivided √			_		
RT Channelized			0 0					0
Lanes	0	1 "	0			1 *		0
Configuration			TR	TR LT				
Upstream Signal		0				0		
Minor Street	1000000	Eastbound				Westbo	und	
Movement	7	8	9		10	11		12
	L	T	R		L	T		R /
Volume (veh/h)					10			15
Peak-Hour Factor, PHF	1.00	1.00	1.00	)	0.85	1.00		0.85
Hourly Flow Rate, HFR (veh/h)	0	О	0		11	0		17
Percent Heavy Vehicles	0	0	0		16	0		16 ″
Percent Grade (%)		0				0		
Flared Approach		N				N		
Storage		0				0		
RT Channelized			0					0
Lanes	0	0	0		0	0	/	0
Configuration						LR		
Delay, Queue Length, a	nd Level of Ser	vice						
Approach	Northbound	Southbound	2	Westbou	und		Eastbou	und
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
v (veh/h)		21		28				
C (m) (veh/h)		1059	35500.50	133	1		1	
v/c		0.02		0.21				
		0.02		0.76	+			
95% queue length			215-104-7-104-7-104-7-104-7-104-7-104-7-104-7-104-7-104-7-104-7-104-7-104-7-104-7-104-7-104-7-104-7-104-7-104-				-	+
Control Delay (s/veh)		8.5	**********	39.1				
LOS		Α		E			1	
Approach Delay (s/veh)				39.1			[2 D] SAM	
Approach LOS				Ε				

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	TW	O-WAY STOP	CONTR	OL SUI	MMARY				
General Information	n		Site I	nforma	tion				
Analyst	MMA		Interse	ection		US 301 8	CR 579		
Agency/Co.	AIM ENG SURVEY	INEERING & ING	Jurisdi			FDOT 2020			
Date Performed	8/24/2015		Allalys	ois real		2020			
Analysis Time Period	AM NO-B	UILD				-0.			
Project Description US		JDY							
East/West Street: CR 5					eet: US 301				
Intersection Orientation:			Study	erioa (n	rs): 0.25				
Vehicle Volumes ar	<u>nd Adjustme</u>								
Major Street		Northbound	T .			Southbou	and	6	
Movement	1 L	2 T	3 R		4	5 T		6 R	
Volume (veh/h)		328	42	/	106	980	$\leftarrow$	- 13	
Peak-Hour Factor, PHF	1.00	0.85	0.85	/	0.85	0.85		1.00	
Hourly Flow Rate, HFR									
(veh/h)	0	385	49		124	1152		0	
Percent Heavy Vehicles	0				5				
Median Type				Undivided 4					
RT Channelized		/	0					0	
_anes	0	1	1			1	,	0	
Configuration		T	R	RL		T			
Jpstream Signal		0	<u> </u>			0			
Minor Street		Eastbound	,			Westbound			
Movement	7	8	9		10	11		12	
	L	Т	R		L /	T_		R	
Volume (veh/h)					24	4.00		35 <sup>′</sup> 0.85 <sup>′</sup>	
Peak-Hour Factor, PHF	1.00	1.00	1.00		0.85	1.00	0.		
Hourly Flow Rate, HFR (veh/h)	0	0	0			0		41	
Percent Heavy Vehicles	0	0	0		17	0		17	
Percent Grade (%)		0				0			
Flared Approach		N			722.0	N			
Storage		0				0			
RT Channelized			0					0	
Lanes	0	0	0		1	0		1	
Configuration					L /			R	
Delay, Queue Length, a	nd Level of Se	rvice			A				
Approach	Northbound	Southbound		Westbou	nd		Eastboun	d	
Vovement	1	4	7	8	9	10	11	12	
_ane Configuration		L	L		R				
v (veh/h)		124	28		41				
C (m) (veh/h)	(4)	1110	73		631				
v/c		0.11	0.38		0.06				
95% queue length	980 AME	0.38	1.48		0.21				
Control Delay (s/veh)		8.7	82.2	188	11.1				
		A A	F		B				
LOS				40.0					
Approach Delay (s/veh)	<del></del>								
Approach LOS				E					

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	TW	O-WAY STOP	CONTRO	OL SUM	MARY				
General Information	n		Site Ir	nformati	on				
Analyst Agency/Co.	SURVEY		Jurisdi	Intersection Jurisdiction Analysis Year			US 301 & STACY RD FDOT 2020		
Date Performed	8/24/2015		7			2020			
Analysis Time Period	AM NO-B			,					
Project Description US		JDY	N 44.00	)	1. 110.004	2010			
East/West Street: STACINTERSECTION:				Period (hrs	et: US 301				
			Joludy 1	enou (ms	). 0.25				
Vehicle Volumes ar	nd Adjustme			T	11	Southbo			
Major Street	1	Northbound	3				una	6	
Movement	1	2 T	R		4 L	5 T		R	
Volume (veh/h)	0 /	284	73	N. S.	15	858	/	0	
Peak-Hour Factor, PHF	0.85	0.85	0.85	/	0.85	0.85	/	0.85	
Hourly Flow Rate, HFR (veh/h)	0	334	85			1009		0	
Percent Heavy Vehicles	0			5				-	
Median Type		*	1	Undivide					
RT Channelized			0	0				0	
Lanes	1 4	1 /	1	9	1	1		0	
Configuration	L /	T	R	R L				TR -	
Upstream Signal		0				0			
Minor Street		Eastbound				Westbou	ınd		
Movement	7	8 9 10 11			12				
	L	T	R		L /	Т		R	
Volume (veh/h)	0 -	0 /	0	,	215	0		7 ′	
Peak-Hour Factor, PHF	0.85	0.85	0.85	/	0.85	1.00		0.85	
Hourly Flow Rate, HFR (veh/h)	0	0	0		252	0		8	
Percent Heavy Vehicles	0	0	0		4	0		4	
Percent Grade (%)		0				0			
Flared Approach		N				N		11000	
Storage		0	1911 AND 1911			0		wr.	
RT Channelized		50 M (50 M)	0					0	
Lanes	0	1	0		0	1		0	
Configuration	200	LTR		1000	to 185 185	LTR	1		
Delay, Queue Length, a	nd Level of Sei	rvice							
Approach	Northbound	Southbound	V	Vestbound	t		Eastbour	ıd	
Movement	1	4	7	8	9	10	11	12	
_ane Configuration	L	L		LTR			LTR		
/ (veh/h)	0	17		260			0		
C (m) (veh/h)	695	1124		123					
//c	0.00	0.02		2.11					
95% queue length	0.00	0.02		21.63					
						The second secon		-	
Control Delay (s/veh)	10.2	8.3		586.0				-	
_OS	В	Α		F			l .		
Approach Delay (s/veh)				586.0					

Approach LOS

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General Information		STATE OF HEALTH STATE	Sito In	nforma	tion				
	_		Site if	norma	UOH				
Analyst	MMA AM ENG	INEERING &	Interse	ction		US 301 &	MCINTO	SH RD	
Agency/Co.	SURVEY		Jurisdi			FDOT			
Date Performed	8/24/2015		Analys	is Year		2020			
Analysis Time Period	AM NO-B								
	301 PD&E ST	UDY							
East/West Street: MC/N			North/S	outh Str	eet: US 301	1			
Intersection Orientation:	North-South		Study F	eriod (h	rs): 0.25				
Vehicle Volumes ar	d Adjustme	nts							
Major Street		Northbound				Southbou	ınd		
Movement	1	2	3		4	5		6	
	L	Т	R		L	Т	-	R	
Volume (veh/h)		273	13		76	841			
Peak-Hour Factor, PHF	1.00	0.85	0.85	1	0.85	0.85	Up.	1.00	
Hourly Flow Rate, HFR (veh/h)	0	321	15		89	989		0	
Percent Heavy Vehicles	0				5, /				
Median Type				Undivia	led				
RT Channelized			0					0	
Lanes	0	1	0		1	1 '		0	
Configuration			TR		L _	T			
Upstream Signal		0				0			
Minor Street		Eastbound				Westbou	nd		
Movement	7	8	9		10	11		12 R	
	L	Т	R		L	Т			
Volume (veh/h)					16		33		
Peak-Hour Factor, PHF	1.00	1.00	1.00		0.85	1.00		0.85	
Hourly Flow Rate, HFR (veh/h)	0	0	0		18	0		38	
Percent Heavy Vehicles	0	0	0		5	0		5	
Percent Grade (%)		0				0			
Flared Approach		N				N			
Storage		0				0		33	
RT Channelized			0		22-11 &			0	
Lanes	0	0	0		0	0 /		0	
Configuration	35				****	LR			
Delay, Queue Length, a	nd Level of Se	rvice		DESCRIPTION OF THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NAMED IN COLUMN TW					
Approach	Northbound	Southbound	V	Vestbou	nd		Eastboun	d	
Movement	1	4	7	8	9	10	11	12	
		L		LR		10			
_ane Configuration		<i>E</i>							
v (veh/h)				56				+	
C (m) (veh/h)		1207		280				-	
ı/c		0.07		0.20				100,000	
95% queue length		0.24	10. 77. 10	0.73					
Control Delay (s/veh)		8.2		21.0					
_OS		Α		С					
Approach Delay (s/veh)				21.0				-	
Approach LOS			1000	С				0,00	

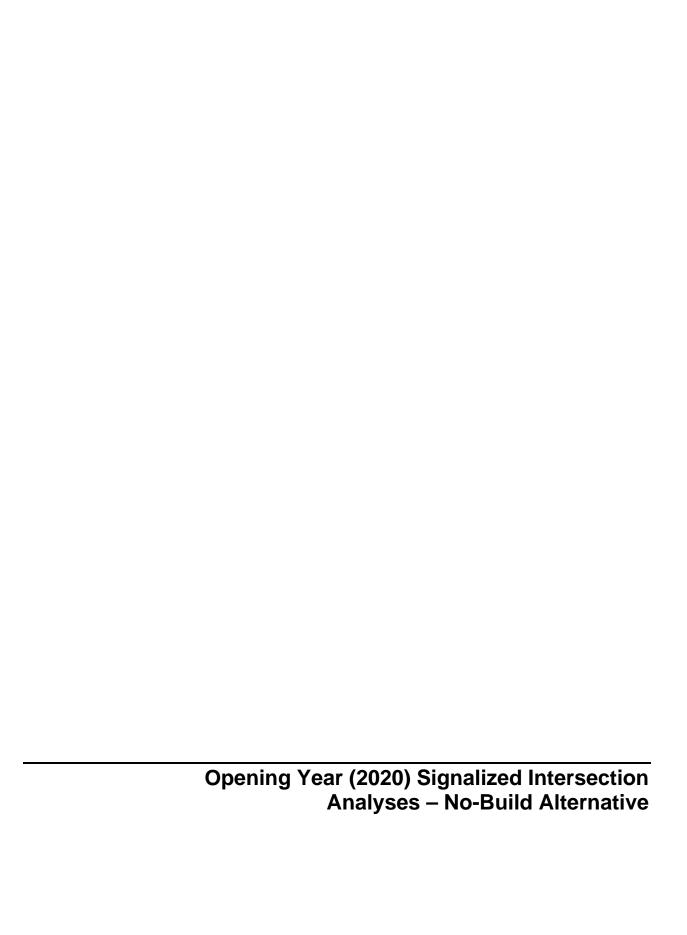
	TW	O-WAY STOP	CONTR	OL SI	UMI	MARY					1000
General Information	n		Site I	nform	natio	on					
Analyst	MMA		Interse	action			US 301 8	HAR	NEV	RD	
Agency/Co.		INEERING &	Jurisd				FDOT		ND		
	SURVEY			sis Yea	r		2020				
Date Performed	8/24/2015 PM NO-B										
Analysis Time Period	EX NAMES OF STREET, ST	Control production (									
Project Description US East/West Street: HAR		UDY	North/9	South S	Stroo	t: US 301					
Intersection Orientation:						: 0.25			715	-	
		nto	era di da	Citou	(1110)	. 0.20		PAGE 198			
Vehicle Volumes ar Major Street	iu Aujustine	Northbound					Southboo	ınd			
Movement	1	2	3			4	5	T		6	4,750
movement	1 - 1	† † ;	R	,		Ĺ	T			R	
Volume (veh/h)		1219	31	1		5 🗸	413	3'			
Peak-Hour Factor, PHF	1.00	0.88	0.88			0.88	0.88	1		1.00	
Hourly Flow Rate, HFR (veh/h)	0	1385	35	30 - 10 - 10 - 10 - 10 - 10 - 10 - 10 -	3	5	469			0	
Percent Heavy Vehicles	0					5 /					
Median Type			,	Undiv	/idec	1	r				
RT Channelized			0							0	
Lanes	0	1	0	0		1 -			0		
Configuration			TR		or appear	LT					
Upstream Signal		0					0				
Minor Street		Eastbound					Westbou	ınd			
Movement	7	8	9			10	11			12	
	L	T	R		L		T,		R		
Volume (veh/h)						3 /	1.00		38		/
Peak-Hour Factor, PHF	1.00	1.00	1.00			0.88	1.00		0.88		
Hourly Flow Rate, HFR (veh/h)	0	0	0			3	0			43	
Percent Heavy Vehicles	0	0	0			0	0	-		0	
Percent Grade (%)		0					0				
Flared Approach		N					N				
Storage		0					0				
RT Channelized			0					,		0	
Lanes	0	0	0			0	0 1	/		0	
Configuration							LR				
Delay, Queue Length, a											
Approach	Northbound	Southbound		Westbo	ound			Eastbo		T	
Movement	1	4	7	8		9	10	1	1		12
Lane Configuration	77 77 77 77	LT		LR							
v (veh/h)		5		46	4						
C (m) (veh/h)		470		160	)						
v/c		0.01		0.29	9						
95% queue length		0.03		1.12	2		3.00				
Control Delay (s/veh)		12.7		36.3			×-				
LOS		В		E							
Approach Delay (s/veh)	##\			36.3	3			L		1	
	10.00				<b>4</b> 0	_			1 11 11 11 11		
Approach LOS				E							

HCS+TM Version 5.6

		O-WAY STOP							
General Information	n	10.4	Site I	nformat	ion				
Analyst	MMA		Interse	ection		US 301 8	CR 579		
Agency/Co.	AIM ENG SURVEY	INEERING & ING	Jurisd	iction		FDOT 2020			
Date Performed	8/24/2015	5	Analys	sis Year		2020			
Analysis Time Period	PM NO-E								
Project Description US		UDY							
East/West Street: CR 5					et: US 301				
ntersection Orientation:			Study	Period (hr	s): 0.25				
Vehicle Volumes ar	nd Adjustme								
Vlajor Street		Northbound				Southbou	und		
Movement	11	2	3		4	5 T		6 R	
(aluma (vah /h)	L	966	R 38	7	L 44 **	319	7		
/olume (veh/h) Peak-Hour Factor, PHF	1.00	0.88	0.88		0.88	0.88		1.00	
Hourly Flow Rate, HFR				<u>'</u>					
veh/h)	0	1097	43		50	362		0	
Percent Heavy Vehicles	0			5					
Median Type				Undivid	Undivided				
RT Channelized		0.000	0	0			p.	0	
anes	0	1	1		1	1 "	,	0	
Configuration		T	R		L /	T			
Jpstream Signal		0				0			
/linor Street		Eastbound			Westbound				
Movement	7	8	9		10	11		12	
	L		R		L	Т		R	
/olume (veh/h)					50			121	
Peak-Hour Factor, PHF	1.00	1.00	1.00	)	0.88	1.00		0.88	
Hourly Flow Rate, HFR veh/h)	0	0	0		56	0		137	
Percent Heavy Vehicles	0	0	0		1 '	0		1 ′	
Percent Grade (%)		0				0			
Flared Approach		N				N			
Storage		0				0		-	
RT Channelized			0					0	
anes	0	0	0		1	0		1	
Configuration					L			R	
Delay, Queue Length, a	nd Level of Se	rvice							
Approach	Northbound	Southbound		Westbour	nd		Eastbound	t	
Novement	1	4	7	8	9	10	11	12	
ane Configuration		L	L		R				
(veh/h)		50	56		137				
C (m) (veh/h)		602	114		260				
/c		0.08	0.49		0.53				
		0.27	2.22		2.82				
95% queue length					33.3	<b></b>			
Control Delay (s/veh)		11.5	63.8		_			+	
OS		В	F	15.	D		-		
Approach Delay (s/veh)				42.1	N				
Approach LOS			E						

	TW	O-WAY STOP	CONTR	OL S	UMI	MARY				
General Informatio	n		Site I	nforn	nati	on				
Analyst Agency/Co.	SURVEY		Interse Jurisd Analys		ır		US 301 & FDOT 2020	STAC	Y RE	)
Date Performed Analysis Time Period	8/24/201: PM NO-E									
Project Description Us										
East/West Street: STA			North/	South S	Stree	t: US 301				75 THE
Intersection Orientation:	North-South		Study	Period	(hrs)	: 0.25				
Vehicle Volumes a	nd Adjustme	nts								
Major Street		Northbound			/		Southbou	ınd		and the second
Movement	1	2	3			4	5			6
	L ,	Т	R	-	***	L	T_			R
Volume (veh/h)	2 1	804	268			11	270	1		2
Peak-Hour Factor, PHF	0.88	0.88	0.88			0.88	0.88		0.	88
Hourly Flow Rate, HFR (veh/h)	2	913	304			12	317			2
Percent Heavy Vehicles	0					5				
Median Type				Undi	vided	1/				
RT Channelized			0							0
Lanes	1 ′	1 /	1	1		1	1			0
Configuration	L ′		R			L			7	TR =
Upstream Signal		0					0			
Minor Street		Eastbound					Westbou	nd		
Movement	7	8	9			10	11		12	
	L	T	R	<i>SE</i>		L	Т			R
Volume (veh/h)	1 /	1 0.88	9	gr <sup>es</sup>		78	0		36 0.88	
Peak-Hour Factor, PHF Hourly Flow Rate, HFR	0.88	0.88	0.88			0.88	0.88	88 . 0.		
(veh/h)	1	1	10	-		88	0			10
Percent Heavy Vehicles	0	0	0	•		1	0			1
Percent Grade (%)		0					0			
Flared Approach		N					N			
Storage		0					0			
RT Channelized			0					_		0
Lanes	0	1	0			0	1			0
Configuration		LTR					LTR			
Delay, Queue Length, a										
Approach	Northbound	Southbound		Westbo	ound			Eastbo	1	200 EASTERN TO THE REAL PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPERTY OF THE PROPE
Movement	1	4	7	8		9	10	11		12
Lane Configuration	L	L		LTF				LTF	-+	
v (veh/h)	2	12		128	3			12		
C (m) (veh/h)	1252	563		172	2			363	}	
v/c	0.00	0.02		0.74	4			0.03	3	
95% queue length	0.00	0.07		4.70	)			0.10	)	
Control Delay (s/veh)	7.9	11.5		70.0	)			15.3	3	W.
LOS	А	В		F				С		- 1-1
Approach Delay (s/veh)				70.0	)			15.3		
Approach LOS			Control of the state of the sta	F			C			
	orida, All Rights Rese			HCS+TM	Vore	ion 5.6	Gene		/24/201	5 8:43 A

	TW	O-WAY STOP	CONTR	OL SI	JMMARY			
General Information	n		Site I	nform	ation			
Analyst Agency/Co. Date Performed	MMA AIM ENG SURVEY 8/24/2015		Interse Jurisdi Analys			US 301 8 FDOT 2020	MCINTO	SH RD
Analysis Time Period	PM NO-B							
Project Description US		The second second second				70		
East/West Street: MCIN			North/S	South S	treet: US 3	301		18.507
Intersection Orientation:	North-South		Study F	Period (	hrs): 0.25			
Vehicle Volumes ar	nd Adjustme	nts						
Major Street		Northbound			Carlo	Southboo	und	
Movement	1	2	3		4	5		6
	L	T	R		L	Т		R
Volume (veh/h)		816	42	/	53 ″	253	-	
Peak-Hour Factor, PHF	1.00	0.88	0.88		0.88	0.88		1.00
Hourly Flow Rate, HFR (veh/h)	0	927	47		60	287		0
Percent Heavy Vehicles	0				5 ′	( <del></del>		
Median Type		Т	т	Undiv	rided "	T		
RT Channelized			0				(grie-	0
Lanes	0	1	0		1 /	1		0
Configuration			TR		L	· ,		
Jpstream Signal		0				0		-
Minor Street		Eastbound				Westbou	ınd	
Movement	7	8	9		10	11		12
	L L	T	R		L	Т		R
Volume (veh/h)	1.00	1.00	1.00		33 0.88	1.00		0.88
Peak-Hour Factor, PHF Hourly Flow Rate, HFR	1.00	1.00	1.00		37	0		114
(veh/h)								
Percent Heavy Vehicles	0	0	0		4	0		4
Percent Grade (%)		0				0		
Flared Approach		N				N		
Storage		0				0		
RT Channelized			0					0
Lanes	0	0	0		0	0 1		0
Configuration					AUROR	LR		
Delay, Queue Length, a	nd Level of Se	rvice						
Approach	Northbound	Southbound	,	Westbo	und		Eastbound	i ,
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L		LR				
v (veh/h)		60		151				
C (m) (veh/h)		696		247				
//c		0.09		0.61				
95% queue length	V 00 W 00 00 00 00 00 00 00 00 00 00 00 0	0.28		3.62				
Control Delay (s/veh)		10.7		40.1				
OS	***	В		#0.1			370.5	
				40.1				
Approach Delay (s/veh)							7	2011
Approach LOS copyright © 2010 University of FI			***	E	Version 5.6		erated: 8/24/2	



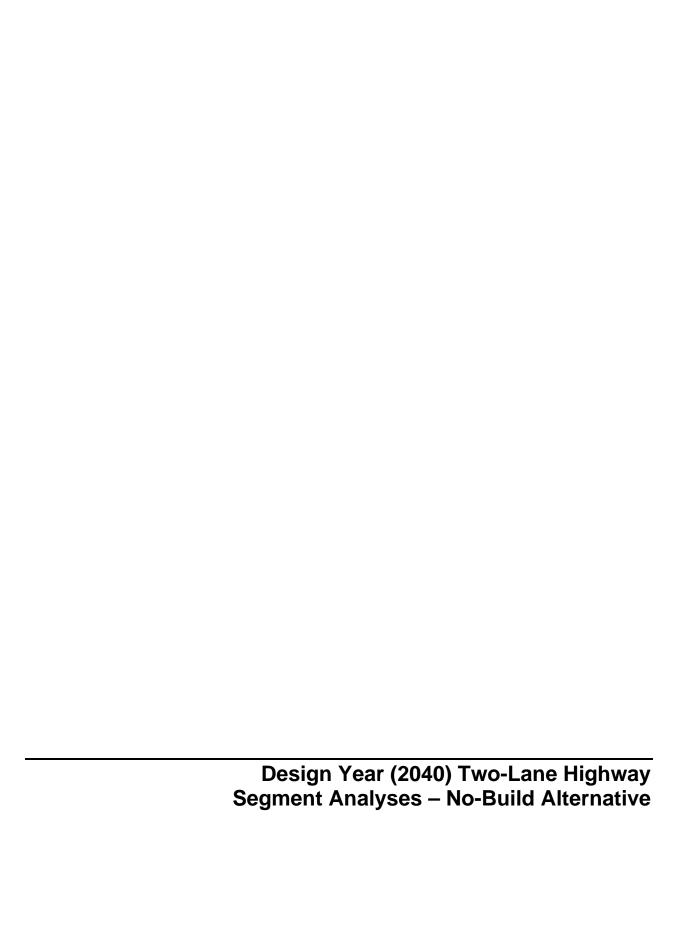
	*		1000		SER				1911							
<b>General Inform</b>	nation								Intersection Information				1   1	F		
Agency	cy AIM ENGINEERING & SUF			RVEYIN	IG		Dur			Duration, h 0.25						
Analyst				Analys	sis Date	8/31/2	015		Area	Тур	pe Other					
Jurisdiction		HILLSBOROUGH (	00.	Time I	Period	AM PI	EAK HC	UR	PHF			0.85		₩		
Intersection		US 301/FOWLER A	VENUE	Analys	sis Year	OPEN 2020	ING YE	AR	Analy	sis	Period	1> 7:	00	0.44	5.4.4	
File Name		US301_FOWLER A	VE_20	20 AM_I	NO BU	ILD.xus		- Amazona d	tacker - Backer -	Annex	N -CHR.COF JICE	- Commonweal			)       1   제   1   1   1   1   1   1   1   1	4 7
Project Descrip	tion	US 301 PD&E STU	THE RESERVE AND ADDRESS OF THE PERSON NAMED IN	THE RESERVE AND ADDRESS OF THE PERSON NAMED IN	The same of the sa	-	UTURE	SR 5	56							
Dames de la face	41				EB			W	ID.			ND			SB	
Demand Inform			-	-	T	T B	1			D	-	NB T	TB	+	T	T
Approach Move	-		-18 YOU 54 S	040	10000000	R	<u> </u>	1		R	L		R	<u> </u>		+
Demand (v), ve	n/n		-	246		121					50	207			785	1
Signal Informa	tion					TI	T				T					
Cycle, s	100.0	Reference Phase	2	1	251	EV	E							V		1
Offset, s	0	Reference Point	End	Gran	1 11	1 :1	30.5	100	,	0.0	0.0		1	2	3	,
Uncoordinated	Yes	Simult. Gap E/W	On	Green Yellow		41.0 5.5	26.5 5.5	0.0		0.0	0.0	15				
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	2.0	2.0	0.0	-	0.0	0.0	丁	5	6	7	
				Merc												
Traffic Informa					EB			WE				NB			SB	
Approach Move				L	T	R	L	Т	F	₹	L	Т	R	L	T	
Demand (v), ve	h/h			246		121					50	207		188.01	785	
Initial Queue (Q	b), veh/	h		0		0					0	0			0	
Base Saturation	Flow F	Rate (s₀), veh/h		1900		1900					1900	1900			1900	
Parking ( $N_m$ ), m	an/h				None							None			None	
Heavy Vehicles	(PHV), 9	%		7		7					15	15			5	
Ped / Bike / RT0	DR, /h										0	0	0	0	0	
Buses (Nb), bus				0		0					0	0			0	
Arrival Type (A7	)			3		3					3	3			3	
Upstream Filteri	ng (/)			1.00		1.00					1.00	1.00			1.00	
Lane Width ( <i>W</i> )				12.0		12.0					12.0	12.0			12.0	
Turn Bay Lengtl	n, ft			560		560					440	0			0	
Grade (Pg), %				0		0					0	0			0	
Speed Limit, mi	h 'h			55		55					55	55			55	
Phase Informati	ion			EBL		EBT	WBL		WBT		NBL		NBT	SBI		SB
		or Phase Split, s			_	26.5		+		7	10.0		51.0			41.
Yellow Change	-			5.5		ì.	y				5.5		5.5	23322		5.5
Red Clearance	-			2.0	1	-		-		1	2.0		2.0			2.0
Minimum Green	-		19:39:63	10							10		15	130252		15
Start-Up Lost Ti	-	The second secon		2.0					-	1	2.0		2.0			2.0
Extension of Eff				2.0							2.0	_	2.0			2.0
Passage ( <i>PT</i> ), s	EXTLEMES 1	tion of the contract of the co	Patricipa (Control	2.0			A-111-33-74			1	5.0		5.0	O-WTD-W-ONLING		5.0
Recall Mode				Off		THE REAL					Off		Min			Mir
Dual Entry				No							No		Yes			Yes
Walk ( <i>Walk</i> ), s			200	0.0							0.0		0.0			0.0
Pedestrian Clea	rance T	ime (PC), s		0.0							0.0		0.0			0.0
Multimodal Info	rmatio	n			EB			WB				NB			SB	
		Walk / Corner Radiu	ıs	0	No	25	T	.,,	T		0	No	25	0	No	1 2
Walkway / Cross	Mile Street Street			9.0	12	0	Real Property		3 12 5		9.0	12	0	9.0	12	-
Street Width / Is	TOTAL SAME	THE RESIDENCE OF SHARE STATE OF SHARE STATE OF SHARE STATE OF SHARE STATE OF SHARE SHARE STATE OF SHARE SHAR		0	0	No			-	-	0	0	No	0	0	I
	Recognition (III)	ine / Shoulder, ft		12	5.0	2.0					12	5.0	2.0	12	5.0	2
	-IIV La	ino / Onouldel, It		12	-	0.50				_	14-		0.50	No		0.50

		HCS 2	010 S	ignali	zed l	nterse	ection	Re	sul	ts S	umm	ary		100		
0 11 6																razivu:
	General Information								Intersection Information			- 1	11	100		
Agency			and productions. The contraction of the contraction		Duration, h 0.25			at many the state of the state			N.					
Analyst		-	THE REAL PROPERTY.	_	THE RESERVE THE PERSON NAMED IN COLUMN 2 IS NOT THE OWNER.		-	а Тур	e	Othe				1		
Jurisdiction		HILLSBOROUGH (		Time F			EAK HO	C	PH			0.85		3-		-
Intersection		US 301/FOWLER A			Vanta lan an at at land	2020	IING YE	AR	Ana	alysis	Period	1> 7:	00 ———	- N	511	
File Name		US301_FOWLER A	-	-										_ '	s et i de la	FIR
Project Descrip	otion	US 301 PD&E STU	DY - FO	OWLER	AVENU	JE TO F	UTURE	SR	56							
Demand Infor	motion				EB			10	/B			NB			SB	
Approach Move	-			L	T	T R	L	-	ГΤ	R	+-	T	T R	L	T	R
Demand (v), ve	DWG LESS			246		121				- 1	50	207			785	
Demand (v), ve	311/11		-	240		121	1				30	201		- 41	100	
Signal Informa	ation				T	T		Т								
Cycle, s	100.0	Reference Phase	2	1	251	50	E.	1						V		~
Offset, s	0	Reference Point	End	Green	1	41.0	26.5	0.0	<u> </u>	0.0	0.0		1	2	3	4
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow		5.5	5.5	0.0	-	0.0	0.0			1		
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	2.0	2.0	0.0	THE RESERVE AND PARTY AND PARTY AND PARTY AND PARTY AND PARTY.	0.0	0.0	7	5	6	7	8
Timer Results	-			EBL	-	EBT	WBI	-	WE	3T	NB	L	NBT	SE	L	SBT
Assigned Phas	е					4		$\perp$			5		2	_		6
Case Number						9.0		_			1.0	-	4.0			8.3
Phase Duration						34.0					17.		66.0			48.5
Change Period						7.5					7.5	-	7.5			7.5
Max Allow Hea	-	PROPERTY OF THE PERSON NAMED IN COLUMN 1				3.0		_			5.9		5.8	_		5.8
Queue Clearan	_					9.1		1			3.8		5.5			23.6
Green Extension		(g <sub>e</sub> ), s				8.0		_			0.1		13.9	-		9.1
Phase Call Pro	NAME OF TAXABLE PARTY.					1.00		-			1.00		1.00			1.00
Max Out Proba	bility	NIE SERVICE DE L'ONNE DE L'ANNE	S (2002)	CTT CS (200)		0.00	#250 NOV		200	LINE CO.	0.84	4	0.06			0.44
Movement Gro	oup Res	sults			EB			WE	3			NB		1000	SB	
Approach Move	ement			L	Т	R	L	Т	T	R	L	T	R	L	Т	R
Assigned Move	ment		7	7		14					5	2			6	
Adjusted Flow I	Rate (v)	, veh/h	and acceptances	289		142		~~~			59	244			924	
Adjusted Satura	ation Flo	ow Rate (s), veh/h/ln		1642		1505					1573	1573	10.0		1723	
Queue Service	Time (g	/s), S		7.1		6.6					1.8	3.5			21.6	
Cycle Queue C	learance	e Time ( $g_c$ ), s		7.1		6.6					1.8	3.5			21.6	
Green Ratio (g/	(C)			0.26		0.37					0.53	0.58			0.41	
Capacity (c), ve				870		549					333	1840			1413	
Volume-to-Capa				0.333		0.259					0.177	0.132		_	0.654	
Available Capa				870		549					333	1840	14025		1413	
THE RESERVE AND ADDRESS OF THE PARTY OF THE	-	n/ln (50th percentile)		2.6		2.2			_		0.6	1.0			8.1	
The second secon		RQ) (50th percentile)	)	0.12		0.10		100			0.04	0.00		-	0.00	
Uniform Delay (	-			29.6		22.3					14.6	9.3		-	23.8	
Incremental De	THE RESERVE AND ADDRESS OF THE PERSON.			0.1		0.1			-		0.5	0.1			1.5	
Initial Queue De				0.0		0.0			-		0.0	0.0			0.0	
Control Delay (	COMMITTED AND DESCRIPTION			29.7		22.4			-		15.1	9.4		-	25.3	
Level of Service		/1.00		C 27.0		С	- 0.0				B	A	D	OF.	C	
Approach Delay	The second second			27.3		C	0.0				10.5		В	25.	3	С
Intersection Del	ay, s/ve	n / LOS				23		1720	37 PM	1000		10000		С	CHARLES IN	
Multimodal Re	sults				EB			WE	3			NB			SB	
Pedestrian LOS	Score	LOS		2.9	T	С	2.7	T	В		0.7	The same of	Α	2.4		В
Bicycle LOS Sc	ore / LC	os				F					0.7		Α	1.2		Α

VIII - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1		НС	S 201	10 Sig	ınaliz	ed Int	ersec	tior	ı Inpu	ut Data			A STATE OF		
General Inforn	nation		403015	7 65				100	Intere	ection l	format	ior		5   <b>3</b>   <b>3</b>   <b>3</b>   <b>1</b>   <b>1</b>	F C
			OVEVIN	IG				Intersection Information  Duration, h 0.25				$\dashv$ $\bot$ i	11		
Agency		AIN ENGINEERIN	3 & 301				Area Type Other								
Analyst  Jurisdiction HILLSBOROUGH CO.			and the second s		PHF	ype	0.88	AND DESCRIPTION OF THE OWNER, THE							
Intersection		US 301/FOWLER		-	The state of the s		IING YE	-		sis Perio	AND REAL PROPERTY.	ALL PLANTS OF THE PARTY.	_ <b>=</b> -		
**************************************						2020		AIX	Allaly		1 12 7	.00		ጎ f f	
File Name		US301_FOWLER A		THE RESIDENCE OF THE PARTY OF T									- 1	1 4 1	7
Project Descrip	tion	US 301 PD&E STU	IDY - FO	DWLER	AVENU	JE TO F	UTURE	SR 8	56			-			
Demand Inforr	nation			570,000	EB			W	/D		NE			SB	
Approach Move		and the second s		-	T	I R	+-	7	-	R L	T	R	+	T	TF
Demand (v), ve	W			709	1	110	↓ L			11		_	L	182	
Demand (v), ve	11/11		ALC: NAME OF STREET	709		110		1		11	2 10			102	
Signal Informa	tion					TT	7							200	
Cycle, s	100.0	Reference Phase	2	1	N. FA	F.A.	1						V		1
Offset, s	0	Reference Point	End	C==	2 5	500	3	10.	<u>,                                     </u>	0 10		1	2	3	7
Uncoordinated	Yes	Simult. Gap E/W	On	Green Yellow		38.0 5.5	29.5 5.5	0.0				~	THE STATE OF		
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	2.0	2.0	0.0	COLUMN TWO IS NOT THE OWNER.	A CONTRACTOR OF THE PERSON NAMED IN	-	5	6	7	
											NO S				
Traffic Informa	tion				EB			WE	3		NB		1	SB	
Approach Move	ement	THE PARTY OF THE P		L	Т	R	L	Т	R	L	T	R	L	T	R
Demand (v), ve	-	7		709	BAS EV	110	337			112	761			182	
Initial Queue (C	30	h		0		0			-	0	0	1	1	0	
Base Saturation		THE RESERVE AND A SECOND CO.		1900	19/336	1900				1900	1900			1900	
Parking (Nm), m					None						None			None	
Heavy Vehicles		%		3		3				5	5			5	
Ped / Bike / RT	the second second	- Walter - W						-		0	0	0	0	0	0
Buses (N <sub>b</sub> ), bus				0		0	50000			0	0	1 1 1 1 1 1	100000	0	
Arrival Type (A7	Control of the last			3		3				3	3	1	1	3	<b>†</b>
Upstream Filter				1.00		1.00				1.00	1.00			1.00	
Lane Width (W)	The same of the same of	<u> </u>		12.0		12.0				12.0		1	1	12.0	†
Turn Bay Lengt				560		560				440	0			0	
Grade (Pg), %				0		0				0	0		1	0	
Speed Limit, mi	/h		No. Care	55		55	The same			55	55			55	
Phase Informa	tion			EBL		EBT	WBL		WBT	NE	u l	NBT	SBI		SBT
The Annual Control of the Control of		or Phase Split, s		LDL	-	29.5	VVDL	+	WDI	10		48.0	361		38.0
Yellow Change	Control of the last of the las	Automorphic -promised and artist of the property of		5.5		20.0				5.		5.5			5.5
Red Clearance				2.0						2.		2.0		-	2.0
Minimum Green	-	THE RESIDENCE OF THE PERSON NAMED IN COLUMN TWO IS NOT		10			0.000			11		10	10000		10
Start-Up Lost Ti	-			2.0	-			-	-	2.		2.0	-	-	2.0
Extension of Eff	-	TOWN THE PART OF THE		2.0						2.		2.0			2.0
Passage ( <i>PT</i> ), s	222	2100H (6), 3	W 7	2.0			CONTRACTOR OF	-		2.	manager and the	2.0	-		2.0
Recall Mode				Off						0		Min	TO THE S	1000	Min
Dual Entry		No				+		N		Yes	-		Yes		
Walk ( <i>Walk</i> ), s		0.0						0.	_	0.0			0.0		
Pedestrian Clea	rance T	ime (PC), s		0.0						0.	-	0.0			0.0
Multimodal Info	ormatio	in .			EB			WB			NB			SB	
THE RESERVE OF THE PERSON NAMED IN		Walk / Corner Radio	IS	0	No	25		***	T	0	No	25	0	No	25
and the second second		Vidth / Length, ft	40	9.0	12	0				9.0	12	0	9.0	12	0
	The state of the s	THE RESIDENCE AND ADDRESS OF THE PARTY OF TH		0	0	No			-	0	0	No	0	0	No
Street Width / Island / Curb				12	5.0	2.0		. DE 0	+	12	5.0	2.0	12	5.0	2.0
Midth Outside /	Width Outside / Bike Lane / Shoulder, ft Pedestrian Signal / Occupied Parking			1/	J.U	4.U				11 12	I U.U	1 4.0	= 14		1 4.0

#### **HCS 2010 Signalized Intersection Results Summary** PANALLEU Intersection Information General Information 11 AIM ENGINEERING & SURVEYING Agency Duration, h 0.25 Area Type Analyst Analysis Date 8/31/2015 Other Jurisdiction HILLSBOROUGH CO. Time Period PM PEAK HOUR PHF 0.88 US 301/FOWLER AVENUE Analysis Year OPENING YEAR 1>7:00 Intersection Analysis Period 2020 ጎ ተ ተ File Name US301 FOWLER AVE 2020 PM NO BUILD.xus Project Description US 301 PD&E STUDY - FOWLER AVENUE TO FUTURE SR 56 **Demand Information** EB WB NB SB R Approach Movement R R R L L T L T L T 112 182 Demand (v), veh/h 709 110 761 Signal Information Cycle, s 100.0 Reference Phase Offset, s 0 Reference Point End 29.5 Green 10.0 38.0 0.0 0.0 0.0 Yes Uncoordinated Simult. Gap E/W On Yellow 5.5 5.5 5.5 0.0 0.0 0.0 Force Mode Fixed Simult. Gap N/S On Red 2.0 2.0 2.0 0.0 0.0 0.0 **Timer Results EBL EBT** WBL WBT NBL **NBT** SBL SBT Assigned Phase 4 5 2 6 Case Number 9.0 1.0 4.0 8.3 Phase Duration, s 37.0 17.5 63.0 45.5 Change Period, (Y+Rc), s 7.5 7.5 7.5 7.5 Max Allow Headway (MAH), s 3.0 2.9 2.8 2.8 Queue Clearance Time (gs), s 23.8 6.0 16.9 6.0 Green Extension Time $(g_e)$ , s 1.3 0.1 2.3 2.3 Phase Call Probability 1.00 1.00 1.00 1.00 0.00 Max Out Probability 0.30 0.24 0.00 **Movement Group Results** EB **WB** NB SB R R Approach Movement L T L T R R L 1 7 14 5 2 6 Assigned Movement Adjusted Flow Rate (v), veh/h 125 127 865 207 806 1706 Adjusted Saturation Flow Rate (s), veh/h/ln 1563 1723 1723 1723 Queue Service Time (qs), s 21.8 5.3 4.0 14.9 4.0 Cycle Queue Clearance Time (gc), s 21.8 5.3 4.0 14.9 4.0 Green Ratio (g/C) 0.30 0.40 0.50 0.55 0.38 1006 631 1912 1309 Capacity (c), veh/h 617 Volume-to-Capacity Ratio (X) 0.801 0.202 0.202 0.452 0.158 Available Capacity (ca), veh/h 1006 617 631 1912 1309 Back of Queue (Q), veh/ln (50th percentile) 8.8 1.7 1.4 4.8 1.5 Queue Storage Ratio (RQ) (50th percentile) 0.40 0.08 0.08 0.00 0.00 32.5 19.9 Uniform Delay (d1), s/veh 13.7 13.2 20.4 4.3 Incremental Delay (d2), s/veh 0.1 0.1 0.1 0.0 Initial Queue Delay (d3), s/veh 0.0 0.0 0.0 0.0 0.0 36.9 20.0 Control Delay (d), s/veh 13.8 13.3 20.5 Level of Service (LOS) D C В В В Approach Delay, s/veh / LOS 34.6 C 0.0 13.3 В 20.5 C Intersection Delay, s/veh / LOS 23.3 C **Multimodal Results** WB EB NB SB Pedestrian LOS Score / LOS 2.9 C 2.7 B 0.7 A 2.4 В F Bicycle LOS Score / LOS 1.3 A 0.7

# Design Year (2040) No-Build Alternative HCS Analyses



DIRECTIONAL TWO-LANE HIGHWA	AY SEGMENT WORK	SHEET	
General Information	Site Information		
Analyst MMA Agency or Company AIM ENGINEERING & SURVEYING Date Performed 8/10/2015 Analysis Time Period AM - NO-BUILD	Highway / Direction of Travel From/To Jurisdiction Analysis Year	US 301 FOWLER AVE TO HARNEY RD FDOT 2040	
Project Description: US 301 PD&E STUDY			
Input Data	1		
\$\frac{1}{2} \text{ Shoulder width } \frac{1}{2} \text{ th}			
Lane widthtt	✓ Class I	highway 🗌 Class II	
Lane width tt		Class III highway	
t Shoulder widthtt	Terrain	✓ Level ☐ Rolling	
Segment length, L <sub>I</sub> mi	Grade Lengtl Peak-hour fa No-passing z	h mi Up/down ctor, PHF 0.92	
Analysis direction vol., V <sub>d</sub> 2466veh/h	Show North Arrow % Trucks and		
Opposing direction vol., V <sub>o</sub> 1328veh/h	% Recreation	nal vehicles, P <sub>R</sub> 0%	
Shoulder width ft 4.0	Access point	s <i>mi</i> 5/mi	
Lane Width ft 12.0 / Segment Length mi 1.2			
Average Travel Speed			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E <sub>T</sub> (Exhibit 15-11 or 15-12)	1.0	1.0	
Passenger-car equivalents for RVs, E <sub>R</sub> (Exhibit 15-11 or 15-13)	1.0	1.0	
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	1.000	1.000	
Grade adjustment factor <sup>1</sup> , f <sub>g,ATS</sub> (Exhibit 15-9)	1.00	1.00	
Demand flow rate <sup>2</sup> , $v_i$ (pc/h) $v_i$ = $V_i$ / (PHF* $f_{g,ATS}$ * $f_{HV,ATS}$ )	2680	1443	
Free-Flow Speed from Field Measurement	Estimated Fr	ee-Flow Speed	
	Base free-flow speed <sup>4</sup> , BFFS	55.0 mi/h	
Mean speed of sample <sup>3</sup> , S <sub>FM</sub>	Adj. for lane and shoulder width,	20	
Total demand flow rate, both directions, <i>v</i>	Adj. for access points <sup>4</sup> , f <sub>A</sub> (Exhib	it 15-8) 1.3 mi/h	
Free-flow speed, FFS=S <sub>FM</sub> +0.00776(v/ f <sub>HV,ATS</sub> )	Free-flow speed, FFS (FSS=BF	$FS-f_{LS}-f_A$ ) 52.5 mi/h	
Adj. for no-passing zones, f <sub>np,ATS</sub> (Exhibit 15-15) 0.5 mi/h	Average travel speed, ATS <sub>d</sub> =FFS	S-0.00776(v <sub>d,ATS</sub> + 20.0 mi/h	
	v <sub>o,ATS</sub> ) - f <sub>np,ATS</sub> Percent free flow speed, PFFS	38.1 %	
Percent Time-Spent-Following	Analysis Direction (d)	Opposing Direction (o)	
Donous and a similar to footback of (Fybilit 15.10 or 15.10)	1.0	1.0	
Passenger-car equivalents for trucks, E <sub>T</sub> (Exhibit 15-18 or 15-19)	1.0	1.0	
Passenger-car equivalents for RVs, E <sub>R</sub> (Exhibit 15-18 or 15-19)	1.000	1.000	
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_{T}-1)+P_R(E_{R}-1))$ Grade adjustment factor <sup>1</sup> , $f_{0.PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00	1.00	
Directional flow rate <sup>2</sup> , $v_i(pc/h)$ $v_i = V_i/(PHF^*f_{HV,PTSF}^* f_{g,PTSF})$	2680	1443	
Base percent time-spent-following <sup>4</sup> , BPTSF <sub>d</sub> (%)=100(1-e <sup>av</sup> <sub>d</sub> <sup>b</sup> )	9	J 97.8	
Adj. for no-passing zone, f <sub>np,PTSF</sub> (Exhibit 15-21)		9.6	
Percent time-spent-following, PTSF <sub>d</sub> (%)=BPTSF <sub>d</sub> +f <sub>np,PTSF</sub> *(v <sub>d,PTSF</sub> / v <sub>d,PTSF</sub> +	1	00.0	
v <sub>o,PTSF</sub> )			
Level of Service and Other Performance Measures			
Level of service, LOS (Exhibit 15-3)	1	F	

Capacity, C <sub>d,ATS</sub> (Equation 15-12) pc/h	1700
Capacity, C <sub>d,PTSF</sub> (Equation 15-13) pc/h	1700
Percent Free-Flow Speed PFFS <sub>d</sub> (Equation 15-11 - Class III only)	38.1
Bicycle Level of Service	
Directional demand flow rate in outside lane, $v_{OL}$ (Eq. 15-24) veh/h	2680.4
Effective width, Wv (Eq. 15-29) ft	16.00
Effective speed factor, S <sub>f</sub> (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	5.81
Bicycle level of service (Exhibit 15-4)	F

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<sup>1.</sup> Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.

<sup>2.</sup> If  $v_i(v_d \text{ or } v_o) >= 1,700 \text{ pc/h}$ , terminate analysis--the LOS is F.

<sup>3.</sup> For the analysis direction only and for v>200 veh/h.

<sup>4.</sup> For the analysis direction only

<sup>5.</sup> Exhibit 15-20 provides coefficients a and b for Equation 15-10.

<sup>6.</sup> Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

DIRECTIONAL TWO-LANE HIGHWA	Y SEGMENT WORK	SHEET	
General Information	Site Information		
Analyst         MMA           Agency or Company         AIM ENGINEERING & SURVEYING           Date Performed         8/10/2015           Analysis Time Period         AM - NO-BUILD	Highway / Direction of Travel From/To Jurisdiction Analysis Year	US 301 FOWLER AVE TO HARNEY RD FDOT 2040	
Project Description: US 301 PD&E STUDY			
Input Data			
1 Shoulder width	2		
Lane width tt	✓ Class II	nighway	
Lane widthtt		Class III highway	
\$\frac{1}{2} \text{Shoulder width} \tag{1} \text{T}	Terrain	Level Rolling	
Segment length, L <sub>1</sub> mi	Grade Lengtl Peak-hour fa No-passing z	n mi Up/down ctor, PHF 0.92	
Analysis direction vol., V <sub>d</sub> 1328veh/h	Show North Arrow % Trucks and	/	
Opposing direction vol., V <sub>0</sub> 2466veh/h		nal vehicles, P <sub>R</sub> 0%	
Shoulder width ft 4.0	Access points		
Lane Width ft 12.0 Segment Length mi 1.2			
Average Travel Speed			
	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E <sub>T</sub> (Exhibit 15-11 or 15-12)	1.0	1.0	
Passenger-car equivalents for RVs, E <sub>R</sub> (Exhibit 15-11 or 15-13)	1.0	1.0	
Heavy-vehicle adjustment factor, $f_{HV,ATS}$ =1/ (1+ $P_T(E_T$ -1)+ $P_R(E_R$ -1) )	1.000	1.000	
Grade adjustment factor <sup>1</sup> , f <sub>g,ATS</sub> (Exhibit 15-9)	1.00	1.00	
Demand flow rate <sup>2</sup> , $v_i$ (pc/h) $v_i$ = $V_i$ / (PHF* $f_{g,ATS}$ * $f_{HV,ATS}$ )	1443	2680	
Free-Flow Speed from Field Measurement	Estimated Fro	ee-Flow Speed	
	Base free-flow speed <sup>4</sup> , BFFS	55.0 mi/h	
Mean speed of sample <sup>3</sup> , S <sub>FM</sub>	Adj. for lane and shoulder width,		
Total demand flow rate, both directions, v	Adj. for access points <sup>4</sup> , f <sub>A</sub> (Exhib		
Free-flow speed, FFS=S <sub>FM</sub> +0.00776(v/ f <sub>HV,ATS</sub> )	Free-flow speed, FFS (FSS=BFF	20 //	
Adj. for no-passing zones, f <sub>np,ATS</sub> (Exhibit 15-15) 0.5 mi/h	Average travel speed, ATS <sub>d</sub> =FFS	S-0.00776(v <sub>d,ATS</sub> + 20.0 mi/h	
	v <sub>o,ATS</sub> ) - f <sub>np,ATS</sub> Percent free flow speed, PFFS	38.1 %	
Percent Time-Spent-Following	Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for trucks, E <sub>T</sub> (Exhibit 15-18 or 15-19)	1.0	1.0	
Passenger-car equivalents for RVs, E <sub>R</sub> (Exhibit 15-18 or 15-19)	1.0	1.0	
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	1.000	1.000	
Grade adjustment factor <sup>1</sup> , f <sub>a.PTSF</sub> (Exhibit 15-16 or Ex 15-17)	1.00	1.00	
Directional flow rate <sup>2</sup> , $v_i$ (pc/h) $v_i$ = $V_i$ /(PHF* $f_{HV,PTSF}$ * $f_{g,PTSF}$ )	1443	2680	
Base percent time-spent-following <sup>4</sup> , BPTSF <sub>d</sub> (%)=100(1-e <sup>av</sup> d <sup>b</sup> )	9	0.6	
Adj. for no-passing zone, f <sub>np,PTSF</sub> (Exhibit 15-21)		9.6	
Percent time-spent-following, PTSF <sub>d</sub> (%)=BPTSF <sub>d</sub> +f <sub>np,PTSF</sub> *(v <sub>d,PTSF</sub> / v <sub>d,PTSF</sub> +		4.0	
v <sub>o,PTSF</sub> )			
Level of Service and Other Performance Measures		F	
Level of service, LOS (Exhibit 15-3)		L	

Capacity, C <sub>d,ATS</sub> (Equation 15-12) pc/h	1700
Capacity, C <sub>d,PTSF</sub> (Equation 15-13) pc/h	1700
Percent Free-Flow Speed PFFS <sub>d</sub> (Equation 15-11 - Class III only)	38.1
Bicycle Level of Service	
Directional demand flow rate in outside lane, $v_{ m OL}$ (Eq. 15-24) veh/h	1443.5
Effective width, Wv (Eq. 15-29) ft	16.00
Effective speed factor, S <sub>t</sub> (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	5.46
Bicycle level of service (Exhibit 15-4)	E

- 2. If  $v_i(v_d \text{ or } v_o) >= 1,700 \text{ pc/h}$ , terminate analysis--the LOS is F.

- 3. For the analysis direction only and for v>200 veh/h.
  4. For the analysis direction only
  5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
  6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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<sup>1.</sup> Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.

DIRECTIONAL TWO-LANE HIGHWA	Y SEGMENT WORK	SHEET		
General Information	Site Information			
Analyst MMA Agency or Company AIM ENGINEERING & SURVEYING Date Performed 8/10/2015 Analysis Time Period AM - NO-BUILD	Highway / Direction of Travel From/To Jurisdiction Analysis Year	US 301 HARNEY RD TO CR 579 FDOT 2040		
Project Description: US 301 PD&E STUDY				
Input Data	1			
Shoulder width tt Lane width tt  Lane width tt  Shoulder width tt  Shoulder width tt  Segment length, Lmi	Terrain Grade Length	Class III highway  Level Rolling  mi Up/down		
	Peak-hour fact No-passing zo	one 100%/		
Analysis direction vol., V <sub>d</sub> Opposing direction vol., V <sub>o</sub> Shoulder width ft  Lane Width ft  Segment Length mi  2147veh/h  4.0  12.0  1.0	% Trucks and Buses , P <sub>T</sub> 5 % / % Recreational vehicles, P <sub>R</sub> 0% Access points <i>mi</i> 6/mi			
Average Travel Speed				
	Analysis Direction (d)	Opposing Direction (o)		
Passenger-car equivalents for trucks, E <sub>T</sub> (Exhibit 15-11 or 15-12)	1.0	1.0		
Passenger-car equivalents for RVs, E <sub>R</sub> (Exhibit 15-11 or 15-13)	1.0	1.0		
Heavy-vehicle adjustment factor, $f_{HV,ATS}$ =1/ (1+ $P_T(E_T$ -1)+ $P_R(E_R$ -1) )	1.000	1.000		
Grade adjustment factor <sup>1</sup> , f <sub>g,ATS</sub> (Exhibit 15-9)	1.00	1.00		
Demand flow rate <sup>2</sup> , $v_i$ (pc/h) $v_i = V_i$ / (PHF* $f_{g,ATS}$ * $f_{HV,ATS}$ )	2334	1257		
Free-Flow Speed from Field Measurement		ee-Flow Speed		
	Base free-flow speed <sup>4</sup> , BFFS	55.0 mi/h		
Mean speed of sample <sup>3</sup> , S <sub>FM</sub>	Adj. for lane and shoulder width,4			
Total demand flow rate, both directions, <i>v</i>	Adj. for access points <sup>4</sup> , f <sub>A</sub> (Exhibi			
Free-flow speed, FFS= $S_{FM}$ +0.00776( $v$ / $f_{HV,ATS}$ )	Free-flow speed, FFS (FSS=BFF	20 11		
Adj. for no-passing zones, f <sub>np,ATS</sub> (Exhibit 15-15) 1.0 mi/h	Average travel speed, ATS <sub>d</sub> =FFS v <sub>o,ATS</sub> ) - f <sub>np,ATS</sub>	S-0.00776(v <sub>d,ATS</sub> + 23.4 mi/h		
	Percent free flow speed, PFFS	44.8 %		
Percent Time-Spent-Following	Analysis Direction (d)	Opposing Direction (a)		
December on only plants for tracks. F. (Fabilitie 45.40 and 5.40)	Analysis Direction (d)	Opposing Direction (o)  1.0		
Passenger-car equivalents for trucks, E <sub>T</sub> (Exhibit 15-18 or 15-19)  Passenger-car equivalents for RVs, E <sub>R</sub> (Exhibit 15-18 or 15-19)	1.0	1.0		
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	1.000	1.000		
Grade adjustment factor <sup>1</sup> , f <sub>g,PTSF</sub> (Exhibit 15-16 or Ex 15-17)	1.00	1.00		
Directional flow rate <sup>2</sup> , $v_i(pc/h)$ $v_i=V_i/(PHF^*f_{HV,PTSF}^*f_{g,PTSF})$	2334	1257		
Base percent time-spent-following <sup>4</sup> , BPTSF <sub>d</sub> (%)=100(1-e <sup>av</sup> d <sup>b</sup> )		6.2		
Adj. for no-passing zone, f <sub>np,PTSF</sub> (Exhibit 15-21)	1	2.4		
Percent time-spent-following, PTSF <sub>d</sub> (%)=BPTSF <sub>d</sub> +f <sub>np,PTSF</sub> $^*$ (v <sub>d,PTSF</sub> / v <sub>d,PTSF</sub> + v <sub>o,PTSF</sub> )	10	00.0		
Level of Service and Other Performance Measures				
Level of service, LOS (Exhibit 15-3)	Marine to the second se	F		
Volume to capacity ratio, v/c	1	.37		

Capacity, C <sub>d,ATS</sub> (Equation 15-12) pc/h	1700
Capacity, C <sub>d,PTSF</sub> (Equation 15-13) pc/h	1700
Percent Free-Flow Speed PFFS <sub>d</sub> (Equation 15-11 - Class III only)	44.8
Bicycle Level of Service	
Directional demand flow rate in outside lane, v <sub>OL</sub> (Eq. 15-24) veh/h	2333.7
Effective width, Wv (Eq. 15-29) ft	16.00
Effective speed factor, S <sub>f</sub> (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	5.70
Bicycle level of service (Exhibit 15-4)	F

- 2. If  $v_i(v_d \text{ or } v_o) >= 1,700 \text{ pc/h}$ , terminate analysis--the LOS is F.
- 3. For the analysis direction only and for v>200 veh/h.
- 4. For the analysis direction only
- 5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
  6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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<sup>1.</sup> Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.

Page 1 of 2

DIRECT	IONAL TWO-LANE HIGHWA	AY SEGMENT WORK	<b>(SHEET</b>	
General Information		Site Information		
Analyst Agency or Company Date Performed	MMA AIM ENGINEERING & SURVEYING 8/10/2015	Highway / Direction of Travel From/To Jurisdiction	US 301 HARNEY RD TO CR 579 FDOT 2040	
Analysis Time Period  Project Description: US 301 PD&E	AM - NO-BUILD	Analysis Year	2040	
Input Data	- 31001			
<u> </u>				
	\$\frac{1}{2} \text{ Shoulder width } \tag{tt}		/ -	
	t Lane widthtttt		highway 🔲 Class II	
	Shoulder width tt	highway 🗌	Class III highway	
4		Terrain	Level Rolling	
Segment le	ength, L <sub>1</sub> mi	Grade Lengt Peak-hour fa No-passing 2	actor, PHF 0.92	
Analysis direction vol., V <sub>d</sub>	1156veh/h	Show North Arrow % Trucks an	d Buses , P <sub>T</sub> 5 %	
Opposing direction vol., V	2147veh/h	% Recreatio	nal vehicles, P <sub>R</sub> 0%	
Shoulder width ft	4.0 2.0	Access point	ts <i>mi</i> 6/mi <sup>7</sup>	
Lane Width ft 1 Segment Length mi 1	.0			
Average Travel Speed				
		Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for truck	s, E <sub>T</sub> (Exhibit 15-11 or 15-12)	1.0	1.0	
Passenger-car equivalents for RVs.	E <sub>R</sub> (Exhibit 15-11 or 15-13)	1.0	1.0	
Heavy-vehicle adjustment factor, f <sub>H</sub>	$V_{ATS} = 1/(1 + P_T(E_T - 1) + P_R(E_R - 1))$	1.000	1.000	
Grade adjustment factor <sup>1</sup> , f <sub>g,ATS</sub> (E		1.00	1.00	
Demand flow rate <sup>2</sup> , $v_i$ (pc/h) $v_i = V_i$ /	(PHF* f <sub>g,ATS</sub> * f <sub>HV,ATS</sub> )	1257	2334	
Free-Flow Spee	d from Field Measurement	Estimated Fr	ree-Flow Speed	
		Base free-flow speed <sup>4</sup> , BFFS	55.0 mi/h	
Mean speed of sample <sup>3</sup> , S <sub>FM</sub>		Adj. for lane and shoulder width,	<sup>4</sup> f <sub>LS</sub> (Exhibit 15-7) 1.3 mi/h	
Total demand flow rate, both directi	ons, v	Adj. for access points <sup>4</sup> , f <sub>A</sub> (Exhib	oit 15-8) 1.5 mi/h	
Free-flow speed, FFS=S <sub>FM</sub> +0.0077		Free-flow speed, FFS (FSS=BF	FS-f <sub>LS</sub> -f <sub>A</sub> ) 52.2 mi/h	
Adj. for no-passing zones, f <sub>np,ATS</sub> (I		Average travel speed, ATS <sub>d</sub> =FF	S-0.00776(v <sub>d,ATS</sub> + 23.7 mi/h	
		v <sub>o,ATS</sub> ) - f <sub>np,ATS</sub> Percent free flow speed, PFFS	45.5 %	
Percent Time-Spent-Following		T		
		Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for truck		1.0	1.0	
Passenger-car equivalents for RVs,		1.0	1.0	
Heavy-vehicle adjustment factor, f <sub>H</sub>		1.000	1.000	
Grade adjustment factor <sup>1</sup> , f <sub>g,PTSF</sub> (I		1.00	1.00	
Directional flow rate <sup>2</sup> , $v_i(pc/h)$ $v_i=V_i/v_i$		1257	2334	
Base percent time-spent-following <sup>4</sup> ,			37.9	
Adj. for no-passing zone, f <sub>np,PTSF</sub> (I			12.4	
Percent time-spent-following, PTSF	$_{d}$ (%)=BPTSF $_{d}$ +f $_{np,PTSF}$ *( $v_{d,PTSF}$ / $v_{d,PTSF}$ +		92.2	
V <sub>o,PTSF</sub> )	monoo Monouroo			
Level of Service and Other Perfor Level of service, LOS (Exhibit 15-3)			F	
Volume to capacity ratio, v/c		1	0.74	

Directional Page 2 of 2

Capacity, C <sub>d,ATS</sub> (Equation 15-12) pc/h	1700
Capacity, C <sub>d,PTSF</sub> (Equation 15-13) pc/h	1700
Percent Free-Flow Speed PFFS <sub>d</sub> (Equation 15-11 - Class III only)	45.5
Bicycle Level of Service	
Directional demand flow rate in outside lane, v <sub>OL</sub> (Eq. 15-24) veh/h	1256.5
Effective width, Wv (Eq. 15-29) ft	16.00
Effective speed factor, $S_t$ (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	5.39
Bicycle level of service (Exhibit 15-4)	E

## Notes

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<sup>1.</sup> Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.

<sup>2.</sup> If  $v_i(v_d \text{ or } v_o) >= 1,700 \text{ pc/h}$ , terminate analysis--the LOS is F.

<sup>3.</sup> For the analysis direction only and for v>200 veh/h.

<sup>4.</sup> For the analysis direction only

<sup>5.</sup> Exhibit 15-20 provides coefficients a and b for Equation 15-10.

<sup>6.</sup> Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

DIRECTIONAL TWO-LANE HIGHWA	AY SEGMENT WORK	SHEET
General Information	Site Information	
Analyst         MMA           Agency or Company         AIM ENGINEERING & SURVEYING           Date Performed         8/10/15           Analysis Time Period         AM - NO-BUILD	Highway / Direction of Travel From/To Jurisdiction Analysis Year	US 301 CR 579 TO STACY RD FDOT 2040
Project Description: US 301 PD&E STUDY		
Input Data	T	
Shoulder width tt  Lane width tt  Lane width tt  Segment length, L <sub>1</sub> mi  Analysis direction vol., V <sub>d</sub> 2211veh/h  Opposing direction vol., V <sub>o</sub> 1191veh/h  Shoulder width ft 4.0  Lane Width ft 12.0	highway Terrain Grade Length Peak-hour far No-passing z % Trucks and	tor, PHF 0.92 / 39% / 18 Buses , P <sub>T</sub> 5 % / 18 vehicles , P <sub>R</sub> 0%
Segment Length mi 1.3		
Average Travel Speed	A salasis Dissalias (d)	Opposing Direction (s)
	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E <sub>T</sub> (Exhibit 15-11 or 15-12)  Passenger-car equivalents for RVs, E <sub>R</sub> (Exhibit 15-11 or 15-13)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	1.000	1.000
Grade adjustment factor <sup>1</sup> , f <sub>g,ATS</sub> (Exhibit 15-9)	1.00	1.00
Demand flow rate <sup>2</sup> , $v_i$ (pc/h) $v_i$ = $V_i$ / (PHF* $f_{g,ATS}$ * $f_{HV,ATS}$ )	2403	1295
Free-Flow Speed from Field Measurement	Estimated Fre	ee-Flow Speed
	Base free-flow speed <sup>4</sup> , BFFS	55.0 mi/h
Many arread of complete S	Adj. for lane and shoulder width,4	f <sub>LS</sub> (Exhibit 15-7) 1.3 mi/h
Mean speed of sample <sup>3</sup> , S <sub>FM</sub> Total demand flow rate, both directions, v	Adj. for access points <sup>4</sup> , f <sub>A</sub> (Exhibit	it 15-8) 0.3 mi/h
Free-flow speed, FFS=S <sub>FM</sub> +0.00776(v/ f <sub>HV ATS</sub> )	Free-flow speed, FFS (FSS=BFF	FS-f <sub>LS</sub> -f <sub>A</sub> ) 53.5 mi/h
Adj. for no-passing zones, f <sub>np,ATS</sub> (Exhibit 15-15)  0.5 mi/h	Average travel speed, ATS <sub>d</sub> =FFS	S-0.00776(v <sub>d,ATS</sub> + 24.2 mi/h
	V <sub>o,ATS</sub> ) - f <sub>np,ATS</sub> Percent free flow speed, PFFS	45.3 %
Percent Time-Spent-Following		
400	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E <sub>T</sub> (Exhibit 15-18 or 15-19)	1.0	1.0
Passenger-car equivalents for RVs, E <sub>R</sub> (Exhibit 15-18 or 15-19)	1.0	1.0
Heavy-vehicle adjustment factor, f <sub>HV</sub> =1/ (1+ P <sub>T</sub> (E <sub>T</sub> -1)+P <sub>R</sub> (E <sub>R</sub> -1) )	1.000	1.000
Grade adjustment factor <sup>1</sup> , f <sub>g,PTSF</sub> (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate <sup>2</sup> , $v_i$ (pc/h) $v_i$ = $V_i$ /(PHF* $f_{HV,PTSF}$ * $f_{g,PTSF}$ )	2403	1295
Base percent time-spent-following <sup>4</sup> , BPTSF <sub>d</sub> (%)=100(1-e <sup>av</sup> d <sup>b</sup> )		2.0
Adj. for no-passing zone, f <sub>np,PTSF</sub> (Exhibit 15-21)		2.0
Percent time-spent-following, $PTSF_d$ (%)=BPTSF_d+f_np,PTSF *( $v_{d,PTSF}$ / $v_{d,PTSF}$ +	10	00.0
V <sub>o,PTSF</sub> )  Level of Service and Other Performance Measures		
Level of service, LOS (Exhibit 15-3)		F
Volume to capacity ratio, v/c	1	.41

Capacity, C <sub>d,ATS</sub> (Equation 15-12) pc/h	1700
Capacity, C <sub>d,PTSF</sub> (Equation 15-13) pc/h	1700
Percent Free-Flow Speed PFFS <sub>d</sub> (Equation 15-11 - Class III only)	45.3
Bicycle Level of Service	
Directional demand flow rate in outside lane, v <sub>OL</sub> (Eq. 15-24) veh/h	2403.3
Effective width, Wv (Eq. 15-29) ft	16.00
Effective speed factor, S <sub>f</sub> (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	5.76
Bicycle level of service (Exhibit 15-4)	F

- 1. Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
- 2. If  $v_i(v_d \text{ or } v_o) >= 1,700 \text{ pc/h}$ , terminate analysis--the LOS is F.
- 3. For the analysis direction only and for v>200 veh/h.

- 5. For the analysis direction only
  4. For the analysis direction only
  5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
  6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET			
General Information		Site Information	
Analyst Agency or Company Date Performed Analysis Time Period	MMA AIM ENGINEERING & SURVEYING 8/10/15 AM - NO-BUILD	Highway / Direction of Travel From/To Jurisdiction Analysis Year	US 301 CR 579 TO STACY RD FDOT 2040
Project Description: US 301 PD&E STU	JDY		
Input Data			
<	Shoulder width tt Lane width tt	✓ Class II	highway 🔲 Class II
	Lane widthtt	highway	Class III highway
	Shoulder width tt tt tt	Terrain Grade Length Peak-hour fa No-passing z Show North Arrow 94 Trucks and	ctor, PHF 0.92 one 39%
Analysis direction vol., V <sub>d</sub> 1191	,	76 Trucks and	
Opposing direction vol., V <sub>o</sub> Shoulder width ft  Lane Width ft  Segment Length mi  22110  120  131  133		% Recreation Access points	nal vehicles, P <sub>R</sub> 0% s <i>mi</i> 1/mi
Average Travel Speed			
		Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E <sub>T</sub>	(Exhibit 15-11 or 15-12)	1.0	1.0
Passenger-car equivalents for RVs, E <sub>R</sub> (		1.0	1.0
Heavy-vehicle adjustment factor, f <sub>HV,ATS</sub>	$_{S}=1/(1+P_{T}(E_{T}-1)+P_{R}(E_{R}-1))$	1.000	1.000
Grade adjustment factor <sup>1</sup> , f <sub>g,ATS</sub> (Exhibit		1.00	1.00
Demand flow rate <sup>2</sup> , $v_j$ (pc/h) $v_i = V_i$ / (PHF		1295	2403
Free-Flow Speed from	m Field Measurement		ee-Flow Speed
		Base free-flow speed <sup>4</sup> , BFFS	55.0 mi/h
Mean speed of sample <sup>3</sup> , S <sub>FM</sub>		Adj. for lane and shoulder width,	20
Total demand flow rate, both directions,	V	Adj. for access points <sup>4</sup> , f <sub>A</sub> (Exhibi	1000 100 000
Free-flow speed, FFS=S <sub>FM</sub> +0.00776(v/ f	HV,ATS)	Free-flow speed, FFS (FSS=BFF	
Adj. for no-passing zones, f <sub>np,ATS</sub> (Exhib	it 15-15) 0.5 mi/h	Average travel speed, $ATS_d = FFS_d$ $v_{o,ATS}$ ) - $f_{np,ATS}$	6-0.00776(v <sub>d,ATS</sub> + 24.2 mi/h
		Percent free flow speed, PFFS	45.3 %
Percent Time-Spent-Following		Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E <sub>T</sub>	(Exhibit 15-18 or 15-19)	1.0	1.0
Passenger-car equivalents for RVs, E <sub>R</sub> (I	Exhibit 15-18 or 15-19)	1.0	1.0
Heavy-vehicle adjustment factor, f <sub>HV</sub> =1/	(1+ P <sub>T</sub> (E <sub>T</sub> -1)+P <sub>R</sub> (E <sub>R</sub> -1) )	1.000	1.000
Grade adjustment factor <sup>1</sup> , f <sub>g,PTSF</sub> (Exhib	it 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate <sup>2</sup> , v <sub>i</sub> (pc/h) v <sub>i</sub> =V <sub>i</sub> /(PHF	*f <sub>HV,PTSF</sub> * f <sub>g,PTSF</sub> )	1295	2403
Base percent time-spent-following <sup>4</sup> , BPT	SF <sub>d</sub> (%)=100(1-e <sup>av</sup> d <sup>b</sup> )	8	8.5
Adj. for no-passing zone, f <sub>np,PTSF</sub> (Exhib	it 15-21)	1	2.0
Percent time-spent-following, PTSF <sub>d</sub> (%)=	$= BPTSF_{d} + f_{np,PTSF} * (v_{\mathit{d},PTSF} / v_{\mathit{d},PTSF} +$	9	2.7
v <sub>o,PTSF</sub> )			
Level of Service and Other Performance	ce Measures	I	E
Level of service, LOS (Exhibit 15-3)  Volume to capacity ratio, v/c			F .76
1 - 1 - 10 to supusity ratio, wo		+	

Page 2 of 2

Capacity, C <sub>d,ATS</sub> (Equation 15-12) pc/h	1700
Capacity, C <sub>d,PTSF</sub> (Equation 15-13) pc/h	1700
Percent Free-Flow Speed PFFS <sub>d</sub> (Equation 15-11 - Class III only)	45.3
Bicycle Level of Service	
Directional demand flow rate in outside lane, $v_{\rm OL}$ (Eq. 15-24) veh/h	1294.6
Effective width, Wv (Eq. 15-29) ft	16.00
Effective speed factor, $S_t$ (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	5.41
Bicycle level of service (Exhibit 15-4)	E

#### Notes

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<sup>1.</sup> Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.

<sup>2.</sup> If  $v_i(v_d \text{ or } v_o) >= 1,700 \text{ pc/h}$ , terminate analysis--the LOS is F.

For the analysis direction only and for v>200 veh/h.
 For the analysis direction only

<sup>5.</sup> Exhibit 15-20 provides coefficients a and b for Equation 15-10.

<sup>6.</sup> Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

DIRECTIONAL TWO-LANE HIGHWA	AY SEGMENT WORK	SHEET
General Information	Site Information	
Analyst         MMA           Agency or Company         AIM ENGINEERING & SURVEYING           Date Performed         8/10/2015           Analysis Time Period         AM - NO-BUILD	Highway / Direction of Travel From/To Jurisdiction Analysis Year	US 301 STACY RD TO MCINTOSH FDOT 2040
Project Description: US 301 PD&E STUDY		
Input Data		
Shoulder width tt Lane width tt Lane width tt Shoulder width tt Shoulder width tt Shoulder width tt	1	ctor, PHF 0.92
Analysis direction vol., V <sub>d</sub> 1638veh/h	Show North Arrow % Trucks and	Buses , P <sub>T</sub> 5 % ✓
Opposing direction vol., V <sub>o</sub> 882veh/h Shoulder width ft 4.0 Lane Width ft 12.0 Segment Length mi 2.9	% Recreation Access points	al vehicles, P <sub>R</sub> 0% s <i>mi</i> 1/mi
Average Travel Speed	Analysis Direction (d)	Opposing Direction (o)
D	Analysis Direction (d)	1.0
Passenger-car equivalents for trucks, E <sub>T</sub> (Exhibit 15-11 or 15-12)  Passenger-car equivalents for RVs, E <sub>R</sub> (Exhibit 15-11 or 15-13)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	1.000	1.000
Grade adjustment factor <sup>1</sup> , f <sub>g,ATS</sub> (Exhibit 15-9)	1.00	1.00
Demand flow rate <sup>2</sup> , $v_i$ (pc/h) $v_i$ = $V_i$ / (PHF* $f_{g,ATS}$ * $f_{HV,ATS}$ )	1780	959
Free-Flow Speed from Field Measurement	Estimated Fre	ee-Flow Speed
Mean speed of sample $^3$ , $S_{FM}$ Total demand flow rate, both directions, $v$ Free-flow speed, FFS= $S_{FM}$ +0.00776( $v$ / $f_{HV,ATS}$ )	Base free-flow speed <sup>4</sup> , BFFS Adj. for lane and shoulder width, <sup>4</sup> Adj. for access points <sup>4</sup> , f <sub>A</sub> (Exhibite-free-flow speed, FFS (FSS=BFF)  Access to the speed of ATC (FFS)	it 15-8) 0.3 mi/h FS-f <sub>LS</sub> -f <sub>A</sub> ) 58.5 mi/h
Adj. for no-passing zones, f <sub>np,ATS</sub> (Exhibit 15-15) 0.9 mi/h	Average travel speed, ATS <sub>d</sub> =FFS v <sub>o,ATS</sub> ) - f <sub>np,ATS</sub> Percent free flow speed, PFFS	36.3 mi/h 62.2 %
Percent Time-Spent-Following	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E <sub>T</sub> (Exhibit 15-18 or 15-19)	1.0	1.0
Passenger-car equivalents for RVs, E <sub>R</sub> (Exhibit 15-18 or 15-19)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	1.000	1.000
Grade adjustment factor <sup>1</sup> , f <sub>g,PTSF</sub> (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate <sup>2</sup> , $v_i(pc/h)$ $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	1780	959
Base percent time-spent-following <sup>4</sup> , BPTSF <sub>d</sub> (%)=100(1-e <sup>av</sup> d <sup>b</sup> )	90.9	
Adj. for no-passing zone, f <sub>np,PTSF</sub> (Exhibit 15-21)	1	1.6
Percent time-spent-following, $PTSF_d$ (%)= $BPTSF_d$ + $f_{np,PTSF}$ *( $v_{d,PTSF}$ / $v_{d,PTSF}$ + $v_{o,PTSF}$ )	9	8.4
Level of Service and Other Performance Measures		
Level of service, LOS (Exhibit 15-3)		F
Volume to capacity ratio, v/c	1	.05

Capacity, C <sub>d,ATS</sub> (Equation 15-12) pc/h	1700
Capacity, C <sub>d,PTSF</sub> (Equation 15-13) pc/h	1700
Percent Free-Flow Speed PFFS <sub>d</sub> (Equation 15-11 - Class III only)	62.2
Bicycle Level of Service	
Directional demand flow rate in outside lane, v <sub>OL</sub> (Eq. 15-24) veh/h	1780.4
Effective width, Wv (Eq. 15-29) ft	16.00
Effective speed factor, $S_t$ (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	5.61
Bicycle level of service (Exhibit 15-4)	F

- 2. If  $v_i(v_d \text{ or } v_o) >= 1,700 \text{ pc/h}$ , terminate analysis--the LOS is F.
- 3. For the analysis direction only and for v>200 veh/h.

- 5. For the analysis direction only
  5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
  6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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<sup>1.</sup> Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.

Directional Page 1 of 2

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET			
General Information		Site Information	
Analyst Agency or Company Date Performed Analysis Time Period	MMA AIM ENGINEERING & SURVEYING 8/10/2015 AM - NO-BUILD	Highway / Direction of Travel From/To Jurisdiction Analysis Year	US 301 STACY RD TO MCINTOSH FDOT 2040
Project Description: US 301 PD&E		,,	
Input Data			
Segment les	Shoulder width tt Lane width tt  Lane width tt  Shoulder width tt  shoulder width tt  mgth, L <sub>1</sub> mi	highway Terrain Grade Lengt Peak-hour fa No-passing z	octor, PHF 0.92 cone 55%
Analysis direction vol., V <sub>d</sub> 8	82veh/h	% Trucks an	d Buses , P <sub>T</sub> 5 %
Shoulder width ft 4	638veh/h 7.0 - 2.0 - 9	% Recreation Access point	nal vehicles, P <sub>R</sub> 0% s <i>mi</i> 1/mi
Average Travel Speed		T A1-1- Bi41 (4)	On a solve Direction (c)
	E (E 1) 11 45 44 - 45 40	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks	20 10 10 10 10 10 10 10 10 10 10 10 10 10	1.0	1.0
Passenger-car equivalents for RVs,		1.0	1.0
Heavy-vehicle adjustment factor, f <sub>HV</sub>		1.000	1.000
Grade adjustment factor <sup>1</sup> , f <sub>g,ATS</sub> (E		1.00	1.00
Demand flow rate <sup>2</sup> , $v_i$ (pc/h) $v_i = V_i$ / (l		959	1780
Free-Flow Speed	from Field Measurement		ee-Flow Speed  60.0 mi/h
		Base free-flow speed <sup>4</sup> , BFFS Adj. for lane and shoulder width,	
Mean speed of sample <sup>3</sup> , S <sub>FM</sub>			LO
Total demand flow rate, both direction		Adj. for access points <sup>4</sup> , f <sub>A</sub> (Exhib	
Free-flow speed, FFS=S <sub>FM</sub> +0.00776	S(v/ f <sub>HV,ATS</sub> )	Free-flow speed, FFS (FSS=BF	10 /1
Adj. for no-passing zones, f <sub>np,ATS</sub> (E	exhibit 15-15) 0.7 mi/h	Average travel speed, ATS <sub>d</sub> =FFS v <sub>o,ATS</sub> ) - f <sub>np,ATS</sub>	S-0.00776(v <sub>d,ATS</sub> + 36.5 mi/h
		Percent free flow speed, PFFS	62.5 %
Percent Time-Spent-Following		Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks	s, E <sub>T</sub> (Exhibit 15-18 or 15-19)	1.0	1.0
Passenger-car equivalents for RVs,	E <sub>R</sub> (Exhibit 15-18 or 15-19)	1.0	1.0
Heavy-vehicle adjustment factor, f <sub>HV</sub>	<sub>z</sub> =1/ (1+ P <sub>T</sub> (E <sub>T</sub> -1)+P <sub>R</sub> (E <sub>R</sub> -1) )	1.000	1.000
Grade adjustment factor <sup>1</sup> , f <sub>g,PTSF</sub> (E		1.00	1.00
Directional flow rate <sup>2</sup> , $v_i(pc/h) v_i = V_i/($	PHF*f <sub>HV,PTSF</sub> * f <sub>g,PTSF</sub> )	959	1780
Base percent time-spent-following <sup>4</sup> ,	4.0	81.6	
Adj. for no-passing zone, f <sub>np,PTSF</sub> (E	xhibit 15-21)	1	11.6
Percent time-spent-following, PTSF	(%)=BPTSF <sub>d</sub> +f <sub>np,PTSF</sub> *( $v_{d,PTSF} / v_{d,PTSF} +$	8	35.7
v <sub>o,PTSF</sub> )			
Level of Service and Other Perform	mance Measures		F
Level of service, LOS (Exhibit 15-3) Volume to capacity ratio, v/c		1	0.56
roturne to capacity ratio, WC			,,,,,,

Capacity, C <sub>d,ATS</sub> (Equation 15-12) pc/h	1700
Capacity, C <sub>d,PTSF</sub> (Equation 15-13) pc/h	1700
Percent Free-Flow Speed PFFS <sub>d</sub> (Equation 15-11 - Class III only)	62.5
Bicycle Level of Service	
Directional demand flow rate in outside lane, v <sub>OL</sub> (Eq. 15-24) veh/h	958.7
Effective width, Wv (Eq. 15-29) ft	16.00
Effective speed factor, S <sub>f</sub> (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	5.25
Bicycle level of service (Exhibit 15-4)	E

- 2. If  $v_i(v_d \text{ or } v_o) >= 1,700 \text{ pc/h}$ , terminate analysis--the LOS is F.
- For the analysis direction only and for v>200 veh/h.
   For the analysis direction only
- 5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
- 6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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<sup>1.</sup> Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.

DIRECTI	ONAL TWO-LANE HIGHWA	AY SEGMENT WORK	KSHEET
General Information		Site Information	
Analyst Agency or Company Date Performed Analysis Time Period	MMA AIM ENGINEERING & SURVEYING 8/10/2015 AM - NO-BUILD	Highway / Direction of Travel From/To Jurisdiction Analysis Year	US 301 MCINTOSH TO FUTURE SR 56 FDOT 2040
Project Description: US 301 PD&E		7 tharysis Toda	2070
Input Data			
Sogment los	Shoulder width tt Lane width tt Shoulder width tt Shoulder width tt	highway Terrain Grade Lengt	highway Class II  Class III highway  Level Rolling
	922veh/h	Peak-hour fa No-passing : Show North Arrow % Trucks an	
Opposing direction vol., V <sub>o</sub> 1. Shoulder width ft 4 Lane Width ft 12 Segment Length mi 7.	282veh/h 10 10 10 10 10 10 10 10 10 10 10 10 10		nal vehicles, P <sub>R</sub> 0%
Average Travel Speed		Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks	F_ (Exhibit 15-11 or 15-12)	1.0	1.0
Passenger-car equivalents for RVs,		1.0	1.0
Heavy-vehicle adjustment factor, f <sub>HV</sub>		1.000	1.000
Grade adjustment factor <sup>1</sup> , f <sub>g,ATS</sub> (Ex	chibit 15-9)	1.00	1.00
Demand flow rate <sup>2</sup> , $v_i$ (pc/h) $v_i = V_i$ / (F	PHF* f <sub>g,ATS</sub> * f <sub>HV,ATS</sub> )	2089	1393
Free-Flow Speed from Field Measurement			ree-Flow Speed
		Base free-flow speed <sup>4</sup> , BFFS	60.0 mi/h
Mean speed of sample <sup>3</sup> , S <sub>FM</sub>		Adj. for lane and shoulder width,	
Total demand flow rate, both direction	ns, v	Adj. for access points <sup>4</sup> , f <sub>A</sub> (Exhib	
Free-flow speed, FFS=S <sub>FM</sub> +0.00776	(v/ f <sub>HV,ATS</sub> )	Free-flow speed, FFS (FSS=BF	/.
Adj. for no-passing zones, $f_{np,ATS}$ (E	xhibit 15-15) 0.7 mi/h	Average travel speed, ATS <sub>d</sub> =FF	S-0.00776(v <sub>d,ATS</sub> + 30.5 mi/h
		v <sub>o,ATS</sub> ) - f <sub>np,ATS</sub> Percent free flow speed, PFFS	52.4 %
Percent Time-Spent-Following		Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks	, E <sub>T</sub> (Exhibit 15-18 or 15-19)	1.0	1.0
Passenger-car equivalents for RVs, I	E <sub>R</sub> (Exhibit 15-18 or 15-19)	1.0	1.0
Heavy-vehicle adjustment factor, f <sub>HV</sub>	=1/ (1+ P <sub>T</sub> (E <sub>T</sub> -1)+P <sub>R</sub> (E <sub>R</sub> -1) )	1.000 `	1.000
Grade adjustment factor <sup>1</sup> , f <sub>g,PTSF</sub> (E	xhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate <sup>2</sup> , $v_i(pc/h)$ $v_i=V_i/(l$	PHF*f <sub>HV,PTSF</sub> * f <sub>g,PTSF</sub> )	2089	1393
Base percent time-spent-following <sup>4</sup> ,	BPTSF <sub>d</sub> (%)=100(1-e <sup>av</sup> d <sup>b</sup> )	95.4	
Adj. for no-passing zone, f <sub>np,PTSF</sub> (E	xhibit 15-21)		9.0
Percent time-spent-following, PTSF $_{\rm d}$ (%)=BPTSF $_{\rm d}$ +f $_{\rm np,PTSF}$ *(v $_{\rm d,PTSF}$ / v $_{\rm d,PTSF}$ +		1	00.0
V <sub>o,PTSF</sub> )	nanco Mogeliyas		
Level of Service and Other Performance Level of Service, LOS (Exhibit 15-3)	nance Measures		F
Volume to capacity ratio, v/c			1.23

Capacity, C <sub>d,ATS</sub> (Equation 15-12) pc/h	1700
Capacity, C <sub>d,PTSF</sub> (Equation 15-13) pc/h	1700
Percent Free-Flow Speed PFFS <sub>d</sub> (Equation 15-11 - Class III only)	52.4
Bicycle Level of Service	
Directional demand flow rate in outside lane, $v_{ m OL}$ (Eq. 15-24) veh/h	2089.1
Effective width, Wv (Eq. 15-29) ft	16.00
Effective speed factor, S <sub>f</sub> (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	5.69
Bicycle level of service (Exhibit 15-4)	F

- 2. If  $v_i(v_d \text{ or } v_o) >= 1,700 \text{ pc/h}$ , terminate analysis--the LOS is F.
- 3. For the analysis direction only and for v>200 veh/h.
- 4. For the analysis direction only
- 5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
  6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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<sup>1.</sup> Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.

Directional Page 1 of 2

DIRECT	TIONAL TWO-LANE HIGHWA	AY SEGMENT WOR	RKSHEET	
General Information		Site Information		
Analyst Agency or Company Date Performed Analysis Time Period	MMA AIM ENGINEERING & SURVEYING 8/10/2015 AM - NO-BUILD	Highway / Direction of Travel From/To Jurisdiction Analysis Year	US 301 MCINTOSH TO FUTURE SR 56 FDOT 2040	
Project Description: US 301 PD8		Transition for		
Input Data				
Segment	Shoulder width tt Lane width tt  Lane width tt Shoulder width tt  ength, L mi	highway Terrain Grade Len	Class III highway  Class III highway  Level Rolling gth mi Up/down	
	1282veh/h	No-passing	factor, PHF 0.92 g zone 49% and Buses , P <sub>T</sub> 5 %	
	1922veh/h / 4.0 / 12.0 / 7.1	1	ional vehicles, P <sub>R</sub> 0%	
Average Travel Speed				
		Analysis Direction (d)	Opposing Direction (o)	
Passenger-car equivalents for truc	ks, E <sub>T</sub> (Exhibit 15-11 or 15-12)	1.0	1.0	
Passenger-car equivalents for RVs	s, E <sub>R</sub> (Exhibit 15-11 or 15-13)	1.0	1.0	
Heavy-vehicle adjustment factor, f	$_{HV,ATS}$ =1/(1+ $P_T(E_T-1)+P_R(E_R-1)$ )	1.000	1.000	
Grade adjustment factor <sup>1</sup> , f <sub>g,ATS</sub> (	· · · · · · · · · · · · · · · · · · ·	1.00	1.00	
Demand flow rate <sup>2</sup> , $v_i$ (pc/h) $v_i$ = $V_i$ / (PHF* $f_{g,ATS}$ * $f_{HV,ATS}$ )		1393	2089	
Free-Flow Speed from Field Measurement			Free-Flow Speed 60.0 mi/h	
Mean speed of sample $^3$ , $S_{FM}$ Total demand flow rate, both directions, $v$ Free-flow speed, FFS= $S_{FM}$ +0.00776( $v$ / $f_{HV,ATS}$ ) Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)  0.6 $mi$ /h		Base free-flow speed <sup>4</sup> , BFFS Adj. for lane and shoulder widt Adj. for access points <sup>4</sup> , f <sub>A</sub> (Ext Free-flow speed, FFS (FSS=E Average travel speed, ATS <sub>d</sub> =F V <sub>o,ATS</sub> ) - f <sub>np,ATS</sub> Percent free flow speed, PFFS	$^{0}$ , $^{4}$ f <sub>LS</sub> (Exhibit 15-7) 1.3 mi/h $^{0}$ nibit 15-8) 0.5 mi/h $^{0}$ FFS-f <sub>LS</sub> -f <sub>A</sub> ) 58.2 mi/h $^{0}$ FS-0.00776( $^{0}$ d,ATS $^{+}$ 30.6 mi/h	
Percent Time-Spent-Following			O in Biration (1)	
Passenger-car equivalents for truc	ks, E <sub>T</sub> (Exhibit 15-18 or 15-19)	Analysis Direction (d)	Opposing Direction (o)  1.0	
Passenger-car equivalents for RVs	1000 000 000 000 000 000 000 000 000 00	1.0	1.0	
Heavy-vehicle adjustment factor, f		1.000	1.000	
Grade adjustment factor <sup>1</sup> , f <sub>a.PTSF</sub> (Exhibit 15-16 or Ex 15-17)		1.00	1.00	
Directional flow rate <sup>2</sup> , $v_i$ (pc/h) $v_i$ = $v_i$ /(PHF* $f_{HV,PTSF}$ * $f_{g,PTSF}$ )		1393	2089	
Base percent time-spent-following <sup>4</sup> , BPTSF <sub>d</sub> (%)=100(1-e <sup>av</sup> <sub>d</sub> <sup>b</sup> )			89.9	
Adj. for no-passing zone, f <sub>np,PTSF</sub> (Exhibit 15-21)			9.0	
Percent time-spent-following, PTSF <sub>d</sub> (%)=BPTSF <sub>d</sub> +f <sub>np,PTSF</sub> $*(v_{d,PTSF} / v_{d,PTSF} + v_{d,PTSF})$			93.5	
v <sub>o,PTSF</sub> )			90.0 	
Level of Service and Other Perfo				
Level of service, LOS (Exhibit 15-3	)		F	
Volume to capacity ratio, v/c			0.82	

1700
1700
52.5
1393.5
16.00
4.79
5.44
E

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<sup>1.</sup> Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.

<sup>2.</sup> If  $v_i(v_d \text{ or } v_o) >= 1,700 \text{ pc/h}$ , terminate analysis--the LOS is F.

<sup>3.</sup> For the analysis direction only and for v>200 veh/h.

<sup>4.</sup> For the analysis direction only

<sup>5.</sup> Exhibit 15-20 provides coefficients a and b for Equation 15-10.

<sup>6.</sup> Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

DIRECTION	ONAL TWO-LANE HIGHWA	Y SEGMENT WORK	SHEET
General Information		Site Information	
Analyst Agency or Company Date Performed Analysis Time Period	MMA AIM ENGINEERING & SURVEYING 8/10/2015 PM - NO-BUILD	Highway / Direction of Travel From/To Jurisdiction Analysis Year	US 301 FOWLER AVE TO HARNEY RD FDOT 2040
Project Description: US 301 PD&E S		, maryona rour	2010
Input Data			
	1 Shoulder width tt		
4	Lane width tt	V Class II	highway
	Lane widthtt		
	\$\frac{1}{2} Shoulder widthtt		Class III highway
Samuel law	gth, L <sub>t</sub> mi	Terrain Grade Length	Level Rolling mi Up/down
Segment ten	gan, L <sub>t</sub> nii	Peak-hour fa	ctor, PHF 0.92
	00 1.4-	Show North Arrow % Trucks and	
<u> </u>	66veh/h		100 M
	28veh/h /	Access points	IN.
Lane Width ft 12.	0	, 188888 points	5
Segment Length mi 1.2  Average Travel Speed			
Average Traver Speed		Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks,	E <sub>-</sub> (Exhibit 15-11 or 15-12)	1.0	1.0
Passenger-car equivalents for RVs, E	1000	1.0	1.0
Heavy-vehicle adjustment factor, f <sub>HV</sub>		1.000	1.000
Grade adjustment factor <sup>1</sup> , f <sub>g,ATS</sub> (Ex		1.00	1.00
Demand flow rate <sup>2</sup> , $v_i$ (pc/h) $v_i = V_i$ / (P	HF* f <sub>g,ATS</sub> * f <sub>HV,ATS</sub> )	2680	1443
Free-Flow Speed	rom Field Measurement	Estimated Fre	ee-Flow Speed
		Base free-flow speed <sup>4</sup> , BFFS	55.0 mi/h
Manager and of sample 3 C		Adj. for lane and shoulder width,4	f <sub>LS</sub> (Exhibit 15-7) 1.3 mi/h
Mean speed of sample <sup>3</sup> , S <sub>FM</sub> Total demand flow rate, both direction	S V	Adj. for access points <sup>4</sup> , f <sub>A</sub> (Exhibi	it 15-8) 1.3 mi/h
Free-flow speed, FFS=S <sub>FM</sub> +0.00776(		Free-flow speed, FFS (FSS=BFF	S-f <sub>LS</sub> -f <sub>A</sub> ) 52.5 mi/h
Adj. for no-passing zones, f <sub>np,ATS</sub> (Ex	303633 30	Average travel speed, ATS <sub>d</sub> =FFS	S-0.00776(v <sub>d,ATS</sub> + 20.0 mi/h
		v <sub>o,ATS</sub> ) - f <sub>np,ATS</sub> Percent free flow speed, PFFS	38.1 %
Percent Time-Spent-Following		To desire new appear, 111 a	
		Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks,	E <sub>T</sub> (Exhibit 15-18 or 15-19)	1.0	1.0
Passenger-car equivalents for RVs, E	R (Exhibit 15-18 or 15-19)	1.0	1.0
Heavy-vehicle adjustment factor, f <sub>HV</sub> =	1/ (1+ P <sub>T</sub> (E <sub>T</sub> -1)+P <sub>R</sub> (E <sub>R</sub> -1) )	1.000	1.000
Grade adjustment factor <sup>1</sup> , f <sub>g,PTSF</sub> (Ex	hibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate <sup>2</sup> , $v_i(pc/h)$ $v_i=V_i/(Pc/h)$		2680	1443
Base percent time-spent-following <sup>4</sup> , BPTSF <sub>d</sub> (%)=100(1-e <sup>av</sup> d <sup>b</sup> )		97.8	
Adj. for no-passing zone, f <sub>np,PTSF</sub> (Exhibit 15-21)		9	9.6
Percent time-spent-following, PTSF $_{\rm d}$ (%)=BPTSF $_{\rm d}$ +f $_{\rm np,PTSF}$ *(v $_{\rm d,PTSF}$ / v $_{\rm d,PTSF}$ +		10	00.0
v <sub>o,PTSF</sub> )			
Level of Service and Other Perform	ance Measures		
Level of service, LOS (Exhibit 15-3)			F
Volume to capacity ratio, v/c		1	.58

Capacity, C <sub>d,ATS</sub> (Equation 15-12) pc/h	1700
Capacity, C <sub>d,PTSF</sub> (Equation 15-13) pc/h	1700
Percent Free-Flow Speed PFFS <sub>d</sub> (Equation 15-11 - Class III only)	38.1
Bicycle Level of Service	
Directional demand flow rate in outside lane, $v_{ m OL}$ (Eq. 15-24) veh/h	2680.4
Effective width, Wv (Eq. 15-29) ft	16.00
Effective speed factor, $S_t$ (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	5.80
Bicycle level of service (Exhibit 15-4)	F

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<sup>1.</sup> Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.

<sup>2.</sup> If  $v_i(v_d \text{ or } v_o) >= 1,700 \text{ pc/h}$ , terminate analysis--the LOS is F.

<sup>3.</sup> For the analysis direction only and for v>200 veh/h.

<sup>4.</sup> For the analysis direction only

<sup>5.</sup> Exhibit 15-20 provides coefficients a and b for Equation 15-10.

<sup>6.</sup> Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

	NAL TWO-LANE HIGHWA	AY SEGMENT WORK	<b>(SHEET</b>
General Information		Site Information	
Analyst Agency or Company Date Performed Analysis Time Period	MMA AIM ENGINEERING & SURVEYING 8/10/2015 PM - NO-BUILD	Highway / Direction of Travel From/To Jurisdiction Analysis Year	US 301 FOWLER AVE TO HARNEY RD FDOT 2040
Project Description: US 301 PD&E S		I maryolo real	2040
Input Data			
L			
	Shoulder width tt		
	Lane width tt	✓ Class I	highway Class II
	Lane width tt	highway 🗌	Class III highway
		Terrain	✓ Level Rolling
Segment leng	th, L <sub>t</sub> mi	Grade Lengt Peak-hour fa No-passing z	ictor, PHF 0.92
Analysis direction vol., V <sub>d</sub> 132	28veh/h		d Buses , P <sub>T</sub> 5 % <
	66veh/h		nal vehicles, P <sub>R</sub> 0%
Shoulder width ft 4.0		Access point	
Lane Width ft 12.0 Segment Length mi 1.2		***	
Average Travel Speed			
		Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, I	E <sub>T</sub> (Exhibit 15-11 or 15-12)	1.0	1.0
Passenger-car equivalents for RVs, E <sub>F</sub>	(Exhibit 15-11 or 15-13)	1.0	1.0
Heavy-vehicle adjustment factor, f <sub>HV,A</sub>	<sub>TS</sub> =1/ (1+ P <sub>T</sub> (E <sub>T</sub> -1)+P <sub>R</sub> (E <sub>R</sub> -1) )	1.000	1.000
Grade adjustment factor <sup>1</sup> , f <sub>g,ATS</sub> (Exhi	ibit 15-9)	1.00	1.00
Demand flow rate <sup>2</sup> , $v_i$ (pc/h) $v_i = V_i$ / (PH		1443	2680
Free-Flow Speed from Field Measurement		Estimated Front	ee-Flow Speed
		Base free-flow speed <sup>4</sup> , BFFS	55.0 mi/h
Mean speed of sample <sup>3</sup> , S <sub>FM</sub>		Adj. for lane and shoulder width,	<sup>4</sup> f <sub>LS</sub> (Exhibit 15-7)
Total demand flow rate, both directions	i. V	Adj. for access points <sup>4</sup> , f <sub>A</sub> (Exhib	it 15-8) 1.3 mi/h
Free-flow speed, FFS=S <sub>FM</sub> +0.00776(v.		Free-flow speed, FFS (FSS=BFI	FS-f <sub>1.S</sub> -f <sub>4</sub> ) 52.5 mi/h
Adj. for no-passing zones, f <sub>np,ATS</sub> (Exh		Average travel speed, ATS <sub>d</sub> =FFS	S-0.00776(v +
Adj. 101 110-passing 2011es, Inp,ATS (EXT	10k 10-13) 0.3 mini	V <sub>o,ATS</sub> ) - f <sub>np,ATS</sub>	20.0 mi/h
		Percent free flow speed, PFFS	38.1 %
Percent Time-Spent-Following		Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E	E <sub>T</sub> (Exhibit 15-18 or 15-19)	1.0	1.0
Passenger-car equivalents for RVs, E <sub>R</sub>		1.0	1.0
Heavy-vehicle adjustment factor, f <sub>HV</sub> =1		1.000	1.000
Grade adjustment factor <sup>1</sup> , f <sub>g,PTSF</sub> (Exh	ibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate <sup>2</sup> , $v_i$ (pc/h) $v_i$ = $V_i$ /(PH	IF*f <sub>HV,PTSF</sub> * f <sub>g,PTSF</sub> )	1443	2680
Base percent time-spent-following <sup>4</sup> , $BPTSF_d(\%)=100(1-e^{av_d^b})$		90.6	
Adj. for no-passing zone, f <sub>np,PTSF</sub> (Exhibit 15-21)			9.6
Percent time-spent-following, PTSF <sub>d</sub> (%)=BPTSF <sub>d</sub> +f <sub>np,PTSF</sub> $*(v_{d,PTSF} / v_{d,PTSF} + v_{d,PTSF})$		9	4.0
v <sub>o,PTSF</sub> )	·		
Level of Service and Other Performa	nce Measures		
Level of service, LOS (Exhibit 15-3)			F
Volume to capacity ratio, v/c		0	.85

Capacity, C <sub>d,ATS</sub> (Equation 15-12) pc/h	1700
Capacity, C <sub>d,PTSF</sub> (Equation 15-13) pc/h	1700
Percent Free-Flow Speed PFFS <sub>d</sub> (Equation 15-11 - Class III only)	38.1
Bicycle Level of Service	
Directional demand flow rate in outside lane, v <sub>OL</sub> (Eq. 15-24) veh/h	1443.5
Effective width, Wv (Eq. 15-29) ft	16.00
Effective speed factor, S <sub>t</sub> (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	5.46
Bicycle level of service (Exhibit 15-4)	Е

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<sup>1.</sup> Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.

<sup>2.</sup> If  $v_i(v_d \text{ or } v_o) >= 1,700 \text{ pc/h}$ , terminate analysis--the LOS is F.

<sup>3.</sup> For the analysis direction only and for v>200 veh/h.
4. For the analysis direction only

<sup>5.</sup> Exhibit 15-20 provides coefficients a and b for Equation 15-10.

<sup>6.</sup> Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

DIRECTIONAL TWO-LANE HIGHWA	AY SEGMENT WORK	SHEET
General Information	Site Information	
Analyst         MMA           Agency or Company         AIM ENGINEERING & SURVEYING           Date Performed         8/10/2015           Analysis Time Period         PM - NO-BUILD	Highway / Direction of Travel From/To Jurisdiction Analysis Year	US 301 HARNEY RD TO CR 579 FDOT 2040
Project Description: US 301 PD&E STUDY		
Input Data		
Shoulder width tt  Lane width tt  Lane width tt  Shoulder width tt  Shoulder width tt  Shoulder width tt	highway Terrain Grade Length Peak-hour far No-passing z	ctor, PHF 0.92 one 100%
Analysis direction vol., V <sub>d</sub> 2147veh/h 2	% Hucks and	W 8.
Opposing direction vol., V <sub>o</sub> 1156veh/h Shoulder width ft 4.0 Lane Width ft 12.0 Segment Length mi 1.0	% Recreation Access points	aal vehicles, P <sub>R</sub> 0% s <i>mi</i> 6/mi
Average Travel Speed	Analysis Direction (d)	Opposing Direction (o)
December on an inclusive for trucks. F. (Exhibit 15.11 or 15.12)	1.0	1.0
Passenger-car equivalents for trucks, E <sub>T</sub> (Exhibit 15-11 or 15-12)  Passenger-car equivalents for RVs, E <sub>R</sub> (Exhibit 15-11 or 15-13)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	1.000	1.000
Grade adjustment factor <sup>1</sup> , f <sub>g,ATS</sub> (Exhibit 15-9)	1.00	1.00
Demand flow rate <sup>2</sup> , $v_i$ (pc/h) $v_i$ = $V_i$ / (PHF* $f_{g,ATS}$ * $f_{HV,ATS}$ )	2334	1257
Free-Flow Speed from Field Measurement	Estimated Fre	ee-Flow Speed
	Base free-flow speed <sup>4</sup> , BFFS	55.0 mi/h
Many arrest of sample 3 C	Adj. for lane and shoulder width,4	f <sub>LS</sub> (Exhibit 15-7) 1.3 mi/h
Mean speed of sample <sup>3</sup> , S <sub>FM</sub> Total demand flow rate, both directions, <i>v</i>	Adj. for access points <sup>4</sup> , f <sub>A</sub> (Exhibi	it 15-8) 1.5 mi/h
Free-flow speed, FFS=S <sub>FM</sub> +0.00776(v/ f <sub>HV.ATS</sub> )	Free-flow speed, FFS (FSS=BFF	FS-f <sub>LS</sub> -f <sub>A</sub> ) 52.2 mi/h
Adj. for no-passing zones, f <sub>np.ATS</sub> (Exhibit 15-15)  1.0 mi/h	Average travel speed, ATS <sub>d</sub> =FFS	S-0.00776(v <sub>d,ATS</sub> + 23.4 mi/h
	v <sub>o,ATS</sub> ) - f <sub>np,ATS</sub> Percent free flow speed, PFFS	44.8 %
Percent Time-Spent-Following	T	I 6 . B (2)
	Analysis Direction (d)	Opposing Direction (o)  1.0
Passenger-car equivalents for trucks, E <sub>T</sub> (Exhibit 15-18 or 15-19)	1.0	1.0
Passenger-car equivalents for RVs, $E_R$ (Exhibit 15-18 or 15-19)  Heavy-vehicle adjustment factor, $f_{HV}$ =1/ (1+ $P_T$ ( $E_T$ -1)+ $P_R$ ( $E_R$ -1))	1.000	1.000
Grade adjustment factor <sup>1</sup> , f <sub>q.PTSF</sub> (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate <sup>2</sup> , $v_i$ (pc/h) $v_i$ = $V_i$ /(PHF* $f_{HV,PTSF}$ * $f_{g,PTSF}$ )	2334	1257
Base percent time-spent-following <sup>4</sup> , BPTSF <sub>d</sub> (%)=100(1-e <sup>av</sup> d <sup>b</sup> )	96.2	
Adj. for no-passing zone, f <sub>np,PTSF</sub> (Exhibit 15-21)	1	2.4
Percent time-spent-following, PTSF <sub>d</sub> (%)=BPTSF <sub>d</sub> +f <sub>np,PTSF</sub> $*(v_{d,PTSF} / v_{d,PTSF} + v_{d,PTSF})$	10	00.0
V <sub>o,PTSF</sub> )  Level of Service and Other Performance Measures		
Level of service, LOS (Exhibit 15-3)		F
Volume to capacity ratio, $v/c$		.37

Capacity, C <sub>d,ATS</sub> (Equation 15-12) pc/h	1700	
Capacity, C <sub>d,PTSF</sub> (Equation 15-13) pc/h	1700	
Percent Free-Flow Speed PFFS <sub>d</sub> (Equation 15-11 - Class III only)	44.8	
Bicycle Level of Service		
Directional demand flow rate in outside lane, v <sub>OL</sub> (Eq. 15-24) veh/h	2333.7	
Effective width, Wv (Eq. 15-29) ft	16.00	
Effective speed factor, S <sub>t</sub> (Eq. 15-30)	4.79	
Bicycle level of service score, BLOS (Eq. 15-31)	5.73	
Bicycle level of service (Exhibit 15-4)	F	

- 2. If  $v_i(v_d \text{ or } v_o) >= 1,700 \text{ pc/h}$ , terminate analysis--the LOS is F.
- 3. For the analysis direction only and for v>200 veh/h.
- 4. For the analysis direction only
- 5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
- 6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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<sup>1.</sup> Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.

DIRECTIONAL TWO-LANE HIGHWA	AY SEGMENT WORK	SHEET
General Information	Site Information	
Analyst MMA Agency or Company AIM ENGINEERING & SURVEYING Date Performed 8/10/2015	Highway / Direction of Travel From/To Jurisdiction	US 301 HARNEY RD TO CR 579 FDOT
Analysis Time Period PM - NO-BUILD	Analysis Year	2040
Project Description: US 301 PD&E STUDY Input Data		and the second
L		
\$\frac{1}{2} \text{ Shoulder width } \tag{tt}		/_
Lane width tt	✓ Class I h	nighway 🗌 Class II
Lane width tt	highway Class III highway	
	Terrain	✓ Level Rolling
Segment length, L <sub>1</sub> mi	Grade Length Peak-hour fac No-passing zo	ctor, PHF 0.92
Analysis direction vol., V <sub>d</sub> 1156veh/h	Show North Arrow % Trucks and	Buses , P <sub>T</sub> 5 % ~
Opposing direction vol., V <sub>o</sub> 2147veh/h	% Recreation	al vehicles, P <sub>R</sub> 0%
Shoulder width ft 4.0 V	Access points	The state of the s
Lane Width ft 12.0 Segment Length mi 1.0		
Average Travel Speed		
	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E <sub>T</sub> (Exhibit 15-11 or 15-12)	1.0	1.0
Passenger-car equivalents for RVs, E <sub>R</sub> (Exhibit 15-11 or 15-13)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	1.000	1.000
Grade adjustment factor <sup>1</sup> , f <sub>g,ATS</sub> (Exhibit 15-9)	1.00	1.00
Demand flow rate <sup>2</sup> , $v_i$ (pc/h) $v_j = V_i$ / (PHF* $f_{g,ATS}$ * $f_{HV,ATS}$ )	1257	2334
Free-Flow Speed from Field Measurement	Estimated Fre	•
	Base free-flow speed <sup>4</sup> , BFFS	55.0 mi/h
Mean speed of sample <sup>3</sup> , S <sub>FM</sub>	Adj. for lane and shoulder width,4	20
Total demand flow rate, both directions, v	Adj. for access points <sup>4</sup> , f <sub>A</sub> (Exhibit	t 15-8) 1.5 mi/h
Free-flow speed, FFS=S <sub>FM</sub> +0.00776(v/ f <sub>HV,ATS</sub> )	Free-flow speed, FFS (FSS=BFF	S-f <sub>LS</sub> -f <sub>A</sub> ) 52.2 mi/h
Adj. for no-passing zones, f <sub>np,ATS</sub> (Exhibit 15-15) 0.6 mi/h	Average travel speed, ATS <sub>d</sub> =FFS	-0.00776(v <sub>d,ATS</sub> + 23.7 mi/h
	v <sub>o,ATS</sub> ) - f <sub>np,ATS</sub> Percent free flow speed, PFFS	45.5 %
Percent Time-Spent-Following	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E <sub>T</sub> (Exhibit 15-18 or 15-19)	1.0	1.0
Passenger-car equivalents for RVs, E <sub>R</sub> (Exhibit 15-18 or 15-19)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV}$ =1/ (1+ $P_T$ ( $E_T$ -1)+ $P_R$ ( $E_R$ -1) )	1.000	1.000
Grade adjustment factor <sup>1</sup> , f <sub>g,PTSF</sub> (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate <sup>2</sup> , $v_i(pc/h)$ $v_i=V_i/(PHF^*f_{HV,PTSF}^*f_{g,PTSF})$	1257	2334
Base percent time-spent-following <sup>4</sup> , BPTSF <sub>d</sub> (%)=100(1-e <sup>av</sup> d <sup>b</sup> )	87.9	
Adj. for no-passing zone, f <sub>np,PTSF</sub> (Exhibit 15-21)	12	2.4
Percent time-spent-following, $PTSF_d(\%) = BPTSF_d + f_{np,PTSF} \times (v_{d,PTSF} / v_{d,PTSF} + v_{d,PTSF})$	92	2.2
(o,PTSF)		
Level of Service and Other Performance Measures		
_evel of service, LOS (Exhibit 15-3)  /olume to capacity ratio, v/c		74

Page 2 of 2 Directional

Capacity, C <sub>d,ATS</sub> (Equation 15-12) pc/h	1700
Capacity, C <sub>d,PTSF</sub> (Equation 15-13) pc/h	1700
Percent Free-Flow Speed PFFS <sub>d</sub> (Equation 15-11 - Class III only)	45.5
Bicycle Level of Service	
Directional demand flow rate in outside lane, v <sub>OL</sub> (Eq. 15-24) veh/h	1256.5
Effective width, Wv (Eq. 15-29) ft	16.00
Effective speed factor, S <sub>t</sub> (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	5.39
Bicycle level of service (Exhibit 15-4)	E
Modes	<u> </u>

<sup>1.</sup> Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.

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<sup>2.</sup> If  $v_i(v_d \text{ or } v_o) >= 1,700 \text{ pc/h}$ , terminate analysis--the LOS is F.

<sup>3.</sup> For the analysis direction only and for v>200 veh/h.

<sup>4.</sup> For the analysis direction only

<sup>5.</sup> Exhibit 15-20 provides coefficients a and b for Equation 15-10.
6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

DIRECTION	ONAL TWO-LANE HIGHWA	AY SEGMENT WORK	SHEET
General Information		Site Information	
Analyst Agency or Company Date Performed Analysis Time Period	MMA AIM ENGINEERING & SURVEYING 8/10/2015 PM - NO-BUILD	Highway / Direction of Travel From/To Jurisdiction Analysis Year	US 301 CR 579 TO STACY RD FDOT 2040
Project Description: US 301 PD&E	STUDY		
Input Data			
Segment len	Shoulder width tt  Lane width tt  Lane width tt  Shoulder width tt  Shoulder width tt  gth, L <sub>1</sub> mi	highway Terrain Grade Lengtl Peak-hour fa	Class III highway  Level Rolling h mi Up/down actor, PHF 0.92
Analysis direction vol., V <sub>d</sub> 22	212veh/h	77 77 7	d Buses , P <sub>T</sub> 5 %
Opposing direction vol., V <sub>o</sub> 17 Shoulder width ft 4.	95veh/h / 0 0	NAME OF THE PARTY	nal vehicles, P <sub>R</sub> 0%
Average Travel Speed		Aughtraia Direction (d)	Opposing Direction (a)
	F (F 1) 14 4 5 44 45 40)	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks		1.0	1.0
Passenger-car equivalents for RVs, E		1.0	1.0
Heavy-vehicle adjustment factor, f <sub>HV</sub>		1.000	1.000
Grade adjustment factor <sup>1</sup> , f <sub>g,ATS</sub> (Ex		1.00	1.00
Demand flow rate <sup>2</sup> , $v_i$ (pc/h) $v_i = V_i$ / (F		2404	1299
Free-Flow Speed	from Field Measurement		ree-Flow Speed
		Base free-flow speed <sup>4</sup> , BFFS	55.0 mi/h 4 f. c(Exhibit 15-7) 1.3 mi/h
Mean speed of sample <sup>3</sup> , S <sub>FM</sub>		Adj. for lane and shoulder width, Adj. for access points <sup>4</sup> , f <sub>A</sub> (Exhib	
Total demand flow rate, both direction		Free-flow speed, FFS (FSS=BF	
Free-flow speed, FFS=S <sub>FM</sub> +0.00776	OROSINA POR CENTRAL	Average travel speed, ATS <sub>d</sub> =FFS	20 71
Adj. for no-passing zones, f <sub>np,ATS</sub> (Ex	khibit 15-15) 0.5 mi/h	v <sub>o,ATS</sub> ) - f <sub>np,ATS</sub> Percent free flow speed, PFFS	24.2 mi/h 45.2 %
Percent Time-Spent-Following		Tercent nee now speed, 1110	10.2 70
		Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks	E <sub>T</sub> (Exhibit 15-18 or 15-19)	1.0	1.0
Passenger-car equivalents for RVs, E	R (Exhibit 15-18 or 15-19)	1.0	1.0
Heavy-vehicle adjustment factor, f <sub>HV</sub>	=1/ (1+ P <sub>T</sub> (E <sub>T</sub> -1)+P <sub>R</sub> (E <sub>R</sub> -1) )	1.000	1.000
Grade adjustment factor <sup>1</sup> , f <sub>g,PTSF</sub> (Exhibit 15-16 or Ex 15-17)		1.00	1.00
Directional flow rate <sup>2</sup> , $v_i$ (pc/h) $v_i$ = $V_i$ /(PHF* $f_{HV,PTSF}$ * $f_{g,PTSF}$ )		2404	1299
Base percent time-spent-following <sup>4</sup> , I	BPTSF <sub>d</sub> (%)=100(1-e <sup>av</sup> d <sup>b</sup> )		96.6
Adj. for no-passing zone, f <sub>np,PTSF</sub> (Ex	khibit 15-21)		11.9
Percent time-spent-following, PTSF <sub>d</sub> (%)=BPTSF <sub>d</sub> +f <sub>np,PTSF</sub> *(v <sub>d,PTSF</sub> /v <sub>d,PTSF</sub> +		1	00.0
v <sub>o,PTSF</sub> )  Level of Service and Other Perform	nance Measures		
Level of service, LOS (Exhibit 15-3)			F
Volume to capacity ratio, v/c		,	1.41

Capacity, C <sub>d,ATS</sub> (Equation 15-12) pc/h	1700
Capacity, C <sub>d,PTSF</sub> (Equation 15-13) pc/h	1700
Percent Free-Flow Speed PFFS <sub>d</sub> (Equation 15-11 - Class III only)	45.2
Bicycle Level of Service	
Directional demand flow rate in outside lane, v <sub>OL</sub> (Eq. 15-24) veh/h	2404.3
Effective width, Wv (Eq. 15-29) ft	16.00
Effective speed factor, S <sub>t</sub> (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	5.72
Bicycle level of service (Exhibit 15-4)	F

- 2. If  $v_i(v_d \text{ or } v_o) >= 1,700 \text{ pc/h}$ , terminate analysis--the LOS is F.
- 3. For the analysis direction only and for v>200 veh/h.
- 4. For the analysis direction only
- 5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
- 6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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<sup>1.</sup> Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.

DIRECT	IONAL TWO-LANE HIGHW	AY SEGMENT WORK	KSHEET
General Information		Site Information	
Analyst Agency or Company Date Performed Analysis Time Period	MMA AIM ENGINEERING & SURVEYING 8/10/2015 PM - NO-BUILD	Highway / Direction of Travel From/To Jurisdiction Analysis Year	US 301 CR 579 TO STACY RD FDOT 2040
Project Description: US 301 PD&B			
Input Data			
Segment le	Shoulder width tt Lane width tt Lane width tt Shoulder width tt  ength, L mi	highway Terrain Grade Lengt Peak-hour fa No-passing a	actor, PHF 0.92
Analysis direction vol., V <sub>d</sub>	1195veh/h	Show North Arrow % Trucks an	d Buses , P <sub>T</sub> 5 % /
Shoulder width ft Lane Width ft Segment Length mi 1	2212veh/h 4.0 4.0 2.0 .3	% Recreatio Access point	nal vehicles, P <sub>R</sub> 0% ts <i>mi</i> 1/mi
Average Travel Speed		Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for truck	e F (Evhibit 15-11 or 15-12)	1.0	1.0
Passenger-car equivalents for RVs.		1.0	1.0
	$V_{V,ATS} = 1/(1 + P_T(E_T - 1) + P_R(E_R - 1))$	1.000	1.000
Grade adjustment factor <sup>1</sup> , f <sub>g,ATS</sub> (E	Exhibit 15-9)	1.00	1.00
Demand flow rate <sup>2</sup> , $v_i$ (pc/h) $v_i = V_i$		1299 2404	
Free-Flow Spee	d from Field Measurement		ee-Flow Speed
		Base free-flow speed <sup>4</sup> , BFFS	55.0 mi/h
Mean speed of sample <sup>3</sup> , S <sub>FM</sub>		Adj. for lane and shoulder width,	
Total demand flow rate, both directi	ons, v	Adj. for access points <sup>4</sup> , f <sub>A</sub> (Exhib	oit 15-8) 0.3 mi/h
Free-flow speed, FFS=S <sub>FM</sub> +0.0077	6(v/ f <sub>HV ATS</sub> )	Free-flow speed, FFS (FSS=BF	FS-f <sub>LS</sub> -f <sub>A</sub> ) 53.5 mi/h
Adj. for no-passing zones, f <sub>np,ATS</sub> (I	And Statement Michiganisms  The Control of the Cont	Average travel speed, ATS <sub>d</sub> =FF	S-0.00776(v <sub>d,ATS</sub> + 24.2 mi/h
		v <sub>o,ATS</sub> ) - f <sub>np,ATS</sub> Percent free flow speed, PFFS	45.2 %
Percent Time-Spent-Following		Applyais Direction (d)	Opposing Direction (c)
Passenger-car equivalents for truck	e E (Eyhibit 15-18 or 15-10)	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for RVs,	•	1.0	1.0
Heavy-vehicle adjustment factor, f <sub>H</sub>		1.000	1.000
Grade adjustment factor <sup>1</sup> , f <sub>a.PTSF</sub> (Exhibit 15-16 or Ex 15-17)		1.00	1.00
Directional flow rate <sup>2</sup> , $v_i(pc/h)$ $v_i=V_i/(PHF^*f_{HV,PTSF}^* f_{g,PTSF})$		1299	2404
Base percent time-spent-following <sup>4</sup> , BPTSF <sub>d</sub> (%)=100(1-e <sup>av</sup> <sub>d</sub> <sup>b</sup> )		88.6	
Adj. for no-passing zone, f <sub>np,PTSF</sub> (Exhibit 15-21)			11.9
Percent time-spent-following, PTSF <sub>d</sub> (%)=BPTSF <sub>d</sub> +f <sub>np,PTSF</sub> *(v <sub>d,PTSF</sub> / v <sub>d,PTSF</sub> +			92.8
v <sub>o,PTSF</sub> )	mana Maanus		
Level of Service and Other Perfor Level of service, LOS (Exhibit 15-3)	mance Weasures		F
Volume to capacity ratio, v/c		<u> </u>	0.76

Page 2 of 2 Directional

Capacity, C <sub>d,ATS</sub> (Equation 15-12) pc/h	1700
Capacity, C <sub>d,PTSF</sub> (Equation 15-13) pc/h	1700
Percent Free-Flow Speed PFFS <sub>d</sub> (Equation 15-11 - Class III only)	45.2
Bicycle Level of Service	
Directional demand flow rate in outside lane, v <sub>OL</sub> (Eq. 15-24) veh/h	1298.9
Effective width, Wv (Eq. 15-29) ft	16.00
Effective speed factor, S <sub>t</sub> (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	5.41
Bicycle level of service (Exhibit 15-4)	E

## Notes

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<sup>1.</sup> Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.

<sup>2.</sup> If  $v_i(v_d \text{ or } v_o) >= 1,700 \text{ pc/h}$ , terminate analysis--the LOS is F.

<sup>3.</sup> For the analysis direction only and for v>200 veh/h.

<sup>4.</sup> For the analysis direction only
5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

DIRECTIONAL TWO-LANE HIGHWA	THE PARTY OF THE P	SHEET
General Information	Site Information	
Analyst         MMA           Agency or Company         AIM ENGINEERING & SURVEYING           Date Performed         8/10/2015           Analysis Time Perford         BMA	Highway / Direction of Travel From/To Jurisdiction Analysis Year	US 301 STACY RD TO MCINTOSH RD FDOT 2040
Analysis Time Period PM - NO-BUILD Project Description: US 301 PD&E STUDY	Analysis real	2040
Input Data		
L		
Shoulder width tt		··
Lane width tt	The second secon	nighway Class II
\$\frac{1}{2}\$ Shoulder width	highway 📙	Class III highway
4	Terrain Grade Length	Level Rolling n mi Up/down
Segment length, L <sub>t</sub> mi	Peak-hour fa No-passing z	ctor, PHF 0.92
Analysis direction vol., V <sub>d</sub> 1639veh/h	Show North Arrow % Trucks and	d Buses , P <sub>T</sub> 5 %
Opposing direction vol., V <sub>o</sub> 884veh/h	The state of the s	nal vehicles, P <sub>R</sub> 0%
Shoulder width ft 4.0	Access points	s <i>mi</i> 1/mi
Lane Width ft 12.0 Segment Length mi 1.3		
Average Travel Speed		
	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E <sub>T</sub> (Exhibit 15-11 or 15-12)	1.0	1.0
Passenger-car equivalents for RVs, E <sub>R</sub> (Exhibit 15-11 or 15-13)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	1.000 1.000	
Grade adjustment factor <sup>1</sup> , f <sub>g,ATS</sub> (Exhibit 15-9)	1.00	1.00
Demand flow rate <sup>2</sup> , $v_i$ (pc/h) $v_i = V_i$ / (PHF* $f_{g,ATS}$ * $f_{HV,ATS}$ )	1782	961
Free-Flow Speed from Field Measurement		ee-Flow Speed
	Base free-flow speed <sup>4</sup> , BFFS	60.0 mi/h
Mean speed of sample <sup>3</sup> , $S_{FM}$	Adj. for lane and shoulder width,	<sup>4</sup> f <sub>LS</sub> (Exhibit 15-7) 1.3 mi/h
Total demand flow rate, both directions, <i>v</i>	Adj. for access points <sup>4</sup> , f <sub>A</sub> (Exhib	it 15-8) 0.3 mi/h
Free-flow speed, FFS=S <sub>FM</sub> +0.00776(v/ f <sub>HV,ATS</sub> )	Free-flow speed, FFS (FSS=BFI	FS-f <sub>LS</sub> -f <sub>A</sub> ) 58.5 mi/h
Adj. for no-passing zones, f <sub>np,ATS</sub> (Exhibit 15-15) 0.9 mi/h	Average travel speed, ATS <sub>d</sub> =FFS	S-0.00776(v <sub>d,ATS</sub> + 36.3 mi/h
	v <sub>o,ATS</sub> ) - f <sub>np,ATS</sub> Percent free flow speed, PFFS	62.1 %
Percent Time-Spent-Following	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E <sub>T</sub> (Exhibit 15-18 or 15-19)	1.0	1.0
Passenger-car equivalents for RVs, E <sub>R</sub> (Exhibit 15-18 or 15-19)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	1.000	1.000
Grade adjustment factor <sup>1</sup> , f <sub>a,PTSF</sub> (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate <sup>2</sup> , $v_i(pc/h)$ $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	1782	961
Base percent time-spent-following <sup>4</sup> , BPTSF <sub>d</sub> (%)=100(1-e <sup>av<sub>d</sub>b</sup> )	90.9	
Adj. for no-passing zone, f <sub>np,PTSF</sub> (Exhibit 15-21)	1	11.6
Percent time-spent-following, PTSF <sub>d</sub> (%)=BPTSF <sub>d</sub> +f <sub>np,PTSF</sub> *(v <sub>d,PTSF</sub> / v <sub>d,PTSF</sub> +	S	98.4
V <sub>o,PTSF</sub> )		
Level of Service and Other Performance Measures Level of service, LOS (Exhibit 15-3)		F
Volume to capacity ratio, v/c		1.05

1700
1700
62.1
1781.5
16.00
4.79
5.57
F

- 2. If  $v_i(v_d \text{ or } v_o) >= 1,700 \text{ pc/h}$ , terminate analysis--the LOS is F.
- 3. For the analysis direction only and for v>200 veh/h.

- 4. For the analysis direction only
  5. Exhibit 15-20 provides coefficients a and b for Equation 15-10.
  6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

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<sup>1.</sup> Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET			
General Information		Site Information	
Analyst Agency or Company Date Performed Analysis Time Period	MMA AIM ENGINEERING & SURVEYING 8/10/2015 PM - NO-BUILD	Highway / Direction of Travel From/To Jurisdiction Analysis Year	US 301 STACY RD TO MCINTOSH RD FDOT 2040
Project Description: US 301 PD&E S		i manyoro roan	
Input Data			
	Shoulder width tt Lane width tt Shoulder width tt Shoulder width tt  gth, L <sub>t</sub> mi	highway Terrain Grade Lengt Peak-hour fa No-passing 2	actor, PHF 0.92
Shoulder width ft 4.1 Lane Width ft 12. Segment Length mi 1.3		% Recreation Access point	nal vehicles, P <sub>R</sub> 0% Is <i>mi</i> 1/mi
Average Travel Speed		Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks,	F (Eyhibit 15-11 or 15-12)	1.0	1.0
Passenger-car equivalents for RVs, E		1.0	1.0
Heavy-vehicle adjustment factor, f <sub>HV,</sub>		1.000	1.000
Grade adjustment factor <sup>1</sup> , f <sub>g,ATS</sub> (Ex	hibit 15-9)	1.00	1.00
Demand flow rate <sup>2</sup> , $v_i$ (pc/h) $v_i$ = $V_i$ / (P		961	1782
Free-Flow Speed from Field Measurement  Mean speed of sample <sup>3</sup> , S <sub>FM</sub> Total demand flow rate, both directions, v  Free-flow speed, FFS=S <sub>FM</sub> +0.00776(v/ f <sub>HV,ATS</sub> )  Adj. for no-passing zones, f <sub>np,ATS</sub> (Exhibit 15-15)  0.7 mi/h		Base free-flow speed <sup>4</sup> , BFFS Adj. for lane and shoulder width, Adj. for access points <sup>4</sup> , f <sub>A</sub> (Exhib Free-flow speed, FFS (FSS=BF Average travel speed, ATS <sub>d</sub> =FFS V <sub>o,ATS</sub> ) - f <sub>np,ATS</sub> Percent free flow speed, PFFS	iit 15-8) 0.3 mi/h FS-f <sub>LS</sub> -f <sub>A</sub> ) 58.5 mi/h
Percent Time-Spent-Following			
Posta de la constanta de la co	E /E   11 11 4 E / 0	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks,		1.0	1.0
Passenger-car equivalents for RVs, E		1.00	1.00
Heavy-vehicle adjustment factor, f <sub>HV</sub> =		1.000	1.000
Grade adjustment factor <sup>1</sup> , $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)  Directional flow rate <sup>2</sup> , $v_i$ (pc/h) $v_i$ = $V_i$ /(PHF* $f_{HV,PTSF}$ * $f_{g,PTSF}$ )		961	1782
Base percent time-spent-following <sup>4</sup> , BPTSF <sub>d</sub> (%)=100(1-e <sup>av<sub>d</sub></sup> )		81.6	
Adj. for no-passing zone, f <sub>np.PTSF</sub> (Exhibit 15-21)		11.6	
Percent time-spent-following, PTSF <sub>d</sub> (%)=BPTSF <sub>d</sub> +f <sub>np,PTSF</sub> *( $v_{d,PTSF} / v_{d,PTSF} + v_{o,PTSF}$ )		8	35.7
Level of Service and Other Perform	ance Measures		
Level of service, LOS (Exhibit 15-3)			F
Volume to capacity ratio, <i>v/c</i>		(	).57

Directional Page 2 of 2

Capacity, C <sub>d,ATS</sub> (Equation 15-12) pc/h	1700
Capacity, C <sub>d,PTSF</sub> (Equation 15-13) pc/h	1700
Percent Free-Flow Speed PFFS <sub>d</sub> (Equation 15-11 - Class III only)	62.5
Bicycle Level of Service	
Directional demand flow rate in outside lane, v <sub>OL</sub> (Eq. 15-24) veh/h	960.9
Effective width, Wv (Eq. 15-29) ft	16.00
Effective speed factor, S <sub>t</sub> (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	5.25
Bicycle level of service (Exhibit 15-4)	Е

#### Notes

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<sup>1.</sup> Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.

<sup>2.</sup> If v<sub>i</sub>(v<sub>d</sub> or v<sub>o</sub>) >=1,700 pc/h, terminate analysis--the LOS is F.

<sup>3.</sup> For the analysis direction only and for v>200 veh/h.

<sup>4.</sup> For the analysis direction only

<sup>5.</sup> Exhibit 15-20 provides coefficients a and b for Equation 15-10.

<sup>6.</sup> Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

DIRECTIONAL TWO-LANE HIGHW	AY SEGMENT WORK	SHEET
General Information	Site Information	
Analyst MMA Agency or Company AIM ENGINEERING & SURVEYING Date Performed 8/10/2015 Analysis Time Period PM - NO-BUILD	Highway / Direction of Travel From/To Jurisdiction Analysis Year	US 301 MCINTOSH TO FUTURE SR 56 FDOT 2040
Project Description: US 301 PD&E STUDY		
Input Data		
Shoulder width tt Lane width tt Shoulder width tt Shoulder width tt Shoulder width tt Shoulder width tt	highway Terrain Grade Length Peak-hour fa No-passing z	ctor, PHF 0.92 one 49%
Analysis direction vol., V <sub>d</sub> 1922veh/h	76 Trucks and	
Opposing direction vol., V <sub>o</sub> 1282veh/h Shoulder width ft 4.0 Lane Width ft 12.0 Segment Length mi 7.1	% Recreation Access points	nal vehicles, P <sub>R</sub> 0% s <i>mi</i> 2/mi
Average Travel Speed	T	[
	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E <sub>T</sub> (Exhibit 15-11 or 15-12)	1.0	1.0
Passenger-car equivalents for RVs, E <sub>R</sub> (Exhibit 15-11 or 15-13)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	1.000	1.000
Grade adjustment factor <sup>1</sup> , f <sub>g,ATS</sub> (Exhibit 15-9)	1.00	1.00
Demand flow rate <sup>2</sup> , $v_i$ (pc/h) $v_i$ = $V_i$ / (PHF* $f_{g,ATS}$ * $f_{HV,ATS}$ )	2089	1393
Free-Flow Speed from Field Measurement		ee-Flow Speed
	Base free-flow speed <sup>4</sup> , BFFS	60.0 mi/h
Mean speed of sample <sup>3</sup> , S <sub>FM</sub>	Adj. for lane and shoulder width,	
Total demand flow rate, both directions, v	Adj. for access points <sup>4</sup> , f <sub>A</sub> (Exhibit	
Free-flow speed, FFS=S <sub>FM</sub> +0.00776(v/ f <sub>HV,ATS</sub> )	Free-flow speed, FFS (FSS=BFF	20
Adj. for no-passing zones, f <sub>np,ATS</sub> (Exhibit 15-15) 0.7 mi/h	Average travel speed, ATS <sub>d</sub> =FFS v <sub>o,ATS</sub> ) - f <sub>np,ATS</sub>	S-0.00776(v <sub>d,ATS</sub> + 30.5 mi/h
	Percent free flow speed, PFFS	52.4 %
Percent Time-Spent-Following	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E <sub>T</sub> (Exhibit 15-18 or 15-19)	1.0	1.0
Passenger-car equivalents for RVs, E <sub>R</sub> (Exhibit 15-18 or 15-19)	1.0	1.0
Heavy-vehicle adjustment factor, f <sub>HV</sub> =1/ (1+ P <sub>T</sub> (E <sub>T</sub> -1)+P <sub>R</sub> (E <sub>R</sub> -1) )	1.000	1.000
Grade adjustment factor <sup>1</sup> , f <sub>d,PTSF</sub> (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate <sup>2</sup> , $v_i(pc/h)$ $v_i=V_i/(PHF^*f_{HV,PTSF}^*f_{g,PTSF})$	2089	1393
Base percent time-spent-following <sup>4</sup> , BPTSF <sub>d</sub> (%)=100(1-e <sup>av</sup> d <sup>b</sup> )	9	5.4
Adj. for no-passing zone, f <sub>np,PTSF</sub> (Exhibit 15-21)		9.0
Percent time-spent-following, PTSF <sub>d</sub> (%)=BPTSF <sub>d</sub> +f <sub>np,PTSF</sub> *(v <sub>d,PTSF</sub> / v <sub>d,PTSF</sub> +	10	00.0
V <sub>o,PTSF</sub> )  Level of Service and Other Performance Measures		
Level of service, LOS (Exhibit 15-3)		F
Volume to capacity ratio, v/c	1	.23

Capacity, C <sub>d,ATS</sub> (Equation 15-12) pc/h	1700
Capacity, C <sub>d,PTSF</sub> (Equation 15-13) pc/h	1700
Percent Free-Flow Speed PFFS <sub>d</sub> (Equation 15-11 - Class III only)	52.4
Bicycle Level of Service	
Directional demand flow rate in outside lane, v <sub>OL</sub> (Eq. 15-24) veh/h	2089.1
Effective width, Wv (Eq. 15-29) ft	16.00
Effective speed factor, $S_t$ (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	5.67
Bicycle level of service (Exhibit 15-4)	F

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<sup>1.</sup> Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.

<sup>2.</sup> If  $v_i(v_d \text{ or } v_o) >= 1,700 \text{ pc/h}$ , terminate analysis--the LOS is F.

<sup>3.</sup> For the analysis direction only and for v>200 veh/h.

<sup>4.</sup> For the analysis direction only

<sup>5.</sup> Exhibit 15-20 provides coefficients a and b for Equation 15-10.

<sup>6.</sup> Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.

DIRECT	IONAL TWO-LANE HIGHWA	AY SEGIVIENT WORK	SHEET
General Information		Site Information	
Analyst Agency or Company Date Performed	MMA AIM ENGINEERING & SURVEYING 8/10/2015	Highway / Direction of Travel From/To Jurisdiction	US 301 MCINTOSH TO FUTURE SR 56 FDOT
Analysis Time Period	PM - NO-BUILD	Analysis Year	2040
Project Description: US 301 PD& Input Data	= 51001		
I I			
	\$\Displays \tag{Shoulder widthtt}		3/
4	Lane widthtt	✓ Class I	highway Class II
	Lane width tt	highway 🗌	Class III highway
		Terrain	✓ Level ☐ Rolling
Segment I	ength, L <sub>l</sub> mi	Grade Lengt Peak-hour fa No-passing z	h mi Up/down actor, PHF 0.92
Analysis direction vol., V <sub>d</sub>	1282veh/h<	Show North Arrow % Trucks and	d Buses , P <sub>T</sub> 5 %
Opposing direction vol., V	1922veh/h	% Recreation	nal vehicles, P <sub>R</sub> 0%
Shoulder width ft	4.0	Access point	s mi 2/mi
	7.1		
Average Travel Speed			
		Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for truck	ks, E <sub>T</sub> (Exhibit 15-11 or 15-12)	1.0	1.0
Passenger-car equivalents for RVs	, E <sub>R</sub> (Exhibit 15-11 or 15-13)	1.0	1.0
Heavy-vehicle adjustment factor, f	$_{\text{HV,ATS}}$ =1/ (1+ $P_T$ ( $E_T$ -1)+ $P_R$ ( $E_R$ -1))	1.000	1.000
Grade adjustment factor <sup>1</sup> , f <sub>g,ATS</sub> (I	Exhibit 15-9)	1.00	1.00
Demand flow rate <sup>2</sup> , $v_i$ (pc/h) $v_i = V_i$		1393 2089	
Free-Flow Spee	d from Field Measurement		ee-Flow Speed
		Base free-flow speed <sup>4</sup> , BFFS	60.0 mi/h
Mean speed of sample <sup>3</sup> , S <sub>FM</sub>		Adj. for lane and shoulder width,	<sup>4</sup> f <sub>LS</sub> (Exhibit 15-7) 1.3 mi/h
Total demand flow rate, both direct	ions, v	Adj. for access points <sup>4</sup> , f <sub>A</sub> (Exhibit 15-8) 0.5 mi/h	
Free-flow speed, FFS=S <sub>FM</sub> +0.0077		Free-flow speed, FFS (FSS=BF	$FS-f_{LS}-f_A$ ) 58.2 mi/h
Adj. for no-passing zones, f <sub>np,ATS</sub> (	901 MARKAN MARKA	Average travel speed, ATS <sub>d</sub> =FFS	S-0.00776(v <sub>d,ATS</sub> + 30.6 mi/h
		v <sub>o,ATS</sub> ) - f <sub>np,ATS</sub> Percent free flow speed, PFFS	52.5 %
Percent Time-Spent-Following		1	
	The second secon	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for truck	ss, E <sub>T</sub> (Exhibit 15-18 or 15-19)	1.0	1.0
Passenger-car equivalents for RVs	, E <sub>R</sub> (Exhibit 15-18 or 15-19)	1.0	1.0
Heavy-vehicle adjustment factor, f	$V=1/(1+P_T(E_T-1)+P_R(E_R-1))$	1.000	1.000
Grade adjustment factor <sup>1</sup> , f <sub>g,PTSF</sub> (Exhibit 15-16 or Ex 15-17)		1.00	1.00
Directional flow rate <sup>2</sup> , v <sub>f</sub> (pc/h) v <sub>i</sub> =V <sub>i</sub> /(PHF*f <sub>HV,PTSF</sub> * f <sub>g,PTSF</sub> )		1393	2089
Base percent time-spent-following <sup>4</sup> , BPTSF <sub>d</sub> (%)=100(1-e <sup>av</sup> d <sup>b</sup> )		89.9	
Adj. for no-passing zone, $f_{np,PTSF}$ (	Exhibit 15-21)		9.0
Percent time-spent-following, PTSF <sub>d</sub> (%)=BPTSF <sub>d</sub> +f <sub>np,PTSF</sub> $*(v_{d,PTSF} / v_{d,PTSF} + v_{d,PTSF})$		S	93.5
v <sub>o,PTSF</sub> )	W		
Level of Service and Other Perfor Level of service, LOS (Exhibit 15-3)			F
LEVEL OF SELVICE, LOS (EXHIDIC 13-3)	r:	1	

Page 2 of 2 Directional

Capacity, C <sub>d,ATS</sub> (Equation 15-12) pc/h	1700
Capacity, C <sub>d,PTSF</sub> (Equation 15-13) pc/h	1700
Percent Free-Flow Speed PFFS <sub>d</sub> (Equation 15-11 - Class III only)	52.5
Bicycle Level of Service	
Directional demand flow rate in outside lane, v <sub>OL</sub> (Eq. 15-24) veh/h	1393.5
Effective width, Wv (Eq. 15-29) ft	16.00
Effective speed factor, S <sub>t</sub> (Eq. 15-30)	4.79
Bicycle level of service score, BLOS (Eq. 15-31)	5.44
Bicycle level of service (Exhibit 15-4)	Е

## Notes

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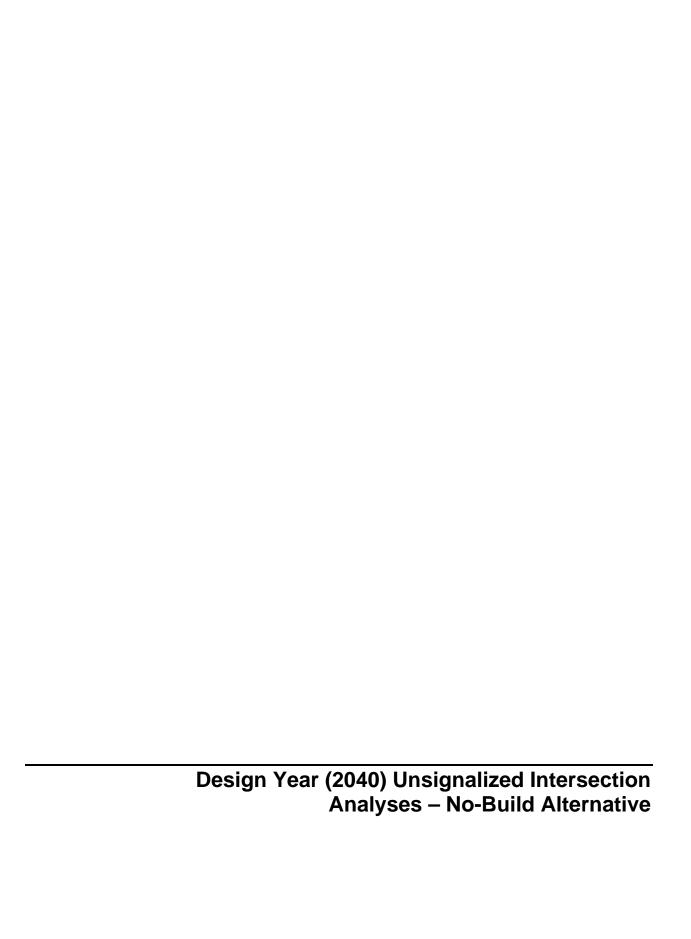
<sup>1.</sup> Note that the adjustment factor for level terrain is 1.00, as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.

<sup>2.</sup> If  $v_i(v_d \text{ or } v_o) >= 1,700 \text{ pc/h}$ , terminate analysis--the LOS is F.

<sup>3.</sup> For the analysis direction only and for v>200 veh/h.

<sup>4.</sup> For the analysis direction only

<sup>5.</sup> Exhibit 15-20 provides coefficients a and b for Equation 15-10.
6. Use alternative Exhibit 15-14 if some trucks operate at crawl speeds on a specific downgrade.



MMA AIM ENG SURVEY 8/24/2019 AM NO-B 301 PD&E ST EY RD North-South d Adjustme	5 BUILD WDY	Interse Jurisd Analys	liction sis Year South Str	eet: US 30 rs): 0.25	US 301 & FDOT 2040	HARNEY	/ RD		
AIM ENG SURVEY 8/24/2013 AM NO-B 301 PD&E ST EY RD North-South d Adjustme	SUILD	Jurisd Analys North/S Study	liction sis Year South Str		FDOT 2040	HARNEY	' RD		
AM NO-B 301 PD&E ST EY RD North-South d Adjustme 1 L 1.00 0	ents Northbound 2 T 1082	North/S Study	South Str						
301 PD&E ST EY RD North-South d Adjustme 1 L 1.00	Northbound 2 T 1082	Study 3			1				
North-South  d Adjustme  1 L  1.00	Northbound  2  T  1082	Study 3			1				
North-South  d Adjustme  1 L  1.00	Northbound 2 T 1082	Study 3			1				
1 L 1.00	Northbound 2 T 1082	3	Period (h	rs): 0.25					
1 L 1.00	Northbound 2 T 1082								
1.00 0	2 T 1082								
1.00 0	T 1082		3		Southbou	nd			
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d Level of Se	rvice								
Northbound	Southbound		Westbou	nd	Е	astbound			
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			-			1,000	+		
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	1		1753	<u> </u>	1				
	0 d Level of Se	7 8 L T  1.00 1.00 0 0 0 0 0 N 0 0 0 0 0 0 0 0 0 0 0 0 0	7 8 9 L T R  1.00 1.00 1.00 0	7 8 9 L T R  1.00 1.00 1.00 0	7         8         9         10           L         T         R         L           14         1.00         1.00         0.92           0         0         0         15           0         0         0         16           0         0         0         0           0         0         0         0           0         0         0         0           0         0         0         0           0         0         0         0           0         0         0         0           0         0         0         0           0         0         0         0           0         0         0         0           0         0         0         0           0         0         0         0           0         0         0         0           0         0         0         0           0         0         0         0           0         0         0         0           0         0         0         0           0	7         8         9         10         11           L         T         R         L         T           14         1.00         1.00         0.92         1.00           0         0         0         15         0           0         0         0         16         0           0         0         0         0         0           0         0         0         0         0           0         0         0         0         0           0         0         0         0         0           0         0         0         0         0           0         0         0         0         0           0         0         0         0         0           0         0         0         0         0           LR         0         0         0         0         0           1         4         7         8         9         10           122         95         0         0         0         0           1         1         4         7         8         9         10 <td>7         8         9         10         11         1         L         T         T         R         L         T         T         I</td>	7         8         9         10         11         1         L         T         T         R         L         T         T         I		

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	TW	O-WAY STO	P CONTR	OL SU	JMMARY					
General Informatio	n		Site	Inform	ation					
Analyst	MMA		1-4			110 204 6	OD 570			
Agency/Co.		SINEERING &		ection liction		US 301 8 FDOT	CR 5/9			
	SURVEY			sis Year	•55	2040				
Date Performed	8/24/201		7	0.0 . 00.		2010				
Analysis Time Period	AM NO-E			39.535						
Project Description US		UDY	N I a setta /	C =	treet: US 301	,				
East/West Street: CR 5 ntersection Orientation:					hrs): 0.25			Wasan dia managara		
			Study	renou (	1115). 0.25	NOTE OF STREET				
Vehicle Volumes a	na Aajustme					Caudhhai	d			
Major Street  Movement	1	Northbound 2	3	-	4	Southbou 5	ina	6		
viovement	L L	- <del>Z</del>	R		<del>1</del>	T		 R		
Volume (veh/h)		1024	132		217	1994				
Peak-Hour Factor, PHF	1.00	0.92	0.92		0.92	0.92		1.00		
Hourly Flow Rate, HFR (veh/h)	0	1113	143	3	235	2167		0		
Percent Heavy Vehicles	0				5					
Median Type				Undiv	ided					
RT Channelized			0				0			
_anes	0	1	1		1	1		0		
Configuration		T	R	R L		T				
Jpstream Signal		0				0				
Minor Street		Eastbound				Westbou	nd			
Movement	7	8	9		10	11		12		
	L	Т	R		L	Т		R		
/olume (veh/h)					153			167		
Peak-Hour Factor, PHF	1.00	1.00	1.00	)	0.92	1.00		0.92		
Hourly Flow Rate, HFR veh/h)	0	0	0		166	0		181		
Percent Heavy Vehicles	0	0	0		17	0		17		
Percent Grade (%)		0				0				
Flared Approach		N				N				
Storage		0				0				
RT Channelized			0					0		
_anes	0	0	0		1	0		1		
Configuration					L			R		
Delay, Queue Length, a	and Level of Se									
Approach	Northbound	Southbound		Westbo	und	E	Eastbound	1		
Movement	1	4	7	8	9	10	11	12		
ane Configuration		L	L		R	W 10 - 151/4				
(veh/h)	M	235	166		181					
(m) (veh/h)		544	2		237					
r/c	C. philip	0.43	83.00	1	0.76					
5% queue length		2.16	23.18	1	5.45					
Control Delay (s/veh)		16.6	40445		56.7					
OS		C	F		F -					
			<b>,</b>	19378			<u> </u>			
Approach Delay (s/veh)	F-									
Approach LOS				F						

TW	O-WAY STOP	CONTR	OL SUM	MARY			
1		Site I	nformati	on			
MMA		Interse	ection		US 301 8	STACY F	RD
SURVEY	ING	Jurisd	iction		FDOT		
	1900.00 1000						
	UDY	North/9	South Stro	ot: 110 20:	1		
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					535 FEED OF FE		R
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	2000 12						
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0				5			
			Undivide	d			
	2000	0				0	
1	1	1		1	1		0
L	T	R		L			TR
	0				0	0	
	Eastbound				Westbou		
7	8	9		10	11		12
L	Т	R		L	Т		R
0	0	0		601	601 0		25
0.92	0.92	0.92	2	0.92	0.92		0.92
0	0	0		653	0		27
0	0	0		4	0		4
	0				0		
	N			100	N		200
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0	1	0		0	1		0
-	LTR			: 21	LTR		
nd Level of Se	rvice						
			Westbound	d		Eastbound	
		7	8		10	11	12
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	1.0000						+
							+
							+
В	В		F				
			25657				
	MMA AIM ENG SURVEY 8/24/2018 AM NO-B S 301 PD&E STOY RD North-South  I L 0 0 0.92 0 1 L 0 0 0.92 0 0 0 0 1 L 0 0 0.92 0 1 L 0 0 0.92 0 1 L 0 0 0 1 L 0 0 0 1 L 0 0 0 1 L 0 0 0 0	MMA AIM ENGINEERING & SURVEYING 8/24/2015 AM NO-BUILD  301 PD&E STUDY CY RD North-South    Northbound	MMA	MMA	MMA	Name	Site Information

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	TW	O-WAY STOP	CONTR	OL SUN	IMARY					
General Information	i		Site I	nformat	ion					
Analyst	MMA		Inters	ection		115 301 8	2. MCINIT	OSH RD		
Agency/Co.	SURVEY		Jurisd			FDOT 2040	x IVIOIIVI	OUTTLD		
Date Performed	8/24/2015		Allaly	sis i cai		2040				
Analysis Time Period	AM NO-B									
Project Description US		JDY								
East/West Street: MCIN					et: US 30	1				
Intersection Orientation:			Study	Period (hr:	s): 0.25	3				
Vehicle Volumes ar	id Adjustme									
Major Street	-	Northbound			-	Southbou	und			
Movement	1 L	2 	3 R		4	5 T		6 R		
Volume (veh/h)	L	835	47		327	1595		ĸ		
Peak-Hour Factor, PHF	1.00	0.92	0.92	,	0.92	0.92		1.00		
Hourly Flow Rate, HFR	0	907	51		355	1733		0		
(veh/h)		2 2700000000				1/33		150		
Percent Heavy Vehicles	0				. 5					
Median Type				Undivide	ed					
RT Channelized			0					0		
Lanes	0	1	0		1	1		0		
Configuration			TR		L	T 0				
Upstream Signal	-	0								
Minor Street		Eastbound	1 0		40	Westbou	ind	10		
Movement	7 L	8 T	9 R		10	11 T		12 R		
Volume (veh/h)	<u> </u>	<del>                                     </del>			43	1		447		
Peak-Hour Factor, PHF	1.00	1.00	1.00	)	0.92 1.00			0.92		
Hourly Flow Rate, HFR (veh/h)	0	0	0		46	0		485		
Percent Heavy Vehicles	0	0	0		5	0		5		
Percent Grade (%)		0				0				
Flared Approach		N				T N				
Storage		0				0				
RT Channelized			0					0		
Lanes	0	0	0		0	0		0		
Configuration						LR				
Delay, Queue Length, a	nd Level of Ser	vice	Kimenas							
Approach	Northbound	Southbound		Westboun	d		Eastbou	nd		
Movement	1	4	7	8	9	10	11	12		
Lane Configuration		L		LR						
v (veh/h)		355		531						
C (m) (veh/h)		706		41						
v/c		0.50		12.95						
95% queue length		2.85		64.34		<u> </u>		<u> </u>		
Control Delay (s/veh)		15.1		5564	1					
LOS		C C		5504 F						
Approach Delay (s/veh)				5564						
Approach LOS			F							

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<b>General Informatio</b>	n		Site I	nformat	ion					
Analyst Agency/Co. Date Performed	MMA AIM ENG SURVEY 8/24/201	5	Inters Jurisd	ection	ion	US 301 8 FDOT 2040	& HARNE`	Y RD		
Analysis Time Period	PM NO-E									
Project Description U East/West Street: HAR		UDY	TN1 0 - 11	0	et: US 30					
Intersection Orientation:				South Stre Period (hrs		<u> </u>				
		m40	Jolddy	r criod (iii	3). 0.23					
Vehicle Volumes a Major Street	na Aajusune	Northbound				Southbound				
Movement	1	2	3		4	5	and	6		
Wievernerit	Ĺ	T	R		L	<del>                                     </del>		R		
Volume (veh/h)		2034	51		74	1082	10000			
Peak-Hour Factor, PHF	1.00	0.92	0.92	?	0.92	0.92		1.00		
Hourly Flow Rate, HFR (veh/h)	0	2210	55		80	1176		0		
Percent Heavy Vehicles	0				5					
Median Type				Undivide	ed					
RT Channelized			0					0		
Lanes	0	1	0		0	1		0		
Configuration			TR		LT					
Upstream Signal		0				0				
Minor Street		Eastbound				Westbou	nd			
Movement	7	8	9		10	11		12		
(-1	L L	T	R		L	T		R		
Volume (veh/h) Peak-Hour Factor, PHF	1.00	1.00	1.00	,	20 0.92 1.0			113 0.92		
Hourly Flow Rate, HFR (veh/h)	0	0	0		21	0		122		
Percent Heavy Vehicles	0	0	0		0	0		0		
Percent Grade (%)		0				0		1000		
Flared Approach		N			b 1000-0	N				
Storage		0				0				
RT Channelized			0			-		0		
_anes	0	0	0		0	0		0		
Configuration						LR				
Delay, Queue Length, a	and Level of Se	rvice								
Approach	Northbound	Southbound	1	Westbound	d		Eastbound			
Movement	1	4	7	8	9	10	11	12		
ane Configuration		LT		LR						
/ (veh/h)		80		143						
C (m) (veh/h)		220		19			<del></del>			
//c		0.36		7.53				+		
95% queue length	12.00	1.57		18.41						
Control Delay (s/veh)		30.4		3336	<b>†</b>			+		
OS		D		5330 F				1		
				3336	L					
Approach Delay (s/veh)				COLUMN COLUMN COLUMN						
Approach LOS	-		F							

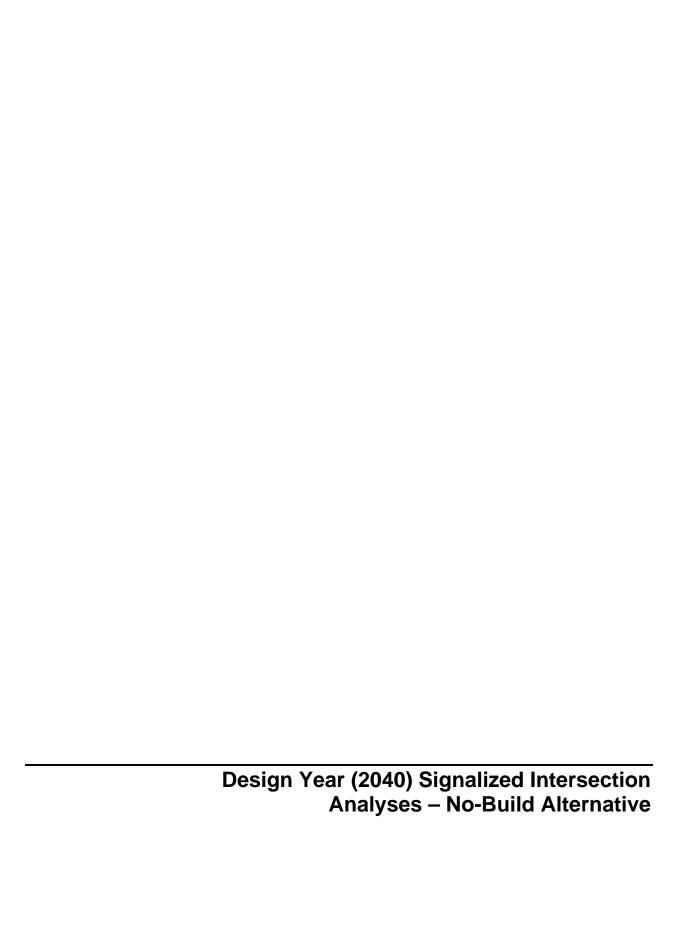
	TW	O-WAY STOR	CONTR	OL S	UMMARY			
General Informatio	n		Site I	nforn	nation			
Analyst	MMA		Interse	ection		US 301 8	R CR 579	
Agency/Co.		INEERING &	Jurisd			FDOT	2011010	
Date Performed	SURVEY 8/24/201!		Analys	sis Yea	r	2040		
Analysis Time Period	PM NO-B							
Project Description US							-	
East/West Street: CR 5		301	North/s	South S	Street: US 301	,		
Intersection Orientation:					(hrs): 0.25			
Vehicle Volumes a	nd Adjustme	nts						
Major Street		Northbound				Southboo	und	
Movement	1	2	3		4	5		6
	L	Т	R		L	Т		R
Volume (veh/h)		1994	153		167	1024		
Peak-Hour Factor, PHF	1.00	0.92	0.92	?	0.92	0.92		1.00
Hourly Flow Rate, HFR veh/h)	0	2167	166		181	1113		0
Percent Heavy Vehicles	0				5			
Median Type				Undi	/ided	Т		
RT Channelized			0					0
anes	0	1	1		1	1		0
Configuration		T	R		L	T		
Jpstream Signal		0				0		
linor Street		Eastbound				Westbou	ınd	
Movement	7	8	9		10	11		12
	L	Т	R		L	Т		R
/olume (veh/h)					132			217
Peak-Hour Factor, PHF	1.00	1.00	1.00		0.92	1.00		0.92
lourly Flow Rate, HFR veh/h)	0	0	0		143	0		235
Percent Heavy Vehicles	0	0	0		1	0		1
Percent Grade (%)		0				0		
Tared Approach		N				N		
Storage		0				0		
RT Channelized			0					0
anes	0	0	0		1	0		1
Configuration					L		2 5 970	R
elay, Queue Length, a	ind Level of Se	rvice						
pproach	Northbound	Southbound		Westbo	ound		Eastboun	d
Novement	1	4	7	8	9	10	11	12
ane Configuration		L	L		R			
(veh/h)		181	143		235			
(m) (veh/h)		207	1		60			
/c		0.87	143.00		3.92			
5% queue length		6.77	20.38		25.35			
		900 March 1900				<b>+</b>		-
Control Delay (s/veh)		81.5	70945		1454			
OS		F	F		F			
pproach Delay (s/veh)		194		2774	3			
pproach LOS				F				

	TW	O-WAY STOP	CONTR	OL SU	MI	MARY			
General Information	1		Site I	nforma	atio	on	15 CA 10 CA		
Analyst	MMA		Interse	ection			US 301 8	STACY F	PD
Agency/Co.	AIM ENG SURVEY	INEERING & ING	Jurisd				FDOT		
Date Performed	8/24/2015		Analys	sis Year			2040		
Analysis Time Period	PM NO-B	UILD							
Project Description US	301 PD&E ST	UDY							
East/West Street: STAC						t: US 301			
Intersection Orientation:	North-South		Study	Period (I	hrs)	: 0.25			
Vehicle Volumes ar	nd Adjustme	nts							
Major Street		Northbound					Southbou	ınd	
Movement	1	2	3			4	5		6
	L	Т	R			L	T		R
Volume (veh/h)	2	1610	601			25	857		2 0.92
Peak-Hour Factor, PHF	0.92	0.92	0.92			0.92	0.92	_	
Hourly Flow Rate, HFR (veh/h)	2	1749	653			27	931		2
Percent Heavy Vehicles	0				ya <u>a</u>	5		L	
Median Type				Undivi	idec	1			- V-100
RT Channelized			0						0
Lanes	1	1	1			1	1		0
Configuration	L	T	R			L			TR
Upstream Signal		0					0		
Minor Street		Eastbound	4				Westbou	nd	
Movement	7	8	9			10	11		12
	L	Т	R			L	T		R
Volume (veh/h)	1	11	8			334	0		28
Peak-Hour Factor, PHF	0.92	0.92	0.92			0.92	0.92		0.92
Hourly Flow Rate, HFR (veh/h)	1	1	8			363	0		30
Percent Heavy Vehicles	0	0	0			1	0		1
Percent Grade (%)		0	,				0		
Flared Approach		N					N		
Storage		0					0		
RT Channelized			0						0
Lanes	0	1	0			0	1		0
Configuration		LTR		00.00			LTR		
Delay, Queue Length, a	nd Level of Se	rvice							
Approach	Northbound	Southbound		Westbo	und			Eastbound	
Movement	1	4	7	8		9	10	11	12
Lane Configuration	L	L		LTR				LTR	
v (veh/h)	2	27		393				10	
C (m) (veh/h)	742	194		11				24	
v/c	0.00	0.14		35.73	3			0.42	
95% queue length	0.01	0.47		50.66	_			1.25	
	9.9	26.5	-	16289				236.7	
Control Delay (s/veh)		D		F				F	
LOS	Α						-	<u> </u>	1
Approach Delay (s/veh)	:		-	16289	9			236.7	
Approach LOS				F				F	

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	TW0	D-WAY STOP	SECTION SECTION					<u> </u>			
General Information	n		Site I	nformat	ion						
Analyst	MMA		Interse	action		115 301	& MCINTO	OSH RD			
Agency/Co.	AIM ENGI SURVEYI	NEERING & NG	Jurisdi			FDOT 2040	a month	SOTTE			
Date Performed	8/24/2015		Allalys	ois i cai		2040					
Analysis Time Period	PM NO-B										
Project Description US		JDY						9 3413			
East/West Street: MCI/			North/South Street: US 301								
ntersection Orientation:	North-South		Study Period (hrs): 0.25								
/ehicle Volumes ar	nd Adjustmer	nts									
Vlajor Street	2011	Northbound				Southbound					
Movement	1	2	3		4	5		6			
	L	Т	R		L	Т		R			
/olume (veh/h)		1595	44		445	837					
Peak-Hour Factor, PHF	1.00	0.92	0.92		0.92	0.92		1.00			
Hourly Flow Rate, HFR veh/h)	0	1733	47		483	909		0			
Percent Heavy Vehicles	0				5						
Median Type				Undivide	ed		0				
RT Channelized			0	İ							
anes.	0	1	0		1	1		0			
Configuration			TR		L	T					
Jpstream Signal		0				0					
/linor Street		Eastbound				Westboo	und				
Novement	7	8	9		10	11		12			
	L	Т	R		L	Т		R			
/olume (veh/h)		. Medically			47			327			
Peak-Hour Factor, PHF	1.00	1.00	1.00		0.92	1.00		0.92			
Hourly Flow Rate, HFR veh/h)	0	0	0		51	0		355			
Percent Heavy Vehicles	0	0	0		4	0		4			
Percent Grade (%)		0				0	1				
lared Approach		N				N					
Storage		0				0					
			<del> </del>					0			
RT Channelized		0	0			0		0			
anes	0	- 0	0		0	LR		U			
Configuration		<u> </u>	<u></u>			LR	*****				
Delay, Queue Length, a				Macth			Coeth - · ·	a			
Approach	Northbound	Southbound		Westboun	1	<del>                                      </del>	Eastboun				
Novement	1	4	7	8	9	10	11	12			
ane Configuration		L		LR			1				
(veh/h)		483	444	406							
(m) (veh/h)		341		0							
/c		1.42									
5% queue length		25.00									
Control Delay (s/veh)		233.8	10 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1								
		F		F	+						
.os				<i></i>			Lo-nu-rois				
pproach Delay (s/veh)											
Approach LOS											



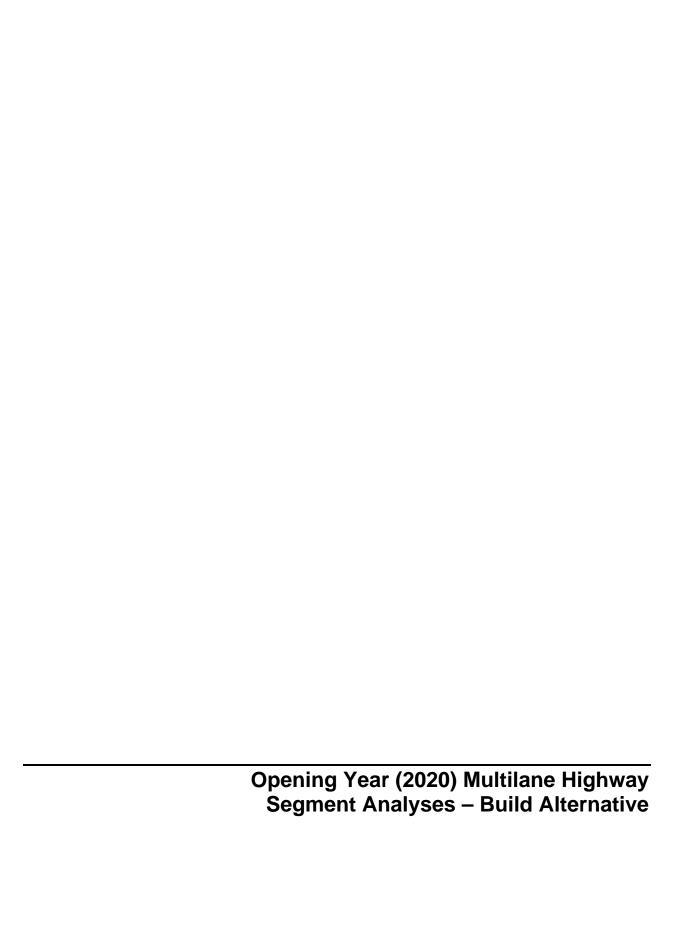
		НС	S 20	10 Sig	naliz	ed Int	ersec	tio	n In	put	Data	1000 U.S., 1000				
															11011 31 3131	nu (Till)
General Inform	nation					-			-		-	ormatic	on	- i		#   Q
Agency		AIM ENGINEERING	3 & SUI	CONTRACTOR OF THE PARTY OF THE	THE AMERICAN AND THE PERSON NAMED IN					ration,	-	0.25				
Analyst				Contract of the last of the la	THE RESERVE OF THE PERSON OF	8/31/2			-	еа Тур	е	Other				* * * * * * * * * * * * * * * * * * *
Jurisdiction		HILLSBOROUGH (	-	Time F		-	EAK HO	-	PH			0.92				•
Intersection		US 301/FOWLER A				2040	SN YEA	.R	Ana	alysis	Period	1> 7:0	00	7	ካተተ	
File Name		US301_FOWLER A		ALCOHOL: N										1		+10
Project Descrip	otion	US 301 PD&E STU	DY - FO	WLER	AVENU	JE TO F	UTURE	SR	56		9-1-50F-1-01				LOW THE ST	
Demand Infor	mation				EB			V	√B			NB			SB	
Approach Move	ement	STATE OF THE STATE	William A. Dis Million	L	T	R	L	1	т	R	L	T	R	L	T	R
Demand (v), ve	THE RESERVE TO SHAPE THE		0.540.2	621		423					104	932			1502	
Signal Informa	ation						5500									
Cycle, s	110.0	Reference Phase	2			ΙΨ.		1						N		1
Offset, s	0	Reference Point	End		2 W	12"							1	2	3	4
Uncoordinated	-	Simult. Gap E/W	On	Green		52.5	25.0	0.		0.0	0.0					
Force Mode	Fixed	Simult. Gap N/S	On	Yellow Red	2.0	5.5	5.5 2.0	0.	-	0.0	0.0		5	•	7	8
Force wode	rixeu	Simult. Gap 14/5	OII	ixeu	12.0	12.0	12.0	10.		10.0	10.0					
Traffic Informa	ation				EB			WI	В			NB			SB	
Approach Move	ement			L	T	R	L	Т		R	L	Т	R	L	Т	R
Demand (v), ve	eh/h			621		423					104	932		1120	1502	9.49
Initial Queue (C	Q <sub>b</sub> ), veh/	 h		0		0					0	0			0	
Base Saturation	n Flow F	Rate (s₀), veh/h		1900		1900					1900	1900			1900	
Parking (Nm), n	nan/h				None							None			None	
Heavy Vehicles	s (PHV), <sup>9</sup>	%		7	TO B	7					5	5			5	
Ped / Bike / RT	OR, /h										0	0	0	0	0	0
Buses (Nb), bus	ses/h			0		0					0	0			0	
Arrival Type (A	T)			3		3					3	3			3	
Upstream Filter	ring (/)			1.00		1.00					1.00	1.00			1.00	
Lane Width (W	), ft			12.0		12.0					12.0	12.0			12.0	
Turn Bay Lengt	th, ft			560		560					440	0			0	
Grade ( <i>Pg</i> ), %				0		0					0	0			0	
Speed Limit, m	i/h			55		55					55	55			55	
Phase Informa	ation			EBL		EBT	WBL		WI	вт	NBL		NBT	SBI		SBT
		) or Phase Split, s				25.0					10.0		62.5			52.5
Yellow Change	THE RESERVE	Control of the Contro		5.5							5.5	00	5.5	11111		5.5
Red Clearance	-			2.0							2.0		2.0			2.0
Minimum Greei				10							10		10			10
Start-Up Lost T				2.0					***************************************		2.0		2.0			2.0
Extension of Ef		- Administration - Land		2.0	-			1	7		2.0		2.0			2.0
Passage (PT),	- CONTRACTOR -	s of antes s		2.0	270 000	T TWO T					5.0		5.0	- Surphis		5.0
Recall Mode				Off							Off		Min			Min
Dual Entry				No							No		Yes			Yes
Walk (Walk), s				0.0							0.0		0.0			0.0
Pedestrian Clea	arance 7	Γime ( <i>PC</i> ), s		0.0							0.0		0.0			0.0
Multimodal Inf	ormatic	nn			EB			WE	3			NB		PER PER PER PER PER PER PER PER PER PER	SB	
		Walk / Corner Radio	ıs	0	No	25	-	VVE	T		0	No	25	0	No	25
	- 12	Vidth / Length, ft		9.0	12	0					9.0	12	0	9.0	12	0
Street Width / Is	THE PERSON NAMED IN	AND DESCRIPTION OF THE PARTY OF		0	0	No			-		0	0	No	0	0	No
	-	ane / Shoulder, ft		12	5.0	2.0					12	5.0	2.0	12	5.0	2.0
		cupied Parking		No		0.50		T			No	harmon de la constanta de la c	0.50	No	-	0.50

		HCS 2	010 S	ignali	zed Ir	nterse	ection	Re	sul	ts S	umm	ary				
General Inform	nation	a Salandaria		E Plan	All Sales	-		A SPINE	Inte	rsect	ion Inf	ormatic	n		<u>भवायां म</u>	H L
-	nation	AIM ENGINEERING	2 8 211	DI/EVIN	G	~				ation,	-	0.25	711	$\dashv$ $\dashv$	11	
Agency		AIM ENGINEERING	3 & 301			8/31/2	015		-	a Typ	The state of the last of the l	Other				
Analyst		HILLSBOROUGH (	20	Time F		with the same of t	EAK HO	LID	PHF	CONTRACTOR OF THE PARTY.	C	0.92				
Jurisdiction		US 301/FOWLER	- Charles III A CONTRACTOR OF THE CONTRACTOR OF	<u></u>		-	N YEA	-	-	-	Period	1> 7:0	00	- T		
Intersection		US 30 I/FOWLER F	VENUE	Allalys	is rear	2040	JIN I LA	IX	Alla	ilysis	i enou	1-7.0	,,		5.44	
File Name		US301_FOWLER A	VE_204	40 AM_N	NO BUI	LD.xus									n Hall (1987)	r c
Project Descrip	tion	US 301 PD&E STU	DY - FC	WLER.	AVENU	E TO F	UTURE	SR :	56							
The Park I			23						<b>1</b> D			AUD.			CD	
Demand Infor	-				EB	T =	-	-	/B		1	NB	T 5		SB	T
Approach Move				L	Т	R	L	-	Г	R	L 101	T	R	L	1502	R
Demand (v), ve	eh/h			621		423				153163	104	932			1502	
Signal Informa	ation					T	1	T	The same		-				15832	
Cycle, s	110.0	Reference Phase	2	1	251	EW	F							4		~
Offset, s	0	Reference Point	End	C	1 11	<u>";↑</u>	25.0	0.		0.0	0.0		1	2	3	A.
Uncoordinated	Yes	Simult. Gap E/W	On	Green Yellow		52.5 5.5	5.5	0.		0.0	0.0	-				
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	2.0	2.0	0.	SALES OF THE OWNER, WHEN	0.0	0.0	一丁	5	6	7	
Timer Results				EBL	-	EBT	WBI	-	WE	ВТ	NB	L	NBT	SE	L	SBT
Assigned Phas	e	100				4					5		2			6
Case Number						9.0		1	-		1.0		4.0	-		8.3
Phase Duration	า, ร				-	32.5					17.5		77.5			60.0
Change Period	, (Y+Rc)	, s				7.5					7.5	-	7.5			7.5
Max Allow Hea	dway (N	<i>1AH</i> ), s				3.0					5.9		5.8			5.8
Queue Clearan	ice Time	e (gs), s				27.0					5.2		18.7			53.8
Green Extension	on Time	(g <sub>e</sub> ), s				0.0		_			0.2		36.9	_	-	0.0
Phase Call Pro	bability					1.00		1			1.00	_	1.00			1.00
Max Out Proba	bility					1.00	Section 19	_	Arrows.	-	1.00	)	0.77		-	1.00
Movement Gro	oup Res	sults			EB			WI	3			NB		T	SB	
Approach Move	and the latest designation of the latest des			L	Т	R	L	Т		R	L	Т	R	L	T	R
Assigned Move	Name and Address of the Owner, where			7		14					5	2		1645	6	
Adjusted Flow		, veh/h		675		460					113	1013			1633	
	The state of the s	ow Rate (s), veh/h/ln		1642		1505		-			1723	1723			1723	
Queue Service	-			22.0		25.0					3.2	16.7			51.8	
Cycle Queue C				22.0	10.500	25.0					3.2	16.7			51.8	
Green Ratio (g	THE RESERVE OF THE PERSON NAMED IN			0.23		0.32					0.59	0.64			0.48	
Capacity (c), ve	eh/h			746		479					224	2192			1644	
Volume-to-Cap	acity Ra	atio (X)		0.904		0.960					0.505	0.462			0.993	
Available Capa	city (ca)	, veh/h	N Plus	746		479					224	2192			1644	
Back of Queue	(Q), vel	h/In (50th percentile)	)	9.8		15.2					1.5	5.2			23.2	
Queue Storage	Ratio (	RQ) (50th percentile	)	0.46		0.72					0.09	0.00			0.00	
Uniform Delay	(d1), s/v	eh		41.3		36.8					23.6	10.3			28.6	<u> </u>
Incremental De	elay (d2).	, s/veh		14.1		30.9					3.8	0.3		1	20.5	
Initial Queue D	elay (d₃	), s/veh		0.0		0.0			$\perp$		0.0	0.0			0.0	
Control Delay (	d), s/vel	h		55.5		67.7					27.3	10.6		-	49.0	-
Level of Service	e (LOS)			E		E			$\perp$		С	В			D	
Approach Dela				60.4	1	E	0.0				12.3	3	В	49.	0	D
Intersection De	lay, s/ve	eh / LOS	Carl mark			41	.7			To the last of		The Parket of th	Name and Address of the Owner, where	D		
Madelanastal D	- 14-				EB	100		WI	a line	2000		NB		The state of	SB	
Multimodal Re		/100	ENTER DE Z	2.9		С	2.7	1	В	3	0.7	a market	Ā	2.4		В
Pedestrian LOS		THE RESERVE OF THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TW		2.9		F	2.1				1.4	-	A	1.8		A
Bicycle LOS So	core / LC	79				Г	L				1.4			1.0	, 1	

		НС	S 201	10 Sig	naliz	ed Int	ersec	tio	n Inp	ut I	Data					
															ni el diser	
General Inform	nation									_		ormatic	n	_		P C
Agency		AIM ENGINEERING	S & SUI						Dura		The Park Street, Stree	0.25				
Analyst				The second second	CONTRACTOR OF THE PARTY OF THE	8/31/2	and the second second		Area	Туре	)	Other		=		<u>.</u> 2
Jurisdiction		HILLSBOROUGH (		Time F			EAK HO	-	PHF			0.97				24.24.25
Intersection		US 301/FOWLER A	VENUE	Analys	sis Year	DESIG 2040	SN YEA	R	Analy	ysis l	Period	1> 7:0	00		ካ ተ ተ	
File Name		US301_FOWLER A											**********	T.		<b>+ r</b>
Project Descrip	otion	US 301 PD&E STU	DY - FO	OWLER	AVENU	JE TO F	UTURE	SR	56		194520	3.55 E. 16.			BO 18 35	
Demand Infor	mation				EB			٧	VB			NB			SB	
Approach Move	ement			L	T	R	L	T	Т	R	L	T	R	L	T	R
Demand (v), ve				1332		104					423	1552			932	
Signal Informa	ation				I					123	Total State of					
Cycle, s	130.0	Reference Phase	2	1	h . n.	Ψ.	L-7							N		1
Offset, s	0	Reference Point	End	<u> </u>	1 2V	12"	73						1	2	3	4
Uncoordinated	Yes	Simult. Gap E/W	On	Green		36.7	45.8	0.		0.0	0.0					
Force Mode	Fixed	Simult. Gap N/S	On	Yellow Red	2.0	5.5	5.5	0.	_	0.0	0.0		5	•	7	8
Torce Mode	1 ixeu	Simult. Cap 14/0	OII	rteu	12.0	12.0	12.0		DE LA COLONIA DE	0.0	10.0					
Traffic Informa	ation				EB			WI	В			NB			SB	
Approach Move	ement			L	Т	R	L	Т	F	R	L	Т	R	L	Т	R
Demand (v), ve				1332		104					423	1552			932	
Initial Queue (C		h '		0		0					0	0			0	
Base Saturation	arms or management			1900		1900					1900	1900			1900	
Parking (Nm), m	AND REAL PROPERTY.				None							None			None	
Heavy Vehicles		%		3		3					5	5			5	
Ped / Bike / RT											0	0	0	0	0	0
Buses (N <sub>b</sub> ), bus	ses/h			0		0					0	0			0	19.24
Arrival Type (A				3		3					3	3			3	
Upstream Filter			-	1.00		1.00					1.00	1.00	N. Z.		1.00	A treatment
Lane Width (W	), ft			12.0		12.0					12.0	12.0			12.0	
Turn Bay Lengt	th, ft			560		560					440	0			0	
Grade (Pg), %				0		0				0	0	0			0	
Speed Limit, m	i/h		- Inc.	55		55					55	55			55	
Phase Informa	ation			EBL	4	EBT	WBL		WBT	Т	NBL		NBT	SBI		SBT
		) or Phase Split, s		LUC		45.8	1100		,,,,		25.0		61.7	1	-	36.7
Yellow Change				5.5	-	10.0	1000000				5.5		5.5	100000		5.5
Red Clearance	-	NAME OF BUILDING STREET		2.0	-						2.0		2.0	<b> </b>	$\neg$	2.0
Minimum Green				10			Partie D.				10		15			15
Start-Up Lost T	THE RESERVE AND ADDRESS OF THE PERSON.			2.0				1			2.0	-	2.0		_	2.0
Extension of Ef	-	to produce to the second secon		2.0	_						2.0		2.0	38.20		2.0
Passage (PT),	CONTRACTOR OF THE PARTY OF THE		OTO CHINAS PERSON	2.0							5.0		5.0	-		5.0
Recall Mode				Off			N. S. France				Off		Min			Min
Dual Entry	and the same of			No		*******					No		Yes			Yes
Walk (Walk), s				0.0			No.				0.0	$\rightarrow$	0.0			0.0
Pedestrian Clea	arance -	Γime ( <i>PC</i> ), s		0.0		-			facilities of Parameter		0.0	-	0.0			0.0
Multimodal Inf					EB	0.5		WE	3		_	NB	25	-	SB	25
	THE COUNTY OF BUILDING	Walk / Corner Radio	JS	0	No	25					0	No	25	0	No	25
	THE RESERVED	Vidth / Length, ft		9.0	12	0					9.0	12	0 No	9.0	12	0 No
Street Width / Is				0	0	No			-		0	0	No	0	0	No
		ane / Shoulder, ft		12 No.	5.0	2.0		-			12 No.	5.0	2.0	12 No.	5.0	2.0
Pedestrian Sign	nai / Oc	cupied Parking		No		0.50					No		0.50	No		0.50

		HCS 2	010 S	ignaliz	zed Ir	nterse	ction	Re	sult	s S	umma	ary		STORY WAS IN	No. of Contrast	
O Hofeware									Intor	coot	ion Infe	ormatic	n n		J [4] [ ] 4 [ 1	J. U.
General Inforn	nation	A IM ENGINEEDING	2 0 011	DVEXING			T.M. W. Par		Dura			0.25	on	$\dashv \sqcup$	11	
Agency		AIM ENGINEERING	3 & 50		THE RESERVE AND ADDRESS OF THE PERSON NAMED IN COLUMN TWO IN COLUMN TO THE PERSON NAMED IN COLUMN TWO IN COLUMN TW	0/24/2	015	-		-	THE RESERVE THE PERSON NAMED IN	Other		- 2		A.
Analyst	-	LIILL CDODOLICIL	20	-	-	8/31/2	AK HO	LID	Area PHF	туре	-	0.97	-		i.	2
Jurisdiction		HILLSBOROUGH (	DOTAL TO STATE OF THE PARTY OF	Time P			N YEA		CANCEL PROPERTY.	voio I	Period	1> 7:0	00	_ = = -		
Intersection		US 301/FOWLER A				2040	IN YEAR	K	Anar	ysis i	erioa	1 7.0		<del>x</del>	111	
File Name		US301_FOWLER A	-											_ '	កម្រាប់ទៀ	7.1
Project Descrip	tion	US 301 PD&E STU	DY - FO	OWLER A	AVENU	E TO F	JTURE	SR	56							
										16.3		ALD			O.D.	
Demand Inform	THE STREET				EB			N	-			NB	T =		SB	T =
Approach Move	THE RESERVE OF THE PERSON NAMED IN			L	T	R	L L	-	Г	R	L	T	R	L	T	R
Demand (v), ve	eh/h			1332		104	1			1000	423	1552			932	1
Signal Informa	ation					T	1 2	T		NAME OF TAXABLE PARTY.	T					
Cycle, s	130.0	Reference Phase	2		251	F:1	K							Y.		<b>-</b> € .
Offset, s	0	Reference Point	End	Green	25.0	36.7	45.8	0.	0	0.0	0.0		- 1	1		
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow	5.5	5.5	5.5	0.		0.0	0.0		1	1		
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	2.0	2.0	0.	0	0.0	0.0	Ţ	5	6	7	8
Timer Results	4. 40			EBL		EBT	WBL		WB	Т	NBL		NBT	SE	SI I	SBT
Assigned Phas	0			LDL		4	VVDL	-+	VVD	-	5		2	OL.	-	6
	e					9.0		+	1000000		1.0		4.0			8.3
Case Number						53.3		+		-	32.5		76.7	-		44.2
Phase Duration	Call Street or other Designation of the last of the la	10			_	7.5			25.00		7.5		7.5	-		7.5
Change Period						3.0			-		5.9		5.8	1-		5.8
The second secon	ax Allow Headway (MAH), s				47.8					27.0		54.7			38.1	
Queue Clearan		With the Park Park Park Park Park Park Park Park			-	0.0		+			0.0		6.7	-		0.0
Green Extension		(ge), S									1.00		1.00	-		1.00
Phase Call Pro	-			-		1.00 1.00		-			1.00	-	0.99	-		1.00
Max Out Proba	Dility		The state of	BULL STORY		1.00			750		1.00		0.00			1.00
Movement Gro	oup Res	sults			EB			WI	3		HEER!	NB			SB	
Approach Move	ement			L	Т	R	L	Т		R	L	Т	R	L	Т	R
Assigned Move	ment			7		14		CONTRACTOR OF THE PARTY OF THE			5	2			6	
Adjusted Flow I	Rate (v)	, veh/h		1373		107					436	1600			961	
Adjusted Satura	ation Flo	ow Rate (s), veh/h/ln		1706		1563					1723	1723			1723	
Queue Service	Time (g	gs), <b>S</b>		45.8		4.4					25.0	52.7			36.1	
Cycle Queue C	learanc	e Time (gc), s		45.8		4.4					25.0	52.7			36.1	
Green Ratio (g/	-			0.35		0.54					0.49	0.53			0.28	
Capacity (c), ve	eh/h			1202		851					389	1834			973	
Volume-to-Cap	-			1.142		0.126					1.120	0.872		_	0.988	
Available Capa	-			1202		851					389	1834			973	
and the second second		h/In (50th percentile)	W DESCRIPTION	30.4		1.4		-		-	20.9	20.6		n canaz	18.1	
The second secon	CONTRACTOR STATE	RQ) (50th percentile	)	1.39		0.07					1.24	0.00			0.00	-
Uniform Delay	-			42.1		14.5					40.7	26.5			46.4	-
Incremental De	-			74.4		0.0					82.2	5.3		-	25.9	
Initial Queue D		THE RESIDENCE OF THE PARTY OF T		0.0		0.0					0.0	0.0			0.0	
Control Delay (	The state of the s			116.5		14.5			-		122.9	31.8		_	72.3	
Level of Service	The sales were set to the sales with the sales were set to the sales with the sales were set to the sales with the sales were set to the sales with the sales were set to the sales with the sales were set to the sales with the sales were set to the sales with the sales were set to the sales with the sales were set to the sales with the sales were set to the sales with the sales with the sales were set to the sales with the sales were set to the sales with the sales were set to the sales with the sales were set to the sales with the sales were set to the sales with the sales were set to the sales with the sales were set to the sales with the sales were set to the sales with the sales were set to the sales with the sales were set to the sales with the sales were set to the sales with the sales were set to the sales with the sales were set to the sales with the sales were set to the sales with the sales were set to the sales with the sales were set to the sales with the sales were set to the sales with the sales were set to the sales with the sales were set to the sales with the sales with the sales with the sales were set to the sales with the sa	No. of Street,		F		В					F	С		-	E	
Approach Dela	-	personal management of the transfer of the tra	ar margaran	109.2	2	F	0.0			un qui quant	51.4		D	72.	3	E
Intersection De	lay, s/ve	eh / LOS			TO THE PARTY	75	.0		(C. N. 19)	1000				E Ann hou	2010	
Multimodal Re	sults				EB			WI	В	1		NB			SB	
Pedestrian LOS		/LOS		2.9	Ï	С	2.8	T	С		0.7		Α	2.		В
Bicycle LOS So	-	THE RESERVE OF THE PERSON NAMED IN				F					2.2		В	1.3		Α

## Opening Year (2020) Build Alternative HCS Analyses



ĪZ			
General Information		Site Information	
Analyst Agency or Company Date Performed Analysis Time Period Project Description US 301 PD	MMA AIM ENGINEERING & SURVEYING 8/24/2015 AM - BUILD 0&E STUDY	Highway/Direction to Travel From/To Jurisdiction Analysis Year	US 301 FOWLER AVE TO HARNEY RD FDOT 2020
Oper.(LOS)		les. (N)	☐ Plan. (vp)
Flow Inputs			
Volume, V (veh/h) AADT(veh/h) Peak-Hour Prop of AADT (veh/d) Peak-Hour Direction Prop, D DDHV (veh/h)	· 	Peak-Hour Factor, PHF %Trucks and Buses, P <sub>T</sub> %RVs, P <sub>R</sub> General Terrain: Grade Length (mi)	0.85 5 0 Level 0.00
Driver Type Adjustment  Calculate Flow Adjus	tments	Up/Down % Number of Lanes	0.00
f <sub>p</sub>	1.00	E <sub>R</sub>	1.2
E <sub>T</sub>	1.5	f <sub>HV</sub>	0.976
Speed Inputs		Calc Speed Adj and I	FFS
Lane Width, LW (ft) Total Lateral Clearance, LC (ft) Access Points, A (A/mi) Median Type, M FFS (measured)	12.0 12.0 5 Divided	f <sub>LW</sub> (mi/h)  f <sub>LC</sub> (mi/h)  f <sub>A</sub> (mi/h)  f <sub>M</sub> (mi/h)  FFS (mi/h)	0.0 0.0 1.3 0.0 53.8
Operations		Design	
Operational (LOS) Flow Rate, v <sub>p</sub> (pc/h/ln) Speed, S (mi/h) D (pc/mi/ln) LOS	786 55.0 14.3 B	Design (N) Required Number of Lanes, N Flow Rate, v <sub>p</sub> (pc/h) Max Service Flow Rate (pc/h/ln) Design LOS	
Bicycle Level of Service			

ĪZ		AYS WORKSHEET(Dir	
General Information		Site Information	
Analyst Agency or Company Date Performed Analysis Time Period Project Description US 301 Pt	MMA AIM ENGINEERING & SURVEYING 8/24/2015 AM - BUILD	Highway/Direction to Trave From/To Jurisdiction Analysis Year	el US 301 FOWLER AVE TO HARNEY RI FDOT 2020
Oper.(LOS)	JAE STODY	Des. (N)	Plan. (vp)
Flow Inputs			
Volume, V (veh/h)  AADT(veh/h)  Peak-Hour Prop of AADT (veh/d  Peak-Hour Direction Prop, D  DDHV (veh/h)  Driver Type Adjustment	435	Peak-Hour Factor, PHF %Trucks and Buses, P <sub>T</sub> %RVs, P <sub>R</sub> General Terrain: Grade Length (mi) Up/Down % Number of Lanes	0.85 15 0 Level 0.00 0.00
Calculate Flow Adjus	tments		
f <sub>p</sub> E <sub>T</sub>	1.00 1.5	E <sub>R</sub> f <sub>HV</sub>	1.2 0.930
Speed Inputs		Calc Speed Adj a	ind FFS
Lane Width, LW (ft) Total Lateral Clearance, LC (ft) Access Points, A (A/mi) Median Type, M FFS (measured) Base Free-Flow Speed, BFFS	12.0 12.0 5 Divided	$f_{LW}$ (mi/h) $f_{LC}$ (mi/h) $f_A$ (mi/h) $f_M$ (mi/h) FFS (mi/h)	0.0 0.0 1.3 0.0 53.8
Operations		Design	
Operational (LOS) Flow Rate, v <sub>p</sub> (pc/h/ln) Speed, S (mi/h) D (pc/mi/ln) LOS	275 55.0 5.0 A	Design (N)  Required Number of Lanes  Flow Rate, v <sub>p</sub> (pc/h)  Max Service Flow Rate (po	
Bicycle Level of Service			

M	JLTILANE HIGHWAYS	WORKSHEET(Directi	on 1)
×			
<b>General Information</b>		Site Information	
Analyst Agency or Company Date Performed Analysis Time Period Project Description US 301 PI	MMA AIM ENGINEERING & SURVEYING 8/24/2015 AM - BUILD D&E STUDY	Highway/Direction to Travel From/To Jurisdiction Analysis Year	US 301 HARNEY RD TO CR 579 FDOT 2020
Oper.(LOS)		Des. (N)	Plan. (vp)
Flow Inputs			
Volume, V (veh/h) AADT(veh/h) Peak-Hour Prop of AADT (veh/d) Peak-Hour Direction Prop, D DDHV (veh/h) Driver Type Adjustment	1131	Peak-Hour Factor, PHF %Trucks and Buses, P <sub>T</sub> %RVs, P <sub>R</sub> General Terrain: Grade Length (mi) Up/Down %	0.85 5 0 Level 0.00 0.00
Calculate Flow Adjus	atments	Number of Lanes	2 ,
f <sub>p</sub>	1.00	E <sub>R</sub>	1.2
E <sub>T</sub>	1.5	f <sub>HV</sub>	0.976
Speed Inputs		Calc Speed Adj and	
Lane Width, LW (ft) Total Lateral Clearance, LC (ft) Access Points, A (A/mi) Median Type, M FFS (measured) Base Free-Flow Speed, BFFS	12.0 / 12.0 / 6 Divided 555.0	f <sub>LW</sub> (mi/h)  f <sub>LC</sub> (mi/h)  f <sub>A</sub> (mi/h)  f <sub>M</sub> (mi/h)  FFS (mi/h)	0.0 0.0 1.5 0.0 53.5
Operations		Design	
Operational (LOS) Flow Rate, v <sub>p</sub> (pc/h/ln) Speed, S (mi/h) D (pc/mi/ln) LOS	681 55.0 12.4 B	Design (N) Required Number of Lanes, N Flow Rate, v <sub>p</sub> (pc/h) Max Service Flow Rate (pc/h/ln) Design LOS	
Bicycle Level of Service			
		1	,

ML	JLTILANE HIGHWAY:	S WORKSHEET(Direct	ion 2)
区			
General Information		Site Information	
Analyst Agency or Company Date Performed Analysis Time Period Project Description US 301 PD	MMA AIM ENGINEERING & SURVEYING 8/24/2015 AM - BUILD	Highway/Direction to Travel From/To Jurisdiction Analysis Year	US 301 HARNEY RD TO CR 579 FDOT 2020
Oper.(LOS)		Des. (N)	☐ Plan. (vp)
Flow Inputs		1000. (11)	
Volume, V (veh/h)  AADT(veh/h)  Peak-Hour Prop of AADT (veh/d  Peak-Hour Direction Prop, D  DDHV (veh/h)  Driver Type Adjustment	394	Peak-Hour Factor, PHF %Trucks and Buses, P <sub>T</sub> %RVs, P <sub>R</sub> General Terrain: Grade Length (mi) Up/Down %	0.85 15 0 Level 0.00 0.00 2
Calculate Flow Adjus	tments	Number of Lanes	<u> </u>
f <sub>p</sub>	1.00	E <sub>R</sub>	1.2
E <sub>T</sub>	1.5	f <sub>HV</sub>	0.930
Speed Inputs		Calc Speed Adj and	FFS
Lane Width, LW (ft) Total Lateral Clearance, LC (ft) Access Points, A (A/mi) Median Type, M FFS (measured) Base Free-Flow Speed, BFFS	12.0 12.0 6 Divided	f <sub>LW</sub> (mi/h)  f <sub>LC</sub> (mi/h)  f <sub>A</sub> (mi/h)  f <sub>M</sub> (mi/h)  FFS (mi/h)	0.0 0.0 1.5 0.0 53.5
Operations		Design	
Operational (LOS) Flow Rate, v <sub>p</sub> (pc/h/ln) Speed, S (mi/h) D (pc/mi/ln) LOS	249 55.0 4.5 A	Design (N) Required Number of Lanes, N Flow Rate, v <sub>p</sub> (pc/h) Max Service Flow Rate (pc/h/ln Design LOS	)
Bicycle Level of Service			

M	ULTILANE HIGHWAYS	WORKSHEET(Directi	on 1)
Ī⊠			
<b>General Information</b>		Site Information	
Analyst Agency or Company Date Performed Analysis Time Period Project Description US 301 PI	MMA AIM ENGINEERING & SURVEYING 8/24/2015 AM - BUILD D&E STUDY	Highway/Direction to Travel From/To Jurisdiction Analysis Year	US 301 CR 579 TO STACY FDOT 2020
Oper.(LOS)		Des. (N)	☐ Plan. (vp)
Flow Inputs			
Volume, V (veh/h) AADT(veh/h) Peak-Hour Prop of AADT (veh/c) Peak-Hour Direction Prop, D DDHV (veh/h) Driver Type Adjustment	1080 (I) 1.00	Peak-Hour Factor, PHF %Trucks and Buses, P <sub>T</sub> %RVs, P <sub>R</sub> General Terrain: Grade Length (mi) Up/Down %	0.85 5 0 Level / 0.00 0.00
Driver Type Adjustment	1.00	Number of Lanes	2
Calculate Flow Adjus	tments		
f <sub>p</sub>	1.00	$E_R$	1.2
E <sub>T</sub>	1.5	$f_{HV}$	0.976
Speed Inputs		Calc Speed Adj and	FFS
Lane Width, LW (ft) Total Lateral Clearance, LC (ft) Access Points, A (A/mi) Median Type, M FFS (measured) Base Free-Flow Speed, BFFS	12.0 12.0 1 Divided	$f_{LW}$ (mi/h) $f_{LC}$ (mi/h) $f_A$ (mi/h) $f_M$ (mi/h)  FFS (mi/h)	0.0 0.0 0.3 0.0 54.8
Operations		Design	
Operational (LOS) Flow Rate, v <sub>p</sub> (pc/h/ln) Speed, S (mi/h) D (pc/mi/ln) LOS	651 55.0 11.8 B	Design (N) Required Number of Lanes, N Flow Rate, v <sub>p</sub> (pc/h) Max Service Flow Rate (pc/h/ln) Design LOS	
Bicycle Level of Service			

ENGINEERING & /EYING 2015 BUILD UDY	Site Information  Highway/Direction to Travel From/To Jurisdiction Analysis Year  Des. (N)  Peak-Hour Factor, PHF %Trucks and Buses, P <sub>T</sub> %RVs, P <sub>R</sub> General Terrain: Grade Length (mi) Up/Down % Number of Lanes	US 301 CR 579 TO STACY FDOT 2020  Plan. (vp)  0.85 15 0 Level 0.00 0.00 2
/EYING 2015 BUILD UDY	Highway/Direction to Travel From/To Jurisdiction Analysis Year  Des. (N)  Peak-Hour Factor, PHF %Trucks and Buses, P <sub>T</sub> %RVs, P <sub>R</sub> General Terrain: Grade Length (mi) Up/Down %	CR 579 TO STACY FDOT 2020  Plan. (vp)  0.85 15 0 Level 0.00 0.00
/EYING 2015 BUILD UDY	Peak-Hour Factor, PHF %Trucks and Buses, P <sub>T</sub> %RVs, P <sub>R</sub> General Terrain: Grade Length (mi) Up/Down %	CR 579 TO STACY FDOT 2020  Plan. (vp)  0.85 15 0 Level 0.00 0.00
	Peak-Hour Factor, PHF %Trucks and Buses, P <sub>T</sub> %RVs, P <sub>R</sub> General Terrain: Grade Length (mi) Up/Down %	0.85 15 0 Level 0.00 0.00
	Peak-Hour Factor, PHF %Trucks and Buses, P <sub>T</sub> %RVs, P <sub>R</sub> General Terrain: Grade Length (mi) Up/Down %	0.85 15 0 Level 0.00 0.00
nts	%Trucks and Buses, P <sub>T</sub> %RVs, P <sub>R</sub> General Terrain:  Grade Length (mi)  Up/Down %	15 0 Level 0.00 0.00
nts		
	E <sub>R</sub> f <sub>HV</sub>	1.2 0.930
	Calc Speed Adj and	FFS
d d	f <sub>LW</sub> (mi/h) f <sub>LC</sub> (mi/h) f <sub>A</sub> (mi/h) f <sub>M</sub> (mi/h) FFS (mi/h)	0.0 0.0 0.3 0.0 54.8
	Design	
	Design (N) Required Number of Lanes, N Flow Rate, v <sub>p</sub> (pc/h) Max Service Flow Rate (pc/h/ln) Design LOS	
		Design  Design (N)  Required Number of Lanes, N  Flow Rate, v <sub>p</sub> (pc/h)  Max Service Flow Rate (pc/h/ln)

M	ULTILANE HIGHWAYS	WORKSHEET(Directi	ion 1)
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<b>General Information</b>		Site Information	
Analyst Agency or Company Date Performed Analysis Time Period Project Description US 301 PI	MMA AIM ENGINEERING & SURVEYING 8/24/2015 AM - BUILD D&E STUDY	Highway/Direction to Travel From/To Jurisdiction Analysis Year	US 301 STACY RD TO MCINTOSH RD FDOT 2020
Oper.(LOS)		Des. (N)	☐ Plan. (vp)
Flow Inputs			
Volume, V (veh/h) AADT(veh/h) Peak-Hour Prop of AADT (veh/d) Peak-Hour Direction Prop, D DDHV (veh/h) Driver Type Adjustment	1.00	Peak-Hour Factor, PHF %Trucks and Buses, P <sub>T</sub> %RVs, P <sub>R</sub> General Terrain: Grade Length (mi) Up/Down % Number of Lanes	0.85
Calculate Flow Adjus	stments	Trained of Earlos	
f <sub>p</sub> E <sub>T</sub>	1.00 1.5	E <sub>R</sub>	1.2 0.976
Speed Inputs		Calc Speed Adj and	FFS
Lane Width, LW (ft) Total Lateral Clearance, LC (ft) Access Points, A (A/mi) Median Type, M FFS (measured) Base Free-Flow Speed, BFFS	12.0 / 12.0 / 1 / Divided /	f <sub>LW</sub> (mi/h) f <sub>LC</sub> (mi/h) f <sub>A</sub> (mi/h) f <sub>M</sub> (mi/h) FFS (mi/h)	0.0 0.0 0.3 0.0 59.8
Operations		Design	
Operational (LOS) Flow Rate, v <sub>p</sub> (pc/h/ln) Speed, S (mi/h) D (pc/mi/ln) LOS	521 60.0 8.7 A	Design (N) Required Number of Lanes, N Flow Rate, v <sub>p</sub> (pc/h) Max Service Flow Rate (pc/h/ln) Design LOS	
Bicycle Level of Service			

MU	JLTILANE HIGHWAYS	WORKSHEET(Direction	on 2)
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<b>General Information</b>		Site Information	
Analyst Agency or Company Date Performed Analysis Time Period Project Description US 301 PE	MMA AIM ENGINEERING & SURVEYING 8/24/2015 AM - BUILD D&E STUDY	Highway/Direction to Travel From/To Jurisdiction Analysis Year	US 301 STACY RD TO MCINTOSH RD FDOT 2020
Oper.(LOS)		Des. (N)	☐ Plan. (vp)
Flow Inputs Volume, V (veh/h) AADT(veh/h)	289	Peak-Hour Factor, PHF %Trucks and Buses, P <sub>T</sub>	0.85 <sup>-/</sup> 15 <sup>-/</sup>
Peak-Hour Prop of AADT (veh/d Peak-Hour Direction Prop, D DDHV (veh/h) Driver Type Adjustment	1.00	%RVs, P <sub>R</sub> General Terrain: Grade Length (mi) Up/Down % Number of Lanes	0 Level 0.00 0.00 2
Calculate Flow Adjus	tments		
f <sub>p</sub> E <sub>T</sub>	1.00 1.5	E <sub>R</sub> f <sub>HV</sub>	1.2 0.930
Speed Inputs		Calc Speed Adj and	FFS
Lane Width, LW (ft) Total Lateral Clearance, LC (ft) Access Points, A (A/mi) Median Type, M FFS (measured)	1 Divided	f <sub>LW</sub> (mi/h)  f <sub>LC</sub> (mi/h)  f <sub>A</sub> (mi/h)  f <sub>M</sub> (mi/h)	0.0 0.0 0.3 0.0
Base Free-Flow Speed, BFFS	60.0	FFS (mi/h)	59.8
Operations		Design (N)	
Operational (LOS) Flow Rate, v <sub>p</sub> (pc/h/ln) Speed, S (mi/h) D (pc/mi/ln) LOS	182 60.0 3.0 A	Required Number of Lanes, N Flow Rate, v <sub>p</sub> (pc/h) Max Service Flow Rate (pc/h/ln) Design LOS	
Bicycle Level of Service			

M	JLTILANE HIGHWAY	S WORKSHEET(Directi	ion 1)
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<b>General Information</b>		Site Information	
Analyst Agency or Company Date Performed Analysis Time Period Project Description US 301 Pt	MMA AIM ENGINEERING & SURVEYING 8/24/2015 AM - BUILD D&E STUDY	Highway/Direction to Travel From/To Jurisdiction Analysis Year	US 301 MCINTOSH RD TO SR 56 FDOT 2020
Oper.(LOS)		] Des. (N)	☐ Plan. (vp)
Flow Inputs			
Volume, V (veh/h) AADT(veh/h) Peak-Hour Prop of AADT (veh/d Peak-Hour Direction Prop, D DDHV (veh/h) Driver Type Adjustment	917 / 1.00 /	Peak-Hour Factor, PHF %Trucks and Buses, P <sub>T</sub> %RVs, P <sub>R</sub> General Terrain: Grade Length (mi) Up/Down % Number of Lanes	0.85 ° 5 ° 0
Calculate Flow Adjus	tments		
f <sub>p</sub> E <sub>T</sub>	1.00 1.5	E <sub>R</sub> f <sub>HV</sub>	1.2 0.976
Speed Inputs		Calc Speed Adj and	FFS
Lane Width, LW (ft) Total Lateral Clearance, LC (ft) Access Points, A (A/mi) Median Type, M FFS (measured) Base Free-Flow Speed, BFFS	12.0 / 12.0 / 2 / Divided / 60.0 /	f <sub>LW</sub> (mi/h) f <sub>LC</sub> (mi/h) f <sub>A</sub> (mi/h) f <sub>M</sub> (mi/h) FFS (mi/h)	0.0 0.0 0.5 0.0 59.5
Operations		Design	
Operational (LOS) Flow Rate, v <sub>p</sub> (pc/h/ln) Speed, S (mi/h) D (pc/mi/ln) LOS	552 60.0 9.2 A	Design (N) Required Number of Lanes, N Flow Rate, v <sub>p</sub> (pc/h) Max Service Flow Rate (pc/h/ln) Design LOS	
Bicycle Level of Service		<u> </u>	

MU	JLTILANE HIGHWAY	S WORKSHEET(Direct	ion 2)
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<b>General Information</b>		Site Information	
Analyst Agency or Company Date Performed Analysis Time Period Project Description US 301 PD	MMA AIM ENGINEERING & SURVEYING 8/24/2015 AM - BUILD	Highway/Direction to Travel From/To Jurisdiction Analysis Year	US 301 MCINTOSH RD TO SR 56 FDOT 2020
Oper.(LOS)	DAL 310D1	Des. (N)	☐ Plan. (vp)
Flow Inputs		3-30. (1)	(.4)
Volume, V (veh/h)  AADT(veh/h)  Peak-Hour Prop of AADT (veh/d Peak-Hour Direction Prop, D DDHV (veh/h)  Driver Type Adjustment	306 /	Peak-Hour Factor, PHF %Trucks and Buses, P <sub>T</sub> %RVs, P <sub>R</sub> General Terrain: Grade Length (mi) Up/Down %	0.85 15 0 Level 0.00 0.00
Calculate Flow Adjus	tmonte	Number of Lanes	2 -
	1.00	E <sub>R</sub>	1.2
f <sub>p</sub> E <sub>T</sub>	1.5	-к f <sub>HV</sub>	0.930
Speed Inputs		Calc Speed Adj and	FFS
Lane Width, LW (ft) Total Lateral Clearance, LC (ft) Access Points, A (A/mi) Median Type, M FFS (measured) Base Free-Flow Speed, BFFS	12.0 12.0 2 Divided	f <sub>LW</sub> (mi/h) f <sub>LC</sub> (mi/h) f <sub>A</sub> (mi/h) f <sub>M</sub> (mi/h) FFS (mi/h)	0.0 0.0 0.5 0.0 59.5
Operations		Design	
Operational (LOS) Flow Rate, v <sub>p</sub> (pc/h/ln) Speed, S (mi/h) D (pc/mi/ln) LOS	193 60.0 3.2 A	Design (N) Required Number of Lanes, N Flow Rate, v <sub>p</sub> (pc/h) Max Service Flow Rate (pc/h/ln Design LOS	n)
Bicycle Level of Service			

MULTILANE HIGHWAYS WORKSHEET(Direction 1)					
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<b>General Information</b>		Site Information			
Analyst Agency or Company Date Performed Analysis Time Period Project Description US 301 PI	MMA AIM ENGINEERING & SURVEYING 8/24/2015 PM - BUILD D&F STUDY	Highway/Direction to Travel From/To Jurisdiction Analysis Year	US 301 FOWLER AVE TO HARNEY RD FDOT 2020		
Oper.(LOS)	STET	Des. (N)	☐ Plan. (vp)		
Flow Inputs					
Volume, V (veh/h) AADT(veh/h) Peak-Hour Prop of AADT (veh/d) Peak-Hour Direction Prop, D DDHV (veh/h)	,	Peak-Hour Factor, PHF %Trucks and Buses, P <sub>T</sub> %RVs, P <sub>R</sub> General Terrain: Grade Length (mi)	0.88 5 0 Level 0.00		
Driver Type Adjustment	1.00	Up/Down % 0.00 Number of Lanes 2			
Calculate Flow Adjus	*				
f <sub>p</sub>	1.00	E <sub>R</sub>	1.2		
E <sub>T</sub>	1.5	f <sub>HV</sub>	0.976		
Speed Inputs		Calc Speed Adj and	FFS		
Lane Width, LW (ft) Total Lateral Clearance, LC (ft) Access Points, A (A/mi) Median Type, M FFS (measured) Base Free-Flow Speed, BFFS	12.0 12.0 5 Divided 555.0	$f_{LW}$ (mi/h) $f_{LC}$ (mi/h) $f_A$ (mi/h) $f_M$ (mi/h)  FFS (mi/h)	0.0 0.0 1.3 0.0 53.8		
Operations		Design			
Operational (LOS) Flow Rate, v <sub>p</sub> (pc/h/ln) Speed, S (mi/h) D (pc/mi/ln) LOS	792 55.0 14.4 B	Design (N) Required Number of Lanes, N Flow Rate, v <sub>p</sub> (pc/h) Max Service Flow Rate (pc/h/ln) Design LOS			
Bicycle Level of Service					

ML	JLTILANE HIGHWA	AYS WORKSHEET(Direct	ction 2)
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<b>General Information</b>		Site Information	
Analyst Agency or Company Date Performed	MMA AIM ENGINEERING & SURVEYING 8/24/2015	Highway/Direction to Travel From/To Jurisdiction	US 301 FOWLER AVE TO HARNEY RI FDOT
Analysis Time Period	PM - BUILD	Analysis Year	2020
Project Description US 301 PI	DAE STODY	Des. (N)	☐ Plan. (vp)
Flow Inputs		□ bcs. (N)	
Volume, V (veh/h) AADT(veh/h)	380 /	Peak-Hour Factor, PHF %Trucks and Buses, P <sub>T</sub>	0.88
Peak-Hour Prop of AADT (veh/or Peak-Hour Direction Prop, D DDHV (veh/h) Driver Type Adjustment	1.00	%RVs, P <sub>R</sub> General Terrain: Grade Length (mi) Up/Down % Number of Lanes	0 Level 0.00 0.00 2
Calculate Flow Adjus	stments	14umbor of Editor	
fp	1.00	E <sub>R</sub>	1.2
E <sub>T</sub>	1.5	f <sub>HV</sub>	0.976
Speed Inputs		Calc Speed Adj an	d FFS
Lane Width, LW (ft) Total Lateral Clearance, LC (ft) Access Points, A (A/mi) Median Type, M FFS (measured) Base Free-Flow Speed, BFFS	12.0 / 12.0 / 5 / Divided /	f <sub>LW</sub> (mi/h)  f <sub>LC</sub> (mi/h)  f <sub>A</sub> (mi/h)  f <sub>M</sub> (mi/h)  FFS (mi/h)	0.0 0.0 1.3 0.0 53.8
Operations		Design	
<u>Operational (LOS)</u> Flow Rate, v <sub>p</sub> (pc/h/ln) Speed, S (mi/h) D (pc/mi/ln) LOS	221 55.0 4.0 A	Design (N)  Required Number of Lanes, Flow Rate, v <sub>p</sub> (pc/h)  Max Service Flow Rate (pc/h  Design LOS	
Bicycle Level of Service		T	

MU	JLTILANE HIGHWAYS	WORKSHEET(Directi	on 1)
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<b>General Information</b>		Site Information	
Analyst Agency or Company Date Performed Analysis Time Period	MMA AIM ENGINEERING & SURVEYING 08/24/2015 PM - BUILD	Highway/Direction to Travel From/To Jurisdiction Analysis Year	US 301 HARNEY RD TO CR 579 FDOT 2020
Project Description US 301 PI		D (N)	Dian (un)
Oper.(LOS)		Des. (N)	☐ Plan. (vp)
Flow Inputs  Volume, V (veh/h)  AADT(veh/h)  Peak-Hour Prop of AADT (veh/d)  Peak-Hour Direction Prop, D  DDHV (veh/h)  Driver Type Adjustment	1131 ~	Peak-Hour Factor, PHF %Trucks and Buses, P <sub>T</sub> %RVs, P <sub>R</sub> General Terrain: Grade Length (mi) Up/Down % Number of Lanes	0.88 5 0 Level 0.00 0.00
Calculate Flow Adjus	tments	Number of Lanes	
f <sub>p</sub>	1.00	E <sub>R</sub>	1.2
E <sub>T</sub>	1.5	f <sub>HV</sub>	0.976
Speed Inputs		Calc Speed Adj and	FFS
Lane Width, LW (ft) Total Lateral Clearance, LC (ft) Access Points, A (A/mi) Median Type, M FFS (measured) Base Free-Flow Speed, BFFS	12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0	f <sub>LW</sub> (mi/h)  f <sub>LC</sub> (mi/h)  f <sub>A</sub> (mi/h)  f <sub>M</sub> (mi/h)  FFS (mi/h)	0.0 0.0 1.5 0.0 53.5
Operations		Design	
Operational (LOS) Flow Rate, v <sub>p</sub> (pc/h/ln) Speed, S (mi/h) D (pc/mi/ln) LOS	658 55.0 12.0 B	Design (N) Required Number of Lanes, N Flow Rate, v <sub>p</sub> (pc/h) Max Service Flow Rate (pc/h/ln) Design LOS	
Bicycle Level of Service			

MU	JLTILANE HIGHWAYS	WORKSHEET(Direction	on 2)
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General Information		Site Information	
Analyst Agency or Company Date Performed Analysis Time Period Project Description US 301 PE	MMA AIM ENGINEERING & SURVEYING 08/24/2015 PM - BUILD 0&F STUDY	Highway/Direction to Travel From/To Jurisdiction Analysis Year	US 301 HARNEY RD TO CR 579 FDOT 2020
Oper.(LOS)		Pes. (N)	☐ Plan. (vp)
Flow Inputs			
Volume, V (veh/h) AADT(veh/h) Peak-Hour Prop of AADT (veh/d) Peak-Hour Direction Prop, D	394 /	Peak-Hour Factor, PHF %Trucks and Buses, P <sub>T</sub> %RVs, P <sub>R</sub> General Terrain:	0.88 5 0 Level
DDHV (veh/h) Driver Type Adjustment	1.00	Grade Length (mi) Up/Down % Number of Lanes	0.00 0.00 2
Calculate Flow Adjus	tments		
f <sub>p</sub> E <sub>T</sub>	1.00 1.5	E <sub>R</sub> f <sub>HV</sub>	1.2 0.976
Speed Inputs		Calc Speed Adj and I	FFS
Lane Width, LW (ft) Total Lateral Clearance, LC (ft) Access Points, A (A/mi) Median Type, M FFS (measured)	12.0 / 12.0 / 6 / Divided /	f <sub>LW</sub> (mi/h)  f <sub>LC</sub> (mi/h)  f <sub>A</sub> (mi/h)  f <sub>M</sub> (mi/h)	0.0 0.0 1.5 0.0
Base Free-Flow Speed, BFFS	55.0	FFS (mi/h)	53.5
Operations		Design	
Operational (LOS) Flow Rate, v <sub>p</sub> (pc/h/ln) Speed, S (mi/h) D (pc/mi/ln) LOS	229 55.0 4.2 A	Design (N) Required Number of Lanes, N Flow Rate, v <sub>p</sub> (pc/h) Max Service Flow Rate (pc/h/ln) Design LOS	
Bicycle Level of Service			

MU	JLTILANE HIGHWAYS	WORKSHEET(Directi	on 1)
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<b>General Information</b>		Site Information	
Analyst Agency or Company Date Performed Analysis Time Period Project Description US 301 PI	MMA AIM ENGINEERING & SURVEYING 8/24/2015 PM - BUILD D&E STUDY	Highway/Direction to Travel From/To Jurisdiction Analysis Year	US 301 CR 579 TO STACY FDOT 2020
Oper.(LOS)		Des. (N)	☐ Plan. (vp)
Flow Inputs Volume, V (veh/h) AADT(veh/h)	1081	Peak-Hour Factor, PHF %Trucks and Buses, P <sub>T</sub>	0.88
Peak-Hour Prop of AADT (veh/d Peak-Hour Direction Prop, D DDHV (veh/h) Driver Type Adjustment	1.00	%RVs, P <sub>R</sub> General Terrain: Grade Length (mi) Up/Down % Number of Lanes	0 Level / 0.00 0.00 2
Calculate Flow Adjus	tments		
f <sub>p</sub> E <sub>T</sub>	1.00 1.5	E <sub>R</sub>	1.2 0.976
Speed Inputs		Calc Speed Adj and	FFS
Lane Width, LW (ft) Total Lateral Clearance, LC (ft) Access Points, A (A/mi) Median Type, M FFS (measured) Base Free-Flow Speed, BFFS	12.0 / 12.0 / 1 Divided /	$f_{LW} (mi/h)$ $f_{LC} (mi/h)$ $f_{A} (mi/h)$ $f_{M} (mi/h)$ FFS $(mi/h)$	0.0 0.0 0.3 0.0 54.8
Operations		Design	
Operational (LOS)		Design (N) Required Number of Lanes, N	
Flow Rate, v <sub>p</sub> (pc/h/ln) Speed, S (mi/h) D (pc/mi/ln) LOS	629 55.0 11.4 B	Flow Rate, v <sub>p</sub> (pc/h)  Max Service Flow Rate (pc/h/ln)  Design LOS	
Bicycle Level of Service			

ML	JLTILANE HIGHWAYS	WORKSHEET(Direction	on 2)
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General Information		Site Information	
Analyst Agency or Company Date Performed Analysis Time Period Project Description US 301 PD	MMA AIM ENGINEERING & SURVEYING 8/24/2015 PM - BUILD D&E STUDY	Highway/Direction to Travel From/To Jurisdiction Analysis Year	US 301 CR 579 TO STACY FDOT 2020
Oper.(LOS)		Des. (N)	☐ Plan. (vp)
Flow Inputs			
Volume, V (veh/h) AADT(veh/h) Peak-Hour Prop of AADT (veh/d Peak-Hour Direction Prop, D DDHV (veh/h) Driver Type Adjustment	365	Peak-Hour Factor, PHF %Trucks and Buses, P <sub>T</sub> %RVs, P <sub>R</sub> General Terrain: Grade Length (mi) Up/Down %	0.88 6 5 0 Level 6 0.00 0.00
Briver Type Adjustment	1.00	Number of Lanes	2
Calculate Flow Adjus	tments		
$f_p$	1.00	$E_R$	1.2
E <sub>T</sub>	1.5	f <sub>HV</sub>	0.976
Speed Inputs		Calc Speed Adj and	FFS
Lane Width, LW (ft) Total Lateral Clearance, LC (ft) Access Points, A (A/mi) Median Type, M FFS (measured)	1 Divided	f <sub>LW</sub> (mi/h)  f <sub>LC</sub> (mi/h)  f <sub>A</sub> (mi/h)  f <sub>M</sub> (mi/h)	0.0 0.0 0.3 0.0 54.8
Base Free-Flow Speed, BFFS	55.0	FFS (mi/h)	J4.0
Operations		Design	
Operational (LOS) Flow Rate, v <sub>p</sub> (pc/h/ln) Speed, S (mi/h) D (pc/mi/ln) LOS	212 55.0 3.9 A	Design (N) Required Number of Lanes, N Flow Rate, v <sub>p</sub> (pc/h) Max Service Flow Rate (pc/h/ln) Design LOS	
Bicycle Level of Service			

M	ULTILANE HIGHWAY	S WORKSHEET(Direct	ion 1)
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<b>General Information</b>		Site Information	
Analyst Agency or Company Date Performed Analysis Time Period Project Description US 301 Pt	MMA AIM ENGINEERING & SURVEYING 08/24/2015 PM - BUILD	Highway/Direction to Travel From/To Jurisdiction Analysis Year	US 301 STACY RD TO MCINTOSH RD FDOT 2020
Oper.(LOS)	D&E 310D1	Des. (N)	
Flow Inputs	_	1 DC3. (IV)	∟т тап. (ур)
Volume, V (veh/h)  AADT(veh/h)  Peak-Hour Prop of AADT (veh/d)  Peak-Hour Direction Prop, D  DDHV (veh/h)	850 / I)	Peak-Hour Factor, PHF %Trucks and Buses, P <sub>T</sub> %RVs, P <sub>R</sub> General Terrain: Grade Length (mi)	0.88 / 5 / 0 Level / 0.00
Driver Type Adjustment  Calculate Flow Adjustment	1.00	Up/Down % Number of Lanes	0.00
f <sub>p</sub>	1.00	E <sub>R</sub>	1.2
E <sub>T</sub>	1.5	−ĸ f <sub>HV</sub>	0.976
Speed Inputs		Calc Speed Adj and	
Lane Width, LW (ft) Total Lateral Clearance, LC (ft) Access Points, A (A/mi) Median Type, M FFS (measured) Base Free-Flow Speed, BFFS	12.0 12.0 1 Divided	f <sub>LW</sub> (mi/h)  f <sub>LC</sub> (mi/h)  f <sub>A</sub> (mi/h)  f <sub>M</sub> (mi/h)  FFS (mi/h)	0.0 0.0 0.3 0.0 59.8
Operations		Design	
Operational (LOS) Flow Rate, v <sub>p</sub> (pc/h/ln) Speed, S (mi/h) D (pc/mi/ln) LOS	495 60.0 8.3 A	Design (N) Required Number of Lanes, N Flow Rate, v <sub>p</sub> (pc/h) Max Service Flow Rate (pc/h/ln) Design LOS	
Bicycle Level of Service			

MULTILANE HIGHWAYS WORKSHEET(Direction 2)				
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<b>General Information</b>		Site Information		
Analyst Agency or Company Date Performed Analysis Time Period Project Description US 301 PE	MMA AIM ENGINEERING & SURVEYING 08/24/2015 PM - BUILD 0&E STUDY	Highway/Direction to Travel From/To Jurisdiction Analysis Year	US 301 STACY RD TO MCINTOSH RD FDOT 2020	
Oper.(LOS)		es. (N)	☐ Plan. (vp)	
Flow Inputs				
Volume, V (veh/h) AADT(veh/h) Peak-Hour Prop of AADT (veh/d) Peak-Hour Direction Prop, D DDHV (veh/h) Driver Type Adjustment	289	Peak-Hour Factor, PHF %Trucks and Buses, P <sub>T</sub> %RVs, P <sub>R</sub> General Terrain: Grade Length (mi) Up/Down %	0.88 5 0 Level 0.00 0.00	
Coloulata Flava Adius	4	Number of Lanes	2	
Calculate Flow Adjustments		E	1.2	
f <sub>p</sub>	1.00 1.5	E <sub>R</sub>	0.976	
E <sub>T</sub>	1.0	f <sub>HV</sub>		
Speed Inputs	12.0	Calc Speed Adj and I		
Lane Width, LW (ft) Total Lateral Clearance, LC (ft) Access Points, A (A/mi) Median Type, M FFS (measured)	12.0 1 Divided	$ f_{LW} (mi/h) $ $ f_{LC} (mi/h) $ $ f_{A} (mi/h) $ $ f_{M} (mi/h) $ $ FFS (mi/h) $	0.0 0.3 0.0 59.8	
Base Free-Flow Speed, BFFS	60.0		00.0	
Operations (LOS)		Design (N)		
Operational (LOS) Flow Rate, v <sub>p</sub> (pc/h/ln) Speed, S (mi/h) D (pc/mi/ln) LOS	168 60.0 2.8 A	Required Number of Lanes, N Flow Rate, v <sub>p</sub> (pc/h) Max Service Flow Rate (pc/h/ln) Design LOS		
Bicycle Level of Service				

MULTILANE HIGHWAYS WORKSHEET(Direction 1)				
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<b>General Information</b>		Site Information		
Analyst Agency or Company Date Performed Analysis Time Period Project Description US 301 Pi	MMA AIM ENGINEERING & SURVEYING 08/24/2015 PM - BUILD D&E STUDY	Highway/Direction to Travel From/To Jurisdiction Analysis Year	US 301 MCINTOSH RD TO SR 56 FDOT 2020	
Oper.(LOS)		Des. (N)	☐ Plan. (vp)	
Flow Inputs				
Volume, V (veh/h) AADT(veh/h) Peak-Hour Prop of AADT (veh/d) Peak-Hour Direction Prop, D	917	Peak-Hour Factor, PHF %Trucks and Buses, P <sub>T</sub> %RVs, P <sub>R</sub> General Terrain:	0.88 5 0 Level	
DDHV (veh/h) Driver Type Adjustment	1.00 /	Grade Length (mi) Up/Down % Number of Lanes	0.00 0.00 2	
Calculate Flow Adjus	stments			
f <sub>p</sub> E <sub>T</sub>	1.00 1.5	E <sub>R</sub> f <sub>HV</sub>	1.2 0.976	
Speed Inputs		Calc Speed Adj and	FFS	
Lane Width, LW (ft) Total Lateral Clearance, LC (ft) Access Points, A (A/mi) Median Type, M FFS (measured) Base Free-Flow Speed, BFFS	12.0 12.0 2 Divided	f <sub>LW</sub> (mi/h)  f <sub>LC</sub> (mi/h)  f <sub>A</sub> (mi/h)  f <sub>M</sub> (mi/h)  FFS (mi/h)	0.0 0.0 0.5 0.0 59.5	
Operations		Design		
Operational (LOS) Flow Rate, v <sub>p</sub> (pc/h/ln) Speed, S (mi/h) D (pc/mi/ln) LOS	534 60.0 8.9 A	Design (N) Required Number of Lanes, N Flow Rate, v <sub>p</sub> (pc/h) Max Service Flow Rate (pc/h/ln) Design LOS		
Bicycle Level of Service				

MU	JLTILANE HIGHWAYS	WORKSHEET(Direction	on 2)
極			
General Information		Site Information	
Analyst Agency or Company Date Performed Analysis Time Period Project Description US 301 PE	MMA AIM ENGINEERING & SURVEYING 08/24/2015 PM - BUILD 0&E STUDY	Highway/Direction to Travel From/To Jurisdiction Analysis Year	US 301 MCINTOSH RD TO SR 56 FDOT 2020
Oper.(LOS)		Des. (N)	☐ Plan. (vp)
Flow Inputs			
Volume, V (veh/h) AADT(veh/h) Peak-Hour Prop of AADT (veh/d) Peak-Hour Direction Prop, D DDHV (veh/h) Driver Type Adjustment	306	Peak-Hour Factor, PHF %Trucks and Buses, P <sub>T</sub> %RVs, P <sub>R</sub> General Terrain: Grade Length (mi) Up/Down %	0.88 5 0 Level 0.00 0.00
		Number of Lanes	2
Calculate Flow Adjus		_	
│ f <sub>p</sub> │ E <sub>T</sub>	1.00 1.5	E <sub>R</sub> f <sub>HV</sub>	1.2 0.976
Speed Inputs	1.0	Calc Speed Adj and	
Lane Width, LW (ft) Total Lateral Clearance, LC (ft) Access Points, A (A/mi) Median Type, M FFS (measured) Base Free-Flow Speed, BFFS	12.0 ( 12.0 ( 2 Divided 60.0	f <sub>LW</sub> (mi/h)  f <sub>LC</sub> (mi/h)  f <sub>A</sub> (mi/h)  f <sub>M</sub> (mi/h)  FFS (mi/h)	0.0 0.0 0.5 0.0 59.5
Operations		Design	
Operational (LOS) Flow Rate, v <sub>p</sub> (pc/h/ln) Speed, S (mi/h) D (pc/mi/ln) LOS	178 60.0 3.0 A	Design (N) Required Number of Lanes, N Flow Rate, v <sub>p</sub> (pc/h) Max Service Flow Rate (pc/h/ln) Design LOS	
Bicycle Level of Service			



	TW	O-WAY STOP	CONTR	OL SU	IMMAR	Υ					
General Information	n		Site I	nform	ation						
Analyst Agency/Co. Date Performed Analysis Time Period	SURVEY	AIM ENGINEERING & Jurisdiction 8/24/2015  Intersection Jurisdiction Analysis Year		US 301 & HARNEY RD FDOT 2020							
Project Description US		585-50				<del>_</del>	-9			- X	
East/West Street: HAR		301	North/S	South St	treet: US	S 301					
Intersection Orientation:					hrs): 0.2						
Vehicle Volumes ar	nd Adjustme	nts									
Major Street		Northbound					Southboo	und			
Movement	1	2	3		4		5			6	
	L	Т	R	/	L	/	Т			R	
Volume (veh/h)		403	13	1	18	1	1240				
Peak-Hour Factor, PHF	1.00	0.85	0.85	5	0.85		0.85			1.00	
Hourly Flow Rate, HFR (veh/h)	0	474	15		21	,	1458			0	
Percent Heavy Vehicles	0				5						
Median Type		Raised curb /			- 1						
RT Channelized			0			_/		,		0	
Lanes	0	2 /	0 1		2	,		0			
Configuration		T	TR		L		T				
Upstream Signal		0 -			0						
Minor Street		Eastbound			Westbound			- 10			
Movement	7	8	9		10		11			12	
	L	T	R		10	/	Т		R 15		
Volume (veh/h) Peak-Hour Factor, PHF	1.00	1.00	1.00	,	0.85	1	1.00		0.85		
Hourly Flow Rate, HFR (veh/h)	0	0	0		11		0			17	
Percent Heavy Vehicles	0	0	0		16		0			16	
Percent Grade (%)		0			,,,		0		70		
Flared Approach		T N		West III.			N				
Storage		0					0				
RT Channelized	+	<del>                                     </del>	0					-		0	
_anes	0	0	0		0		0	1		0	
Configuration		0	+ -		U_		LR	1			
Delay, Queue Length, a	nd Lovel of Car	nvico							5805		
	Northbound	Southbound		Westbo	und			Eastb	ound		
Approach Movement				8		9	10	1	11	12	
	1	4	7			,	10			12	
_ane Configuration		L		LR				-		-	
/ (veh/h)		21		28							
C (m) (veh/h)		1050		436				-			
ı/c		0.02		0.06				-		-	
95% queue length		0.06		0.21							
Control Delay (s/veh)		8.5		13.8							
_OS		Α		В							
Approach Delay (s/veh)	<del></del>		a massama#331	13.8	nen ber 40 mwe 22		ALEXAND ADMINIS				
Approach LOS				В							

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		O-WAY STOP	001111					
General Information	n		Site	Inform	nation			
Analyst	MMA		Inters	Intersection		US 301 & CR 579		
Agency/Co.	AIM ENG: SURVEYI	INEERING & 'NG	Juriso	Jurisdiction Analysis Year		FDOT 2020		
Date Performed	8/24/2015		Allaly	1313 1 Ca	I	2020		
Analysis Time Period	AM BUILE							08355 1075 1075
Project Description US		JDY				a summer at a		
East/West Street: CR 5					Street: US 301			
ntersection Orientation:			Study	Period	(hrs): 0.25			
Vehicle Volumes ar	nd Adjustme	nts						
Major Street		Northbound				Southbo	und	
Movement	1 2 3 4		5		6			
	L	T	R		L	T	_,	R
Volume (veh/h)		328	42		106	980		
Peak-Hour Factor, PHF	1.00	0.85	0.8	5 '	0.85	0.85	_	1.00
Hourly Flow Rate, HFR veh/h)	0	385	49	).	124	1152		0
Percent Heavy Vehicles	0				5			
Median Type		Raised curb			d curb 🕺			
RT Channelized			0				,	0
_anes	0	2	0	0 1		2 /		0
Configuration		T /	TR L		7			
Jpstream Signal		0			0			
/linor Street		Eastbound				Westbound		
Movement	7	8	9		10	11		12
	L	Т	R		L	Т		R
/olume (veh/h)					24			35
Peak-Hour Factor, PHF	1.00	1.00	1.0	0	0.85	1.00		0.85
Hourly Flow Rate, HFR veh/h)	0	0	0		28	0		41
Percent Heavy Vehicles	0	0	1 0		17	0		17
Percent Grade (%)		0				0		
Flared Approach		T N	1			N		
Storage		0	1		t since	0		
		+ 0	+			"		
RT Channelized		+ -	0			-		0
anes	0	0	0		1 /	0		1 ' R '
Configuration					<u>L</u>			K
Delay, Queue Length, a				STATE OF	•			•
pproach	Northbound	Southbound	-	Westbound		40	Eastbou	
Novement	1	4	7	8	9	10	11	12
ane Configuration		L	L	-	R			
(veh/h)		124	28		41			
(m) (veh/h)		1101	241		775			
/c		0.11	0.12		0.05			
5% queue length		0.38	0.39		0.17			
Control Delay (s/veh)		8.7	21.9		9.9			
OS		A	C		A		1	
		100,000		110			L	
Approach Delay (s/veh)				14.8	<u>.</u>			
pproach LOS				В				

	TWO	D-WAY STOP	CONTRO	OL SU	MMARY							
General Information	1		Site Ir	Site Information								
Analyst Agency/Co. Date Performed	SURVEYI	AIM ENGINEERING & SURVEYING 8/24/2015				US 301 & STACY RD FDOT 2020						
Analysis Time Period					1. 303			- W				
Project Description US East/West Street: STAC		JDY	North/South Street: US 301									
Intersection Orientation:			Study Period (hrs): 0.25									
Vehicle Volumes ar		ite										
Major Street	iu Aujusunei	Northbound				Southbou	ınd					
Movement	1	2	3		4	5		6				
Wordmone	L/	†	R	7	L /	Т		R /				
Volume (veh/h)	0	284	73	//	15	858		0 /				
Peak-Hour Factor, PHF	0.85	0.85	0.85		0.85	0.85		0.85				
Hourly Flow Rate, HFR (veh/h)	0	334	85		17	1009		0				
Percent Heavy Vehicles	0				5							
Median Type		The second second		Raised	curb /			-4-4				
RT Channelized					/		/	0				
Lanes	1	2	1-/		1	2 ′		0',				
Configuration	L	T	R	1	L	T		TR				
Upstream Signal		0				0						
Minor Street		Eastbound	9			Westbou	nd					
Movement	7				10	11		12				
	L	T	R /		L	T		R				
Volume (veh/h)	0	0 /	0		215	0	7	7				
Peak-Hour Factor, PHF	0.85	0.85	0.85		0.85	0.85		0.85				
Hourly Flow Rate, HFR (veh/h)	0	0	0	/	252	0		8				
Percent Heavy Vehicles	0 /	0	0		4	0		0				
Percent Grade (%)		0				0						
Flared Approach		N				N						
Storage		0				0						
RT Channelized			0					0				
Lanes	0	1	0		1	1		0				
Configuration		LTR			L			TR				
Delay, Queue Length, a												
Approach	Northbound	Southbound	Ņ	Vestbo			Eastboun	-				
Movement	1	4	7	8	9	10	11	12				
_ane Configuration	L	L	L		TR		LTR					
/ (veh/h)	0	17	252		8		0					
C (m) (veh/h)	695	1115	357		882	2						
v/c	0.00	0.02	0.71		0.01							
95% queue length	0.00	0.05	5.17		0.03	18 18						
Control Delay (s/veh)	10.20.00		36.0		9.1							
LOS	BA	A	E		A							
Approach Delay (s/veh)			_	35.2								
Approach LOS				E								
approacti LOS						1						

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	TW	O-WAY STOP	CONTR	OL SUN	MARY				
General Informatio	n		Site I	nforma	tion				
Analyst Agency/Co. Date Performed Analysis Time Period	MMA AIM ENG SURVEY 8/24/2015 AM BUIL	5	Jurisdi	Intersection Jurisdiction Analysis Year			US 301 & MCINTOSH FDOT 2020		
Project Description Us	S 301 PD&E ST	UDY	L	W K 200-104-11					
East/West Street: MCII			North/S	South Stre	eet: US 301				
Intersection Orientation:	North-South		Study F	Period (hr	rs): 0.25				
Vehicle Volumes a	nd Adjustme	nts							
Major Street		Northbound				Southbou	ınd		
Movement	1	2	3		4	5		6	
	L	Т	R	/	L	Т	/	R	
Volume (veh/h)		273	13	/	76	841	/		
Peak-Hour Factor, PHF	1.00	0.85	0.85	10	0.85	0.85		1.00	
Hourly Flow Rate, HFR (veh/h)	0	321	15		89	989		0	
Percent Heavy Vehicles	0				5				
Median Type		<del>- 1</del>		Raised c	eurb *	77.500			
RT Channelized			0		1 /			0	
Lanes	0	2 /				2 /		0	
Configuration		T /	TR		L ′	<i>T '</i>			
Jpstream Signal		0	1			0			
Minor Street		Eastbound				Westbou	nd	- 10	
Movement	7	8	9		10 L	11_		12	
	L	Т	R	K		T		R	
Volume (veh/h)	100	100	100		16	4.00		33 ″	
Peak-Hour Factor, PHF Hourly Flow Rate, HFR	1.00	1.00	1.00		0.85	1.00		0.85 /	
(veh/h)	0	0	0		18	0		38	
Percent Heavy Vehicles	0	0	0		5 /	0		5 ′	
Percent Grade (%)		0				0			
Flared Approach		N				Ν			
Storage	- A8	0				0			
RT Channelized			0					0	
_anes	0	0	0		1	0		1	
Configuration					L	**************************************		R /	
Delay, Queue Length, a	and Level of Se	rvice							
Approach	Northbound	Southbound	\	Vestbour	nd	E	Eastbound	d	
Movement	1	4	7	8	9	10	11	12	
ane Configuration		L	L		R				
/ (veh/h)		89	18		38				
C (m) (veh/h)		1199	331		865				
//c		0.07	0.05		0.04				
		0.07	0.03		0.04	7- 0-2			
95% queue length									
Control Delay (s/veh)		8.2	16.5	2000	9.4			-	
_OS		Α	С		A	324 7			
Approach Delay (s/veh)				11.7					
Approach LOS				В					

	TW	O-WAY STOP	CONTR	OL SUN	MARY					
General Informatio	Site I	nforma	tion							
Analyst	MMA	MMA		ection		115 301 8	EV RD			
Agency/Co.	AIM ENG SURVEY	INEERING & ING	Jurisdi			US 301 & HARNEY RI FDOT				
Date Performed	08/24/201		Allalys	ois i cai		2020				
Analysis Time Period	PM BUILL					-				
Project Description US		UDY	- 1							
ast/West Street: HAR			North/South Street: US 301 Study Period (hrs): 0.25							
ntersection Orientation:			Study	Period (ni	rs): 0.25					
/ehicle Volumes a	<u>nd Adjustme</u>									
/lajor Street		Northbound	1 0			Southbou	ind			
Movement	1 1	2 T	3 R		4	5 T		6 R		
/olume (veh/h)	L L	1219	31	-	5 /	413		- R		
Peak-Hour Factor, PHF	1.00	0.88	0.88		0.88	0.88	/	1.00		
Hourly Flow Rate, HFR										
veh/h)	0	1385	35		5	469		0		
Percent Heavy Vehicles	0				5					
/ledian Type				Raised c	urb (		Company of the contract of the	353005		
RT Channelized	30 338 8		0					0		
anes	0	2	0	/	1	2 ′/		0		
Configuration		Τ	TR		L	T '				
Jpstream Signal		0				0				
linor Street		Eastbound				Westbou	nd			
Novement	7	8	9		10	11		12		
	L	T	T R		L	Т		R		
/olume (veh/h)					3			38		
Peak-Hour Factor, PHF	1.00	1.00	1.00		0.88	1.00		0.88 /		
lourly Flow Rate, HFR veh/h)	0	0	0		3	0		43		
Percent Heavy Vehicles	0	0	0		0	0		0		
ercent Grade (%)		0			1 200	0				
lared Approach		N				N				
Storage		0			100 000	0				
RT Channelized			0					0		
anes	0	0	0		0	0 ′		0		
Configuration						LR				
elay, Queue Length, a	nd Level of Se	rvice								
pproach	Northbound	Southbound	1	Vestbour	nd	E	astbou	nd		
Novement	1	4	7	8	9	10	11	12		
ane Configuration		L		LR						
(veh/h)		5		46						
(m) (veh/h)		460		395				_		
/c		0.01		0.12				_		
5% queue length	61 - 47-	0.03		0.39	-			+		
control Delay (s/veh)		12.9		15.3						
os		В		С		1				
pproach Delay (s/veh)				15.3						
pproach LOS	-		C							

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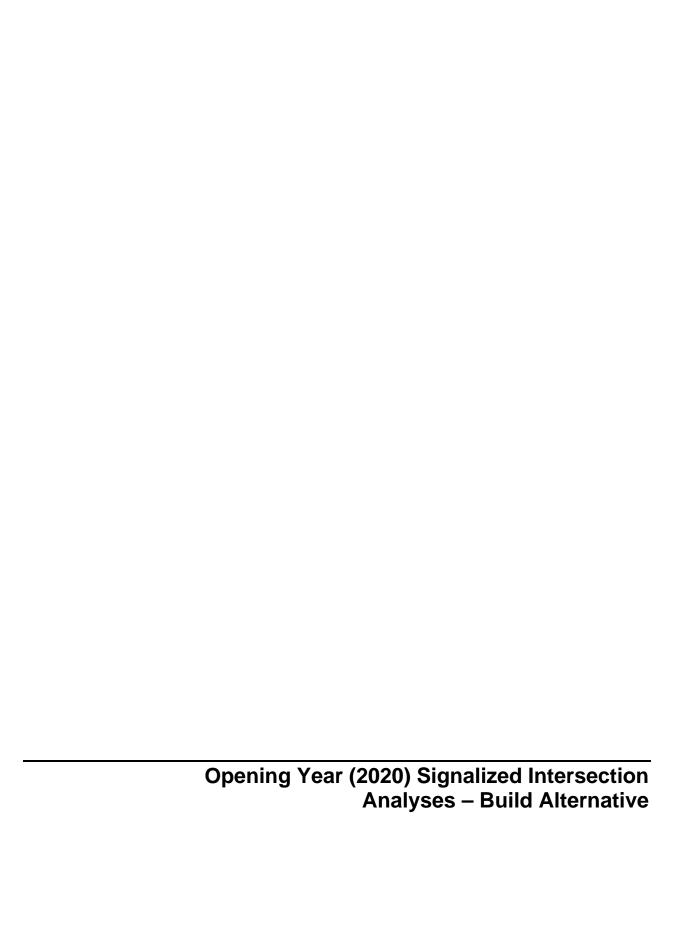
General Information			Site In	formati	ion						
Analyst Agency/Co. Date Performed	MMA		VEERING & Intersection		IOII	US 301 & CR 579 FDOT 2020					
Analysis Time Period	PM BUILI	D									
Project Description US	301 PD&E ST	UDY									
East/West Street: CR 57			North/South Street: US 301								
Intersection Orientation:	North-South		Study P	eriod (hrs	s): 0.25						
Vehicle Volumes an	d Adjustme	nts									
Major Street		Northbound				Southbou	ınd				
Movement	1	2	3		4	5		6			
	L	T 966	R	_	44	319	<i>d</i>	R			
Volume (veh/h) Peak-Hour Factor, PHF	1.00	966	38 0.88	-	0.88	0.88	-	1.00			
Hourly Flow Rate, HFR (veh/h)	0	1097	43		50	362		0			
Percent Heavy Vehicles	0				5						
Median Type			7, 1040	Raised cu	ırb 🗇						
RT Channelized			0		1023			0			
Lanes	0	2 /	0 *		1	2 ′		0			
Configuration		T	TR	7	L	T '					
Upstream Signal	0					0					
Minor Street		Eastbound				Westbou	nd				
Movement	7	8	9		10	11		12			
	L	Т	R		L	Т		R			
Volume (veh/h)					50			121			
Peak-Hour Factor, PHF	1.00	1.00	1.00		0.88	1.00		0.88 ^			
Hourly Flow Rate, HFR (veh/h)	0	0	0		56	0		137			
Percent Heavy Vehicles	0	0	0		1 /	0	175	1			
Percent Grade (%)		0				0					
Flared Approach		N			3	N					
Storage		0				0					
RT Channelized			0			_		0			
Lanes	0	0	0		1 5	0		1			
Configuration	<u> </u>				L			R			
Delay, Queue Length, ar											
Approach	Northbound	Southbound	-	Vestboun			Eastbound	200			
Movement	1	4	7	8	9	10	11	12			
Lane Configuration		L	L		R			-			
v (veh/h)		50	56		137						
C (m) (veh/h)		592	222		522						
v/c		0.08	0.25		0.26						
95% queue length		0.28	0.97		1.04						
Control Delay (s/veh)		11.6	26.6		14.3						
_os	998 - 10 - 10 - 10 - 10 - 10 - 10 - 10 - 1	В	D		В						
Approach Delay (s/veh)	=			17.9	•			-			
Approach LOS	220			С							

	TWC	-WAY STOP	CONTR	OL SU	MMARY						
General Information	Site Information										
Analyst	MMA	MMA				US 301 & STACY RD					
Agency/Co.  Date Performed	SURVEYIN 08/24/2015	AIM ENGINEERING & SURVEYING 08/24/2015		ection iction sis Year		FDOT 2020					
Analysis Time Period	PM BUILD							w3			
Project Description US East/West Street: STAC		DY	North/South Street: US 301								
Intersection Orientation:			Study Period (hrs): 0.25								
			otady.	enea (	ereseledades						
<b>Vehicle Volumes ar</b> Major Street	lu Aujusunen	Northbound			A CONTRACTOR OF THE PARTY OF TH	Southbou	ınd				
Movement	1	2	3		4	5		6			
	Ĺ	<del>-</del> <del>-</del> -	R		Ĺ	T		R			
Volume (veh/h)	2	804	268		11	279	/	2 /			
Peak-Hour Factor, PHF	0.88	0.88	0.88	3 -	0.88	0.88	*	0.88			
Hourly Flow Rate, HFR (veh/h)	2	913	304		12	317		2			
Percent Heavy Vehicles	0		-		5						
Median Type			-	Raised	curb (						
RT Channelized			0					0			
Lanes	1	1 2			1 ′	2 ′		0			
Configuration	L /	T	R		L /	T		TR _			
Jpstream Signal		0	1			0					
Minor Street		Eastbound				Westbou	nd				
Movement	7	8	9		10	11_		12			
	L	T	R	,	L	T_		R			
Volume (veh/h)	1	1	9		78	0		36			
Peak-Hour Factor, PHF	0.88	0.88	0.88		0.88	0.88	<del></del>	0.88			
Hourly Flow Rate, HFR (veh/h)	1	1	10		88	0		40			
Percent Heavy Vehicles	0 /	0	0 /		1	0		1			
Percent Grade (%)		0				0					
Flared Approach		N				N					
Storage	1700	0				0		*			
RT Channelized			0					0			
Lanes	0	1/	0		1	1		0 "			
Configuration		LTR			L L			TR <			
Delay, Queue Length, a											
Approach	Northbound	Southbound	,	Westbou			Eastbound	T			
Movement	1	4	7	8	9	10	11	12			
_ane Configuration	L	L	L		TR	7	LTR				
/ (veh/h)	2	12	88		40		12				
C (m) (veh/h)	1252	552	248		606		632				
v/c	0.00	0.02	0.35		0.07		0.02				
95% queue length	0.00	0.07	1.53		0.21		0.06				
Control Delay (s/veh)	7.9	11.7	27.3		11.4		10.8				
OS	A A	В	D D		В		В	+			
			<i>U</i>	22.3		10.8		1			
Approach Delay (s/veh)				22.3 C			B	(a) (b)			
Approach LOS				C TM	2//		D	water to the same			

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	TW	O-WAY STOR	CONTR	ROL SU	MMARY							
General Informatio				Site Information								
Analyst	MMA			& MCINI	MCINTOSH RD							
Agency/Co.		INEERING &	Intersection Jurisdiction			FDOT						
Date Performed	SURVEY 8/24/201:		Analy	sis Year		2020						
Analysis Time Period	PM BUIL											
Project Description US	W Distance Programme Control of the		1									
East/West Street: MCII		00,	North	/South Sti	Street: US 301							
Intersection Orientation:	North-South		Study	Period (h	nrs): 0.25							
Vehicle Volumes ar	nd Adiustme	nts										
Major Street		Northbound				Southbo	und					
Movement	1	2	] 3		4	5		6				
	L	T	F		L ,	Т		R				
Volume (veh/h)		816	42		53	253						
Peak-Hour Factor, PHF	1.00	0.88	0.8	8	0.88	0.88	-	1.00				
Hourly Flow Rate, HFR (veh/h)	0	927	47	7	60	287		0				
Percent Heavy Vehicles	0				5 ′	-						
Median Type				Raised	curb /	_						
RT Channelized			(	)				0				
Lanes	0	2 (	0		1 -			0				
Configuration		T		? "	L -	T	-					
Upstream Signal		0				0						
Minor Street	za Keniga	Eastbound				Westbou	und					
Movement	7				10	11		12				
	L	Т	R		L	T		R				
Volume (veh/h)		100	1.00		33	4.00		101				
Peak-Hour Factor, PHF	1.00	1.00	1.0	0	0.88	1.00		0.88				
Hourly Flow Rate, HFR (veh/h)	0	0	0		37	0		114				
Percent Heavy Vehicles	0	0	0		4	0		4				
Percent Grade (%)		0				0						
Flared Approach		N				N						
Storage		0	42			0						
RT Channelized			0					0				
Lanes	0	0	0	. 10	1	0		1				
Configuration					L			R				
Delay, Queue Length, a	nd Level of Se	rvice										
Approach	Northbound	Southbound	70	Westbou	nd		Eastbou	nd				
Movement	1	4	7	8	9	10	11	12				
Lane Configuration		L	L		R							
v (veh/h)		60	37		114							
C (m) (veh/h)		686	263		573							
v/c	100-00-	0.09	0.14		0.20							
95% queue length		0.29	0.48		0.74							
Control Delay (s/veh)		10.8	20.9		12.8							
LOS		В	C		B							
Approach Delay (s/veh)				14.8			L	1				
Approach LOS												
hphroach EOS			В			L						



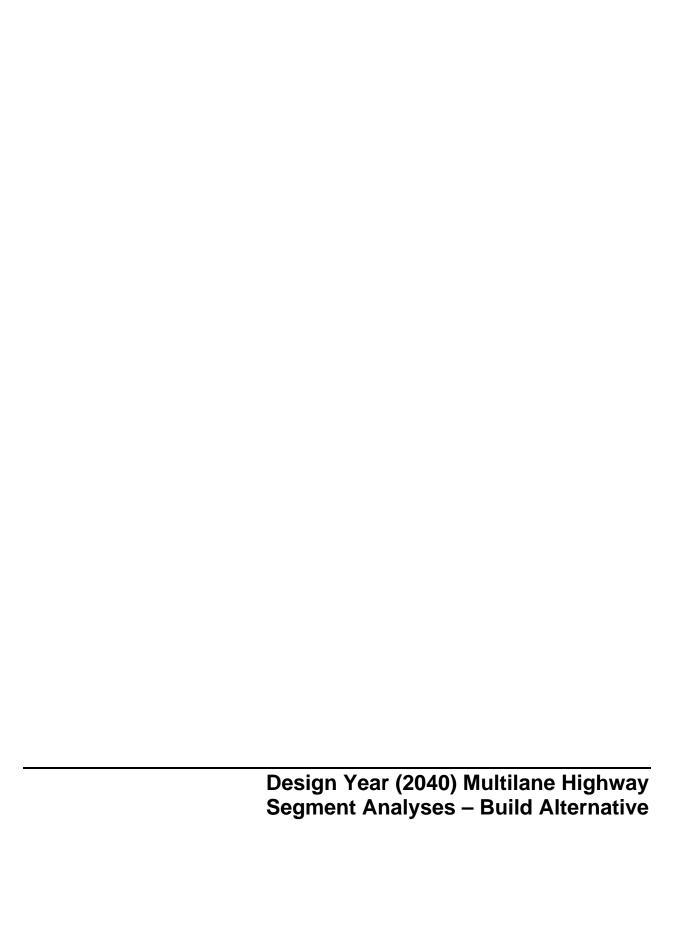
		НС	S 20	10 Sig	gnaliz	zed In	tersec	ctio	n Inp	ut [	ata					
Company				Cont.				200	11.							GEORG.
General Information Agency AIM ENGINEERING & SUF											on Inf	- 1	11	(BE)(S)		
Agency		AIM ENGINEERING	3 & SU						Duration, h 0.25				WAS MADE			<u> </u>
Analyst			-	-	-	7 0	2115	-	Туре		Other	r			2424115	
Jurisdiction	-	HILLSBOROUGH	-	-	Period		EAK HO	-	PHF		-	0.85				•
Intersection		US 301/FOWLER A	AVENUI	Analy	sis Yea	r OPEN 2020	VING YE	EAR	Anal	ysis F	eriod	1> 7:	00		5 † †	
File Name		US301_FOWLER A	AVE_20	20 AM_	BUILD.	xus									sia ir	<b>+</b>   7
Project Descrip	otion	US 301 PD&E STU	DY - F	OWLER	AVEN	JE TO F	UTURE	SR	56							
Demand Infor	mation				EB			10	/B			NB			SB	
Approach Move	-			L	T	T R	+-	-	T T	R	-	T	R	1	T	R
Demand (v), ve	D ANGELOWS			246		121		+	!	N.	50	207	K	L	785	K
Demand (v), ve	211/11	PARTY NAMED IN COLUMN		240		121			-		50	207			785	
Signal Informa	ation							T	-		1	233				
Cycle, s	100.0	Reference Phase	2	1	254	- F	E							V		~
Offset, s	0	Reference Point	End	Green		41.0	26.5	0.0	0 /	0.0	0.0		1	2	3	<b>Y</b> 4
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow		5.5	5.5	0.0		0.0	0.0	-				
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	2.0	2.0	0.0		0.0	0.0	7	5	6	7	8
																52248
Traffic Informa	ation				EB			WE	3			NB			SB	
Approach Move	-0.11			L	Т	R	L	Т	F	3	L	T	R	L	Т	R
Demand (v), ve	h/h			246		121	1822	213			50	207			785	
Initial Queue (C	Qb), veh/	h		0		0					0	0			0	
Base Saturation	n Flow F	Rate (s₀), veh/h		1900		1900	7/13/8/2				1900	1900			1900	
Parking (Nm), m	nan/h				None							None			None	
Heavy Vehicles	(PHV), 9	%		7		7					15	15			5	
Ped / Bike / RT	OR, /h										0	0	0	0	0	0
Buses (Nb), bus	ses/h			0		0					0	0			0	
Arrival Type (A7	Γ)			3		3					3	3			3	
Upstream Filter	ing (/)			1.00	10.30	1.00					1.00	1.00			1.00	0.65
Lane Width (W)	), ft			12.0		12.0					12.0	12.0			12.0	
Turn Bay Lengt	h, ft			560		560					440	0			0	
Grade (Pg), %				0		0					0	0			0	
Speed Limit, mi	/h			55		55					55	55			55	
Dhara Inform				EDI		EDT	MADI		MAIDT		NE		LIDT.	0.01		OPT
Phase Informa	Charles - Charles in Line	Dhana Calit		EBL	_	EBT	WBL	-	WBT	-	NBL	-	NBT	SBI		SBT
Yellow Change	THE RESERVE OF THE RE	or Phase Split, s		6.5	-	26.5				-	10.0		41.0		100	41.0
Red Clearance	-			5.5 2.0						-	5.5		5.5	1000000		5.5
Minimum Green				10				-			2.0		2.0			2.0
Start-Up Lost Ti	THE PERSON NAMED IN	The second secon		2.0	-			+		-	10		15			15
Extension of Eff				2.0	100		8.50 (17.00)				2.0		2.0			2.0
Wasan Cara	SEPARTIO 00	oreen (e), s		2.0							Mario Care St		- a	-		2.0
Passage (PT), s		Off							5.0	-	5.0			5.0		
Recall Mode		No		14.00				-	Off		Min			Min		
Dual Entry Walk (Walk) s		0.0							No		Yes	Barrier .		Yes		
Walk ( <i>Walk</i> ), s Pedestrian Clearance Time ( <i>PC</i> ), s		-							0.0		0.0			0.0		
redestrian Ciea	nance I	inie (PC), S	[560 SQL	0.0		BEST SERVICE	OTHER DESIGNATION OF THE PERSON  1000		100	0.0	335200	0.0	100000		0.0	
Multimodal Info	ormatio	n			EB			WB				NB			SB	
85th % Speed / Rest in Walk / Corner Radius		0	No	25	T	and the second second	T		0	No	25	0	No	25		
Walkway / Cross	swalk W	/idth / Length, ft		9.0	12	0			1 44		9.0	12	0	9.0	12	0
Street Width / Is	THE PERSON NAMED IN	Contraction of Contraction of Contraction (Contraction Contraction		0	0	No		-			0	0	No	0	0	No
Width Outside /	Bike La	ne / Shoulder, ft		12	5.0	2.0					12	5.0	2.0	12	5.0	2.0
Pedestrian Signal / Occupied Parking		No		0.50					No		).50	No		0.50		

## **HCS 2010 Signalized Intersection Results Summary General Information** 141-41-6 Intersection Information Agency AIM ENGINEERING & SURVEYING Duration, h 0.25 Analyst Analysis Date 8/31/2015 Area Type Other Jurisdiction HILLSBOROUGH CO. Time Period AM PEAK HOUR PHF 0.85 Intersection US 301/FOWLER AVENUE Analysis Year OPENING YEAR Analysis Period 1>7:00 File Name US301 FOWLER AVE 2020 AM BUILD.xus **Project Description** US 301 PD&E STUDY - FOWLER AVENUE TO FUTURE SR 56 **Demand Information** EB NB SB Approach Movement L T R L T L T R L T R Demand (v), veh/h 246 121 50 207 785 Signal Information Cycle, s 100.0 Reference Phase 24 Offset, s 0 Reference Point End Green 10.0 26.5 0.0 41.0 0.0 0.0 Uncoordinated Yes Simult. Gap E/W On Yellow 5.5 5.5 5.5 0.0 0.0 0.0 Force Mode Fixed Simult. Gap N/S On Red 2.0 2.0 2.0 0.0 0.0 0.0 **Timer Results EBL EBT** WBL **WBT** NBL **NBT** SBL SBT Assigned Phase 4 5 2 6 Case Number 9.0 1.0 4.0 8.3 Phase Duration, s 34.0 17.5 66.0 48.5 Change Period, (Y+Rc), s 7.5 7.5 7.5 7.5 Max Allow Headway (MAH), s 3.0 5.9 5.8 5.8 Queue Clearance Time (gs), s 9.1 3.8 5.5 23.6 Green Extension Time $(g_e)$ , s 0.8 0.1 12.9 9.1 Phase Call Probability 1.00 1.00 1.00 1.00 Max Out Probability 0.00 0.84 0.12 0 44 **Movement Group Results** EB WB NB SB Approach Movement L R L T R L T R L T R Assigned Movement 7 14 5 2 6 Adjusted Flow Rate (v), veh/h 289 142 59 244 924 Adjusted Saturation Flow Rate (s), veh/h/ln 1642 1505 1573 1573 1723 Queue Service Time $(g_s)$ , s 7.1 6.6 1.8 3.5 21.6 Cycle Queue Clearance Time (gc), s 7.1 6.6 1.8 3.5 21.6 Green Ratio (g/C) 0.26 0.37 0.53 0.58 0.41 Capacity (c), veh/h 870 549 333 1840 1413 Volume-to-Capacity Ratio (X) 0.259 0.333 0.177 0.132 0.654 Available Capacity (ca), veh/h 870 549 333 1840 1413 Back of Queue (Q), veh/ln (50th percentile) 2.6 2.2 0.6 1.0 8.1 Queue Storage Ratio (RQ) (50th percentile) 0.12 0.10 0.04 0.00 0.00 Uniform Delay (d1), s/veh 29.6 22.3 14.6 9.3 23.8 Incremental Delay (d2), s/veh 0.1 0.1 0.5 0.1 1.5 Initial Queue Delay (d3), s/veh 0.0 0.0 0.0 0.0 0.0 Control Delay (d), s/veh 29.7 22.4 15.1 9.4 25.3 Level of Service (LOS) С C В C Α Approach Delay, s/veh / LOS 27.3 C 0.0 10.5 В 25.3 C Intersection Delay, s/veh / LOS 23.1 C **Multimodal Results** EB WB NB SB Pedestrian LOS Score / LOS 2.9 С 2.7 В 0.7 Α 2.4 В Bicycle LOS Score / LOS F 0.7 A 1.2

## **HCS 2010 Signalized Intersection Input Data General Information** J[4] 14 11 14 L Intersection Information Agency AIM ENGINEERING & SURVEYING 0.25 Duration, h Analyst Analysis Date 8/31/2015 Area Type Other Jurisdiction HILLSBOROUGH CO. Time Period PM PEAK HOUR PHF 0.88 US 301/FOWLER AVENUE Analysis Year Intersection OPENING YEAR Analysis Period 1>7:00 ጎተተ File Name US301 FOWLER AVE 2020 PM BUILD.xus **Project Description** US 301 PD&E STUDY - FOWLER AVENUE TO FUTURE SR 56 **Demand Information** EB WB NB SB Approach Movement R L T L T R L T R L T R Demand (v), veh/h 709 110 112 761 182 Signal Information Cycle, s 100.0 Reference Phase 5 V Offset, s 0 Reference Point End Green 10.0 38.0 29.5 0.0 0.0 0.0 Uncoordinated Yes Simult. Gap E/W On Yellow 5.5 5.5 5.5 0.0 0.0 0.0 Fixed Force Mode Simult. Gap N/S On Red 2.0 2.0 2.0 0.0 0.0 0.0 **Traffic Information** EB WB NB SB Approach Movement L T R L Т R L T R T R Demand (v), veh/h 709 110 112 761 182 Initial Queue (Qb), veh/h 0 0 0 0 0 1900 1900 Base Saturation Flow Rate (so), veh/h 1900 1900 1900 Parking (Nm), man/h None None None Heavy Vehicles (PHV), % 3 3 5 5 5 Ped / Bike / RTOR, /h 0 0 0 0 0 0 Buses (Nb), buses/h 0 0 0 0 3 Arrival Type (AT) 3 3 3 3 Upstream Filtering (I) 1.00 1.00 1.00 1.00 1.00 Lane Width (W), ft 12.0 12.0 12.0 12.0 12.0 Turn Bay Length, ft 560 560 440 0 0 Grade (Pg), % 0 0 0 0 0 Speed Limit, mi/h 55 55 55 55 55 Phase Information **EBL EBT** WBI **WBT NBL NBT** SBL SBT Maximum Green (Gmax) or Phase Split, s 29.5 10.0 48.0 38.0 Yellow Change Interval (Y), s 5.5 5.5 5.5 5.5 Red Clearance Interval (Rc), s 2.0 2.0 2.0 2.0 Minimum Green (Gmin), s 10 10 10 10 Start-Up Lost Time ( It), s 2.0 2.0 2.0 2.0 2.0 Extension of Effective Green (e), s 2.0 2.0 2.0 Passage (PT), s 2.0 2.0 2.0 2.0 Recall Mode Off Off Min Min **Dual Entry** No No Yes Yes Walk (Walk), s 0.0 0.0 0.0 0.0 Pedestrian Clearance Time (PC), s 0.0 0.0 0.0 0.0 **Multimodal Information** EB WB NB SB 85th % Speed / Rest in Walk / Corner Radius 0 No 25 0 No 25 0 No 25 Walkway / Crosswalk Width / Length, ft 9.0 12 0 9.0 12 0 9.0 12 0 Street Width / Island / Curb 0 0 No 0 0 No 0 0 No Width Outside / Bike Lane / Shoulder, ft 12 5.0 2.0 12 5.0 2.0 12 5.0 2.0 Pedestrian Signal / Occupied Parking No 0.50 No 0.50 No 0.50

0		The Real Property like	474.423	The state of			A STATE OF THE PARTY OF THE PAR		Les 4		dan I -			THE PARTY NAMED IN		
General Inform	nation	I.u. = =							-	-	tion Inf		on	_		
Agency		AIM ENGINEERING	3 & SUF			Ta ::			Duration, h 0.25							
Analyst				-		8/31/2	_		-	а Тур	е	Othe	Γ			
Jurisdiction		HILLSBOROUGH (		Time F			AK HO		PHF			0.88				
Intersection		US 301/FOWLER A	VENUE	Analys	is Year	OPEN 2020	ING YE	AR	Ana	lysis	Period	1> 7:	00			
File Name		US301 FOWLER	VF 202	O PM F	BUIL D V	-	-							$\dashv$	<u>ጎ</u> † 1	1 2
Project Descrip	tion	US 301 PD&E STU					UTURE	SR 5	56							in the state of
	BASS														0.0	
Demand Inform					EB	T		W	-		+	NB	77		SB	T
Approach Move	WILLIAM STORY			L	Т	R	<u>L</u>	1	+	R	L 140	T 704	F	L	T 100	-
Demand (v), ve	n/n		The same of	709		110		1	1		112	761			182	
Signal Informa	tion				ACCUSED NO.	1	1	7		A STREET					NAME OF TAXABLE PARTY.	
Cycle, s	100.0	Reference Phase	2		N. F.A.	Ψ EA	1							V		1
Offset, s	0	Reference Point	End		25	\ \bar{\bar{\bar{\bar{\bar{\bar{\bar{\bar	30.5	10.	$\square$	0.0	100		1	2	3	1
Uncoordinated	Yes	Simult. Gap E/W	On	Green Yellow	-	38.0 5.5	29.5 5.5	0.0		0.0	0.0	-				
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	2.0	2.0	0.0	-	0.0	0.0	7	5	6	7	
Timer Results				EBL		EBT	WBI	-	WE	3T	NBI	-	NBT	SI	3L	SB
Assigned Phase	9					4					5		2			6
Case Number						9.0					1.0		4.0			8.3
Phase Duration	CONTRACTOR STATE SALE					37.0		_			17.5	-	63.0			45.
Change Period,	the Control of the Co				THE REAL PROPERTY.	7.5					7.5	MATERIAL PROPERTY.	7.5			7.5
Max Allow Head						3.0					2.9		2.8	-		2.8
Queue Clearan					-	23.8					6.0		16.9			6.0
Green Extension Time (ge), s				1.3		_	************		0.1		2.3	-		2.3		
Phase Call Prob						1.00					1.00		1.00			1.0
Max Out Probal	ollity					0.30			988		0.24		0.00		SALES I	0.0
Movement Gro	up Res	ults			EB			WE				NB			SB	
Approach Move	-			L	Т	R	L	Т		R	L	Т	R	L	Т	
Assigned Move				7		14					5	2			6	
Adjusted Flow F	THE RESERVOIR	the state of the first and the state of the		806		125		VIII 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4			127	865			207	
AND DESCRIPTION OF THE PERSON		ow Rate (s), veh/h/ln		1706		1563					1723	1723			1723	
Queue Service	Time (g	/s), S		21.8		5.3					4.0	14.9			4.0	
Cycle Queue Cl	CONTRACTOR CONTRACTOR	e Time (g₅), s		21.8		5.3					4.0	14.9			4.0	_
Green Ratio (g/	-			0.30		0.40					0.50	0.55			0.38	
Capacity (c), ve	DESCRIPTION OF THE PARTY OF THE			1006		617					631	1912			1309	_
Volume-to-Capa	-			0.801		0.202			_		0.202	0.452		_	0.158	_
Available Capad	A STATE OF THE PARTY OF THE PAR			1006		617		-	1		631	1912	1857		1309	-
THE PERSON NAMED IN COLUMN	with the second of	n/ln (50th percentile)	CONTRACTOR OF THE PERSON NAMED IN	8.8		1.7					1.4	4.8			1.5	_
NAME OF TAXABLE PARTY OF TAXABLE PARTY.	VALUE OF THE OWNER, WHEN PERSON NAMED IN	RQ) (50th percentile	)	0.40		0.08					0.08	0.00	2.00		0.00	-
Uniform Delay (	_			32.5		19.9			-		13.7	13.2			20.4	-
Incremental Del		The second secon		4.3		0.1			-		0.1	0.1			0.0	1
Initial Queue De	_			0.0		0.0					0.0	0.0			0.0	-
Control Delay (d	NAME AND ADDRESS OF TAXABLE PARTY.	)		36.9		20.0					13.8	13.3		-	20.5	-
Level of Service	-	/		D		В					В	В	_			_
Approach Delay	Section in the last of the las	The second secon		34.6		C	0.0				13.3		В	20	.5	С
ntersection Del	ay, s/ve	n / LOS				23	.3	100			571111	7.40		С	N. Walter	315
Multimodal Res	sults				EB	WE TO		WB	55			NB			SB	
Pedestrian LOS	Score	/LOS		2.9	mindupstratio	С	2.7	T	В		0.7	T	Α	2.	4	В
	ore / LC	THE RESIDENCE OF REPORT OF THE PARTY OF THE	-			F		-	NAME OF TAXABLE PARTY.	-	1.3		Α	0.	THE RESERVE AND ADDRESS.	Α

## Design Year (2040) Build Alternative HCS Analyses and Queue Length Calculations



	II TH AND LICENAVANO	MODKQUEET/D:==-4:	on 1)
MIL	JLTILANE HIGHWAYS	WORKSHEET (Direction	on 1)
		Tunan di anti-	
General Information		Site Information	
Analyst	MMA AIM ENGINEERING &	Highway/Direction to Travel	US 301
Agency or Company	SURVEYING	From/To Jurisdiction	FOWLER AVE TO HARNEY RD FDOT
Date Performed	8/10/2015	Analysis Year	2040
Analysis Time Period Project Description US 301 PD	AM - BUILD		
Oper.(LOS)		es. (N)	 ☐ Plan. (vp)
Flow Inputs	L-1 D	C3. (14)	
Volume, V (veh/h)	2466	Peak-Hour Factor, PHF	0.92
AADT(veh/h)	2100	%Trucks and Buses, P <sub>T</sub>	5
Peak-Hour Prop of AADT (veh/d	)	%RVs, P <sub>R</sub>	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h) Driver Type Adjustment	1.00	Grade Length (mi) Up/Down %	0.00 0.00
Driver Type Aujustillerit	1.00	Number of Lanes	2
Calculate Flow Adjus	tments		
f <sub>p</sub>	1.00	E <sub>R</sub>	1.2
E <sub>T</sub>	1.5	f <sub>HV</sub>	0.976
Speed Inputs		Calc Speed Adj and I	FFS
Lane Width, LW (ft)	12.0		
Total Lateral Clearance, LC (ft)		f <sub>LW</sub> (mi/h)	0.0
Access Points, A (A/mi)	5	f <sub>LC</sub> (mi/h)	0.0
Median Type, M	Divided /	f <sub>A</sub> (mi/h)	1.3
FFS (measured)		f <sub>M</sub> (mi/h)	0.0
Base Free-Flow Speed, BFFS	55.0	FFS (mi/h)	53.8
Operations		Design	
-			
		Design (N)	
Operational (LOS)		Required Number of Lanes, N	
Flow Rate, v <sub>p</sub> (pc/h/ln)	1373	Flow Rate, v <sub>p</sub> (pc/h)	
Speed, S (mi/h)	55.0	Max Service Flow Rate (pc/h/ln)	
D (pc/mi/ln)	25.0	Design LOS	
LOS	С	_	
Bicycle Level of Service			

MU	JLTILANE HIGHWAYS	WORKSHEET(Directi	on 2)
ĪX			
<b>General Information</b>		Site Information	
Analyst Agency or Company Date Performed Analysis Time Period	MMA AIM ENGINEERING & SURVEYING 8/10/2015 AM - BUILD	Highway/Direction to Travel From/To Jurisdiction Analysis Year	US 301 FOWLER AVE TO HARNEY RD FDOT 2040
Project Description US 301 PD Oper.(LOS)		Des. (N)	☐ Plan. (vp)
Flow Inputs		500. (11)	
Volume, V (veh/h) AADT(veh/h) Peak-Hour Prop of AADT (veh/d Peak-Hour Direction Prop, D DDHV (veh/h)	** -/	Peak-Hour Factor, PHF %Trucks and Buses, P <sub>T</sub> %RVs, P <sub>R</sub> General Terrain: Grade Length (mi)	0.92 / 5 / 0 Level 0.00
Driver Type Adjustment  Calculate Flow Adjus	1.00	Up/Down % Number of Lanes	0.00
f <sub>p</sub>	1.00	E <sub>R</sub>	1.2
'p E <sub>T</sub>	1.5	f <sub>HV</sub>	0.976
Speed Inputs		Calc Speed Adj and	FFS
Lane Width, LW (ft) Total Lateral Clearance, LC (ft) Access Points, A (A/mi) Median Type, M FFS (measured)	12.0 / 12.0 / 5 / Divided /	f <sub>LW</sub> (mi/h) f <sub>LC</sub> (mi/h) f <sub>A</sub> (mi/h) f <sub>M</sub> (mi/h)	0.0 0.0 1.3 0.0
Base Free-Flow Speed, BFFS	55.0	FFS (mi/h)	53.8
Operations		Design	
Operational (LOS) Flow Rate, v <sub>p</sub> (pc/h/ln) Speed, S (mi/h) D (pc/mi/ln) LOS	739 55.0 13.4 B	Design (N) Required Number of Lanes, N Flow Rate, v <sub>p</sub> (pc/h) Max Service Flow Rate (pc/h/ln Design LOS	)
Bicycle Level of Service			
		1	

ML	JLTILANE HIGHWAYS	WORKSHEET(Direction	on 1)
ĪZ			
<b>General Information</b>		Site Information	
Analyst Agency or Company Date Performed Analysis Time Period	MMA AIM ENGINEERING & SURVEYING 8/10/2015 AM - BUILD	Highway/Direction to Travel From/To Jurisdiction Analysis Year	US 301 HARNEY RD TO CR 579 FDOT 2040
Project Description US 301 PL		)oo /NI\	□ Plan /vn)
Oper.(LOS)		Des. (N)	☐ Plan. (vp)
Flow Inputs  Volume, V (veh/h)  AADT(veh/h)  Peak-Hour Prop of AADT (veh/d)  Peak-Hour Direction Prop, D	2147	Peak-Hour Factor, PHF %Trucks and Buses, P <sub>T</sub> %RVs, P <sub>R</sub> General Terrain:	0.92 5 0 Level
DDHV (veh/h) Driver Type Adjustment	1.00	Grade Length (mi) Up/Down % Number of Lanes	0.00 0.00 2
Calculate Flow Adjus	tments		
f <sub>p</sub> E <sub>T</sub>	1.00 1.5	E <sub>R</sub> f <sub>HV</sub>	1.2 0.976
Speed Inputs		Calc Speed Adj and I	FFS
Lane Width, LW (ft) Total Lateral Clearance, LC (ft) Access Points, A (A/mi) Median Type, M FFS (measured)	12.0 12.0 1 Divided	f <sub>LW</sub> (mi/h)  f <sub>LC</sub> (mi/h)  f <sub>A</sub> (mi/h)  f <sub>M</sub> (mi/h)	0.0 0.0 0.3 0.0
Base Free-Flow Speed, BFFS	55.0	FFS (mi/h)	54.8
Operations		Design	
Operational (LOS) Flow Rate, v <sub>p</sub> (pc/h/ln) Speed, S (mi/h) D (pc/mi/ln) LOS	1196 55.0 21.7 C	Design (N) Required Number of Lanes, N Flow Rate, v <sub>p</sub> (pc/h) Max Service Flow Rate (pc/h/ln) Design LOS	
Bicycle Level of Service			

Ī		AYS WORKSHEET(Dire	,
General Information		Site Information	
Analyst Agency or Company Date Performed Analysis Time Period Project Description US 301 PD	MMA AIM ENGINEERING & SURVEYING 8/10/2015 AM - BUILD	Highway/Direction to Trave From/To Jurisdiction Analysis Year	US 301 HARNEY RD TO CR 579 FDOT 2040
Oper.(LOS)	DAL STODT	Des. (N)	☐ Plan. (vp)
Flow Inputs			
Volume, V (veh/h)  AADT(veh/h)  Peak-Hour Prop of AADT (veh/d  Peak-Hour Direction Prop, D  DDHV (veh/h)  Driver Type Adjustment	1156	Peak-Hour Factor, PHF %Trucks and Buses, P <sub>T</sub> %RVs, P <sub>R</sub> General Terrain: Grade Length (mi) Up/Down % Number of Lanes	0.92 5 0 Level 0.00 0.00
Calculate Flow Adjus	tments	Number of Earlos	
f <sub>p</sub> E <sub>T</sub>	1.00 1.5	E <sub>R</sub> f <sub>HV</sub>	1.2 0.976
Speed Inputs		Calc Speed Adj a	nd FFS
Lane Width, LW (ft) Total Lateral Clearance, LC (ft) Access Points, A (A/mi) Median Type, M FFS (measured) Base Free-Flow Speed, BFFS	12.0 / 12.0 / 1 / Divided /	f <sub>LW</sub> (mi/h) f <sub>LC</sub> (mi/h) f <sub>A</sub> (mi/h) f <sub>M</sub> (mi/h) FFS (mi/h)	0.0 0.0 0.3 0.0 54.8
Operations		Design	
Operational (LOS) Flow Rate, v <sub>p</sub> (pc/h/ln) Speed, S (mi/h) D (pc/mi/ln) LOS	643 55.0 11.7 B	Design (N)  Required Number of Lanes Flow Rate, v <sub>p</sub> (pc/h)  Max Service Flow Rate (pc.  Design LOS	

ML	JLTILANE HIGHWAYS	WORKSHEET(Direction	on 1)
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<b>General Information</b>		Site Information	
Analyst Agency or Company Date Performed Analysis Time Period Project Description US 301 PE	MMA AIM ENGINEERING & SURVEYING 8/10/2015 AM - BUILD D&E STUDY	Highway/Direction to Travel From/To Jurisdiction Analysis Year	US 301 CR 579 TO STACY FDOT 2040
Oper.(LOS)		Des. (N)	Plan. (vp)
Flow Inputs			
Volume, V (veh/h)  AADT(veh/h)  Peak-Hour Prop of AADT (veh/d)  Peak-Hour Direction Prop, D	2211	Peak-Hour Factor, PHF %Trucks and Buses, P <sub>T</sub> %RVs, P <sub>R</sub> General Terrain:	0.92 5 0 Level
DDHV (veh/h) Driver Type Adjustment	1.00	Grade Length (mi) Up/Down % Number of Lanes	0.00 0.00 2
Calculate Flow Adjus	tments		
f <sub>p</sub>   E <sub>T</sub>	1.00 1.5	E <sub>R</sub> f <sub>HV</sub>	1.2 0.976
Speed Inputs		Calc Speed Adj and	FFS
Lane Width, LW (ft) Total Lateral Clearance, LC (ft) Access Points, A (A/mi) Median Type, M FFS (measured)	1 Divided	f <sub>LW</sub> (mi/h)  f <sub>LC</sub> (mi/h)  f <sub>A</sub> (mi/h)  f <sub>M</sub> (mi/h)  FFS (mi/h)	0.0 0.0 0.3 0.0 54.8
Base Free-Flow Speed, BFFS	55.0		04.0
Operations		Design (N)	
Operational (LOS) Flow Rate, v <sub>p</sub> (pc/h/ln) Speed, S (mi/h) D (pc/mi/ln) LOS	1231 55.0 22.4 C	Required Number of Lanes, N Flow Rate, v <sub>p</sub> (pc/h) Max Service Flow Rate (pc/h/ln) Design LOS	
Bicycle Level of Service			

ML	ILTILANE HIGHWAYS	WORKSHEET(Direction	on 2)
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General Information		Site Information	
Analyst Agency or Company Date Performed Analysis Time Period Project Description US 301 PD	MMA AIM ENGINEERING & SURVEYING 8/10/2015 AM - BUILD  0&E STUDY	Highway/Direction to Travel From/To Jurisdiction Analysis Year	US 301 CR 579 TO STACY FDOT 2040
Oper.(LOS)		Pes. (N)	☐ Plan. (vp)
Flow Inputs			
Volume, V (veh/h) AADT(veh/h) Peak-Hour Prop of AADT (veh/d)	1191	Peak-Hour Factor, PHF %Trucks and Buses, P <sub>T</sub> %RVs, P <sub>R</sub>	0.92 5 / 0
Peak-Hour Direction Prop, D DDHV (veh/h) Driver Type Adjustment	1.00	General Terrain: Grade Length (mi) Up/Down % Number of Lanes	Level 0.00 0.00 2
Calculate Flow Adjus	tments		
f <sub>p</sub> E <sub>T</sub>	1.00 1.5	E <sub>R</sub> f <sub>HV</sub>	1.2 0.976
Speed Inputs		Calc Speed Adj and	FFS
Lane Width, LW (ft) Total Lateral Clearance, LC (ft) Access Points, A (A/mi) Median Type, M FFS (measured)	12.0 / 12.0 / 1 / Divided	f <sub>LW</sub> (mi/h)  f <sub>LC</sub> (mi/h)  f <sub>A</sub> (mi/h)  f <sub>M</sub> (mi/h)	0.0 0.0 0.3 0.0
Base Free-Flow Speed, BFFS	55.0	FFS (mi/h)	54.8
Operations		Design	
Operational (LOS) Flow Rate, v <sub>p</sub> (pc/h/ln) Speed, S (mi/h) D (pc/mi/ln) LOS	663 55.0 12.1 B	Design (N) Required Number of Lanes, N Flow Rate, v <sub>p</sub> (pc/h) Max Service Flow Rate (pc/h/ln) Design LOS	
Bicycle Level of Service			

MU	JLTILANE HIGHWAYS	WORKSHEET(Direction	on 1)
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<b>General Information</b>		Site Information	
Analyst Agency or Company Date Performed Analysis Time Period Project Description US 301 PE	MMA AIM ENGINEERING & SURVEYING 8/10/2015 AM - BUILD D&E STUDY	Highway/Direction to Travel From/To Jurisdiction Analysis Year	US 301 STACY RD TO MCINTOSH RD FDOT 2040
Oper.(LOS)		Des. (N)	☐ Plan. (vp)
Flow Inputs			
Volume, V (veh/h)  AADT(veh/h)  Peak-Hour Prop of AADT (veh/d)  Peak-Hour Direction Prop, D	1638	Peak-Hour Factor, PHF %Trucks and Buses, P <sub>T</sub> %RVs, P <sub>R</sub> General Terrain:	0.92 5 0 Level
DDHV (veh/h) Driver Type Adjustment	1.00	Grade Length (mi) Up/Down % Number of Lanes	0.00 0.00 2
Calculate Flow Adjus		_	
f <sub>p</sub>	1.00	E <sub>R</sub>	1.2
E <sub>T</sub>	1.5	f <sub>HV</sub>	0.976
Speed Inputs		Calc Speed Adj and	FFS
Lane Width, LW (ft) Total Lateral Clearance, LC (ft) Access Points, A (A/mi) Median Type, M FFS (measured) Base Free-Flow Speed, BFFS	12.0 12.0 1 Divided	$f_{LW}$ (mi/h) $f_{LC}$ (mi/h) $f_A$ (mi/h) $f_M$ (mi/h) FFS (mi/h)	0.0 0.0 0.3 0.0 59.8
Operations		Design	
Operational (LOS) Flow Rate, v <sub>p</sub> (pc/h/ln) Speed, S (mi/h) D (pc/mi/ln) LOS	912 60.0 15.2 B	Design (N) Required Number of Lanes, N Flow Rate, v <sub>p</sub> (pc/h) Max Service Flow Rate (pc/h/ln) Design LOS	
Bicycle Level of Service			

MULTILANE HIGHWAYS WORKSHEET(Direction 2)					
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<b>General Information</b>		Site Information			
Analyst Agency or Company Date Performed Analysis Time Period Project Description US 301 PD	MMA AIM ENGINEERING & SURVEYING 8/10/2015 AM - BUILD D&F STUDY	Highway/Direction to Travel From/To Jurisdiction Analysis Year	US 301 STACY RD TO MCINTOSH RD FDOT 2040		
Oper.(LOS)		Des. (N)	☐ Plan. (vp)		
Flow Inputs					
Volume, V (veh/h) AADT(veh/h) Peak-Hour Prop of AADT (veh/d) Peak-Hour Direction Prop, D	882 /	Peak-Hour Factor, PHF %Trucks and Buses, P <sub>T</sub> %RVs, P <sub>R</sub> General Terrain:	0.92 5 0 Level		
DDHV (veh/h) Driver Type Adjustment	1.00	Grade Length (mi) Up/Down % Number of Lanes	0.00 0.00 2		
Calculate Flow Adjus	tments				
f <sub>p</sub>	1.00	$E_R$	1.2		
E <sub>T</sub>	1.5	f <sub>HV</sub>	0.976		
Speed Inputs		Calc Speed Adj and	FFS		
Lane Width, LW (ft) Total Lateral Clearance, LC (ft) Access Points, A (A/mi) Median Type, M FFS (measured) Base Free-Flow Speed, BFFS	12.0 / 12.0 1 / Divided 60.0	$f_{LW}$ (mi/h) $f_{LC}$ (mi/h) $f_A$ (mi/h) $f_M$ (mi/h) FFS (mi/h)	0.0 0.0 0.3 0.0 59.8		
Operations		Design			
Operational (LOS) Flow Rate, v <sub>p</sub> (pc/h/ln) Speed, S (mi/h) D (pc/mi/ln) LOS	491 60.0 8.2 A	Design (N) Required Number of Lanes, N Flow Rate, v <sub>p</sub> (pc/h) Max Service Flow Rate (pc/h/ln) Design LOS			
Bicycle Level of Service					

MI	JLTILANE HIGHWAYS	WORKSHEET(Direction	on 1)
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<b>General Information</b>		Site Information	
Analyst Agency or Company Date Performed Analysis Time Period Project Description US 301 PD	MMA AIM ENGINEERING & SURVEYING 8/10/2015 AM - BUILD D&E STUDY	Highway/Direction to Travel From/To Jurisdiction Analysis Year	US 301 MCINTOSH RD TO SR 56 FDOT 2040
Oper.(LOS)		es. (N)	☐ Plan. (vp)
Flow Inputs			
Volume, V (veh/h)  AADT(veh/h)  Peak-Hour Prop of AADT (veh/d)  Peak-Hour Direction Prop, D  DDHV (veh/h)	•	Peak-Hour Factor, PHF %Trucks and Buses, P <sub>T</sub> %RVs, P <sub>R</sub> General Terrain: Grade Length (mi)	0.92 5 0 Level 0.00
Driver Type Adjustment  Calculate Flow Adjus	1.00 /	Up/Down % Number of Lanes	0.00
	1.00	E <sub>R</sub>	1.2
f <sub>p</sub>   E <sub>T</sub>	1.5	f <sub>HV</sub>	0.976
Speed Inputs		Calc Speed Adj and I	
Lane Width, LW (ft)	12.0		
Total Lateral Clearance, LC (ft) Access Points, A (A/mi) Median Type, M FFS (measured)	v v	f <sub>LW</sub> (mi/h) f <sub>LC</sub> (mi/h) f <sub>A</sub> (mi/h) f <sub>M</sub> (mi/h)	0.0 0.0 0.5 0.0
Base Free-Flow Speed, BFFS	60.0	FFS (mi/h)	59.5
Operations		Design	
Operational (LOS) Flow Rate, v <sub>p</sub> (pc/h/ln) Speed, S (mi/h) D (pc/mi/ln) LOS	1070 60.0 17.8 B	Design (N) Required Number of Lanes, N Flow Rate, v <sub>p</sub> (pc/h) Max Service Flow Rate (pc/h/ln) Design LOS	
Bicycle Level of Service			

MU	ILTILANE HIGHWAYS	WORKSHEET(Direction	on 2)
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<b>General Information</b>		Site Information	
Analyst Agency or Company Date Performed Analysis Time Period Project Description US 301 PD	MMA AIM ENGINEERING & SURVEYING 8/10/2015 AM - BUILD 0&E STUDY	Highway/Direction to Travel From/To Jurisdiction Analysis Year	US 301 MCINTOSH RD TO SR 56 FDOT 2040
Oper.(LOS)	- W. 100 - 1	9es. (N)	☐ Plan. (vp)
Flow Inputs Volume, V (veh/h) AADT(veh/h)	1282	Peak-Hour Factor, PHF %Trucks and Buses, P <sub>T</sub>	0.92
Peak-Hour Prop of AADT (veh/d) Peak-Hour Direction Prop, D DDHV (veh/h) Driver Type Adjustment	1.00	%RVs, P <sub>R</sub> General Terrain: Grade Length (mi) Up/Down % Number of Lanes	0 Level 0.00 0.00 2
Calculate Flow Adjus	tments		
f <sub>p</sub> E <sub>T</sub>	1.00 1.5	E <sub>R</sub> f <sub>HV</sub>	1.2 0.976
Speed Inputs		Calc Speed Adj and I	FFS
Lane Width, LW (ft) Total Lateral Clearance, LC (ft) Access Points, A (A/mi) Median Type, M FFS (measured)	12.0 / 12.0 / 2 / Divided /	f <sub>LW</sub> (mi/h)  f <sub>LC</sub> (mi/h)  f <sub>A</sub> (mi/h)  f <sub>M</sub> (mi/h)  FFS (mi/h)	0.0 0.0 0.5 0.0 59.5
Base Free-Flow Speed, BFFS	60.0	Design	
Operations  Operational (LOS) Flow Rate, v <sub>p</sub> (pc/h/ln) Speed, S (mi/h) D (pc/mi/ln) LOS	714 60.0 11.9 B	Design  Design (N)  Required Number of Lanes, N  Flow Rate, v <sub>p</sub> (pc/h)  Max Service Flow Rate (pc/h/ln)  Design LOS	
Bicycle Level of Service			

AADT(veh/h) %Trucks and Buses, P <sub>T</sub> 5 / Peak-Hour Prop of AADT (veh/d) %RVs, P <sub>R</sub> 0 Peak-Hour Direction Prop, D DDHV (veh/h) Grade Length (mi) 0.00 Up/Down % 0.00 Number of Lanes 2  Calculate Flow Adjustments  f <sub>p</sub> 1.00 E <sub>R</sub> 1.2 E <sub>T</sub> 1.5 f <sub>HV</sub> 0.976  Speed Inputs  Calc Speed Adj and FFS  Lane Width, LW (ft) 12.0 f <sub>LW</sub> (mi/h) 0.0 Access Points, A (A/mi) 5 f <sub>LW</sub> (mi/h) 1.3 Median Type, M Divided FFS (measured) Base Free-Flow Speed, BFFS 55.0  Operations  Design  Design (N) Required Number of Lanes, N Flow Rate, v <sub>p</sub> (pc/h/ln) D (pc/mi/ln) 55.0 Max Service Flow Rate (pc/h/ln) D (pc/mi/ln) 25.0 D (pc/mi/ln) D (psign LOS)  Design LOS	MU	JLTILANE HIGHWAY	S WORKSHEET(Direct	ion 1)
Analyst AlM AlM ENGINEERING & SURVEYING AlM ENGINEERING & SURVEYING BATOLOGY Company SURVEYING & SURV	Ī⊠			
Agency or Company   All MENGINEERING & SURVEYING BY 1072015   Analysis Time Period   PM - BUILD   Analysis Time Period   PM - BUILD	General Information		Site Information	
□ Oper,(LOS)	Agency or Company Date Performed Analysis Time Period	AIM ENGINEERING & SURVEYING 8/10/2015 PM - BUILD	From/To Jurisdiction	FOWLER AVE TO HARNEY RD FDOT
Peak-Hour Factor, PHF   0.92	I de la companya della companya della companya de la companya della  D&E STUDY	75 AN		
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$		L	_I Des. (N)	∟ Pian. (vp)
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	Volume, V (veh/h) AADT(veh/h)	)	%Trucks and Buses, P <sub>T</sub> %RVs, P <sub>R</sub> General Terrain:  Grade Length (mi)  Up/Down %	5
	Calculate Flow Adjus	tments		
Lane Width, LW (ft) 12.0 $f_{LW}$ (mi/h) 0.0 Total Lateral Clearance, LC (ft) 12.0 $f_{LC}$ (mi/h) 0.0 Access Points, A (A/mi) 5 $f_{A}$ (mi/h) 1.3 Median Type, M Divided $f_{A}$ (mi/h) 0.0 FFS (measured) $f_{A}$ (mi/h) 53.8 $f_{A}$ (mi/h) 53.8 $f_{A}$ (mi/h) 53.8 $f_{A}$ (mi/h) 53.8 $f_{A}$ (mi/h) 53.8 $f_{A}$ (mi/h) 53.8 $f_{A}$ (mi/h) 53.8 $f_{A}$ (mi/h) 53.8 $f_{A}$ (mi/h) 53.8 $f_{A}$ (mi/h) 53.8 $f_{A}$ (mi/h) 53.8 $f_{A}$ (mi/h) 53.8 $f_{A}$ (mi/h) 53.8 $f_{A}$ (mi/h) 53.8 $f_{A}$ (mi/h) 53.8 $f_{A}$ (mi/h) 53.8 $f_{A}$ (mi/h) 64.1 $f_{A}$ (mi/h) 65.0				
Total Lateral Clearance, LC (ft) 12.0 $f_{LC}$ (mi/h) 0.0 Access Points, A (A/mi) 5 $f_{A}$ (mi/h) 1.3 Median Type, M Divided $f_{M}$ (mi/h) 0.0 FFS (measured) Base Free-Flow Speed, BFFS 55.0 $f_{M}$ Design $f_{M}$ (mi/h) 53.8 $f_{M}$ (mi/h) 53.8 $f_{M}$ (mi/h) $f_{M}$ (mi/h	Speed Inputs		Calc Speed Adj and	FFS
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	Access Points, A (A/mi) Median Type, M FFS (measured)	12.0 / 5 / Divided /	f <sub>LC</sub> (mi/h)  f <sub>A</sub> (mi/h)  f <sub>M</sub> (mi/h)	0.0 1.3 0.0
$\begin{array}{c ccccccccccccccccccccccccccccccccccc$	Operations		Design	
Bicycle Level of Service	Operational (LOS) Flow Rate, v <sub>p</sub> (pc/h/ln) Speed, S (mi/h) D (pc/mi/ln) LOS	55.0 25.0	Design (N)  Required Number of Lanes, N  Flow Rate, v <sub>p</sub> (pc/h)  Max Service Flow Rate (pc/h/ln	
1	Bicycle Level of Service			

MU	ILTILANE HIGHWAY	'S WORKSHEET(Directi	on 2)
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General Information		Site Information	
Analyst Agency or Company Date Performed Analysis Time Period Project Description US 301 PE	MMA AIM ENGINEERING & SURVEYING 8/10/2015 PM - BUILD	Highway/Direction to Travel From/To Jurisdiction Analysis Year	US 301 FOWLER AVE TO HARNEY RD FDOT 2040
Oper.(LOS)	[	Des. (N)	☐ Plan. (vp)
Flow Inputs			
Volume, V (veh/h)  AADT(veh/h)  Peak-Hour Prop of AADT (veh/d  Peak-Hour Direction Prop, D  DDHV (veh/h)  Driver Type Adjustment	1328	Peak-Hour Factor, PHF %Trucks and Buses, P <sub>T</sub> %RVs, P <sub>R</sub> General Terrain: Grade Length (mi) Up/Down %	0.92 5 0 Level 0.00 0.00
	-	Number of Lanes	2 -
Calculate Flow Adjus			
fp	1.00	E <sub>R</sub>	1.2
E <sub>T</sub>	1.5	f <sub>HV</sub>	0.976
Speed Inputs		Calc Speed Adj and	FFS
Lane Width, LW (ft) Total Lateral Clearance, LC (ft) Access Points, A (A/mi) Median Type, M FFS (measured) Base Free-Flow Speed, BFFS	12.0 / 12.0 / 5 / Divided /	f <sub>LW</sub> (mi/h)  f <sub>LC</sub> (mi/h)  f <sub>A</sub> (mi/h)  f <sub>M</sub> (mi/h)  FFS (mi/h)	0.0 0.0 1.3 0.0 53.8
Operations		Design	
Operational (LOS) Flow Rate, v <sub>p</sub> (pc/h/ln) Speed, S (mi/h) D (pc/mi/ln) LOS	739 55.0 13.4 B	Design (N) Required Number of Lanes, N Flow Rate, v <sub>p</sub> (pc/h) Max Service Flow Rate (pc/h/ln Design LOS	)
Bicycle Level of Service			
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MU	MULTILANE HIGHWAYS WORKSHEET(Direction 1)						
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General Information		Site Information					
Analyst Agency or Company Date Performed Analysis Time Period Project Description US 301 PD	MMA AIM ENGINEERING & SURVEYING 8/10/2015 PM - BUILD D&E STUDY	Highway/Direction to Travel From/To Jurisdiction Analysis Year	US 301 HARNEY RD TO CR 579 FDOT 2040				
Oper.(LOS)		Des. (N)	☐ Plan. (vp)				
Flow Inputs							
Volume, V (veh/h) AADT(veh/h) Peak-Hour Prop of AADT (veh/d Peak-Hour Direction Prop, D DDHV (veh/h)		Peak-Hour Factor, PHF %Trucks and Buses, P <sub>T</sub> %RVs, P <sub>R</sub> General Terrain: Grade Length (mi)	0.92 / 5 / 0 Level 0.00				
Driver Type Adjustment  Calculate Flow Adjus	1.00 '	Up/Down % Number of Lanes	0.00				
	1.00	F	1.2				
f <sub>p</sub> E <sub>⊤</sub>	1.5	E <sub>R</sub> f <sub>HV</sub>	0.976				
Speed Inputs		Calc Speed Adj and					
Lane Width, LW (ft) Total Lateral Clearance, LC (ft) Access Points, A (A/mi) Median Type, M	12.0 / 12.0 / 1 / Divided /	f <sub>LW</sub> (mi/h) f <sub>LC</sub> (mi/h) f <sub>A</sub> (mi/h)	0.0 0.0 0.3				
FFS (measured)		f <sub>M</sub> (mi/h) FFS (mi/h)	0.0 54.8				
Base Free-Flow Speed, BFFS	55.0 /		01.0				
Operations		Design					
Operational (LOS) Flow Rate, v <sub>p</sub> (pc/h/ln) Speed, S (mi/h) D (pc/mi/ln) LOS	1196 55.0 21.7 C	Design (N)  Required Number of Lanes, N  Flow Rate, v <sub>p</sub> (pc/h)  Max Service Flow Rate (pc/h/ln)  Design LOS					
Bicycle Level of Service							
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ML	JLTILANE HIGHWAYS	WORKSHEET(Direction	on 2)
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General Information		Site Information	
Analyst Agency or Company Date Performed Analysis Time Period Project Description US 301 PD	MMA AIM ENGINEERING & SURVEYING 8/10/2015 PM - BUILD	Highway/Direction to Travel From/To Jurisdiction Analysis Year	US 301 HARNEY RD TO CR 579 FDOT 2040
Oper.(LOS)		Des. (N)	☐ Plan. (vp)
Flow Inputs			
Volume, V (veh/h)  AADT(veh/h)  Peak-Hour Prop of AADT (veh/d Peak-Hour Direction Prop, D DDHV (veh/h)	1156	Peak-Hour Factor, PHF %Trucks and Buses, P <sub>T</sub> %RVs, P <sub>R</sub> General Terrain: Grade Length (mi)	0.92 5 0 0 Level 0.00
Driver Type Adjustment	1.00	Up/Down % Number of Lanes	0.00
Calculate Flow Adjus			
f <sub>p</sub>   E <sub>T</sub>	1.00 1.5	E <sub>R</sub> f <sub>HV</sub>	1.2 0.976
Speed Inputs		Calc Speed Adj and	FFS
Lane Width, LW (ft) Total Lateral Clearance, LC (ft) Access Points, A (A/mi) Median Type, M FFS (measured)	1 Divided	f <sub>LW</sub> (mi/h) f <sub>LC</sub> (mi/h) f <sub>A</sub> (mi/h) f <sub>M</sub> (mi/h)	0.0 0.0 0.3 0.0 54.8
Base Free-Flow Speed, BFFS	55.0	FFS (mi/h)	J4.0
Operations		Design	
Operational (LOS) Flow Rate, v <sub>p</sub> (pc/h/ln) Speed, S (mi/h) D (pc/mi/ln) LOS	643 55.0 11.7 B	Design (N) Required Number of Lanes, N Flow Rate, v <sub>p</sub> (pc/h) Max Service Flow Rate (pc/h/ln) Design LOS	
Bicycle Level of Service			
		1	

MU	MULTILANE HIGHWAYS WORKSHEET(Direction 1)				
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<b>General Information</b>		Site Information			
Analyst Agency or Company Date Performed Analysis Time Period Project Description US 301 PE	MMA AIM ENGINEERING & SURVEYING 8/10/2015 PM - BUILD D&F STUDY	Highway/Direction to Travel From/To Jurisdiction Analysis Year	US 301 CR 579 TO STACY FDOT 2040		
Oper.(LOS)		Des. (N)	☐ Plan. (vp)		
Flow Inputs		V 7	(TF)		
Volume, V (veh/h)  AADT(veh/h)  Peak-Hour Prop of AADT (veh/d)	2212	Peak-Hour Factor, PHF %Trucks and Buses, P <sub>T</sub> %RVs, P <sub>R</sub> General Terrain:	0.92 5 0 Level		
Peak-Hour Direction Prop, D DDHV (veh/h) Driver Type Adjustment	1.00	Grade Length (mi) Up/Down % Number of Lanes	0.00 0.00 2		
Calculate Flow Adjus	tments				
f <sub>p</sub> E <sub>T</sub>	1.00 1.5	E <sub>R</sub> f <sub>HV</sub>	1.2 0.976		
Speed Inputs		Calc Speed Adj and	FFS		
Lane Width, LW (ft) Total Lateral Clearance, LC (ft) Access Points, A (A/mi) Median Type, M FFS (measured) Base Free-Flow Speed, BFFS	12.0 12.0 1 Divided 55.0	$f_{LW} (mi/h)$ $f_{LC} (mi/h)$ $f_{A} (mi/h)$ $f_{M} (mi/h)$ FFS $(mi/h)$	0.0 0.0 0.3 0.0 54.8		
Operations		Design			
Operational (LOS) Flow Rate, v <sub>p</sub> (pc/h/ln) Speed, S (mi/h) D (pc/mi/ln) LOS	1232 55.0 22.4 C	Design (N)  Required Number of Lanes, N  Flow Rate, v <sub>p</sub> (pc/h)  Max Service Flow Rate (pc/h/ln)  Design LOS			
Bicycle Level of Service		1			
		1			

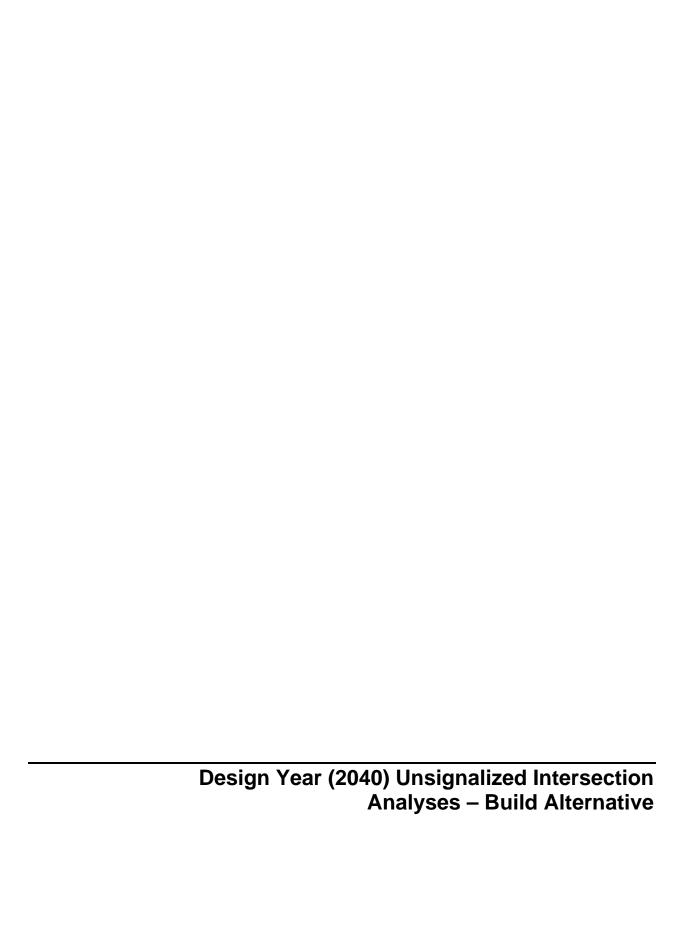
MU	MULTILANE HIGHWAYS WORKSHEET(Direction 2)					
<b>General Information</b>		Site Information				
Analyst MMA Agency or Company SURVEYING Date Performed 8/10/2015 Analysis Time Period PM - BUILD  Project Description US 301 PD&E STUDY		Highway/Direction to Travel From/To Jurisdiction Analysis Year	US 301 CR 579 TO STACY FDOT 2040			
Oper.(LOS)		Des. (N)	☐ Plan. (vp)			
Flow Inputs						
Volume, V (veh/h) AADT(veh/h) Peak-Hour Prop of AADT (veh/d) Peak-Hour Direction Prop, D DDHV (veh/h) Driver Type Adjustment	1195	Peak-Hour Factor, PHF %Trucks and Buses, P <sub>T</sub> %RVs, P <sub>R</sub> General Terrain: Grade Length (mi) Up/Down % Number of Lanes	0.92 5 0 Level 0.00 0.00			
Calculate Flow Adjus	tments					
f <sub>p</sub> E <sub>T</sub>	1.00 1.5	E <sub>R</sub> f <sub>HV</sub>	1.2 0.976			
Speed Inputs		Calc Speed Adj and	FFS			
Lane Width, LW (ft) Total Lateral Clearance, LC (ft) Access Points, A (A/mi) Median Type, M FFS (measured) Base Free-Flow Speed, BFFS	12.0 / 12.0 / 1 / Divided /	f <sub>LW</sub> (mi/h) f <sub>LC</sub> (mi/h) f <sub>A</sub> (mi/h) f <sub>M</sub> (mi/h) FFS (mi/h)	0.0 0.0 0.3 0.0 54.8			
Operations		Design				
Operational (LOS) Flow Rate, v <sub>p</sub> (pc/h/ln) Speed, S (mi/h) D (pc/mi/ln) LOS	665 55.0 12.1 B	Design (N) Required Number of Lanes, N Flow Rate, v <sub>p</sub> (pc/h) Max Service Flow Rate (pc/h/ln) Design LOS				
Bicycle Level of Service						
		1				

Analyst MMA Agency or Company SURVEYING Date Performed 8/10/2015 Analysis Time Period PM - BUILD  Project Description US 301 PD&E STUDY  Oper.(LOS)  Flow Inputs  Volume, V (veh/h) 1639 AADT(veh/h) Peak-Hour Prop of AADT (veh/d) %RVs, PR Peak-Hour Direction Prop, D DDHV (veh/h) Grade Le DTHY Calculate Flow Adjustments	ormation irection to Travel US 301
Analyst MMA Agency or Company SURVEYING Date Performed 8/10/2015 Analysis Time Period PM - BUILD  Project Description US 301 PD&E STUDY  Oper.(LOS)  Flow Inputs  Volume, V (veh/h) 1639 AADT(veh/h) Peak-Hour Prop of AADT (veh/d) %RVs, PR Peak-Hour Direction Prop, D DDHV (veh/h) Grade Le DTHY Calculate Flow Adjustments	
Agency or Company  Agency or Company  Date Performed  Analysis Time Period  Project Description  Oper.(LOS)  Flow Inputs  Volume, V (veh/h)  AADT(veh/h)  Peak-Hour Prop of AADT (veh/d)  Peak-Hour Direction Prop, D  DDHV (veh/h)  Driver Type Adjustment  AIM ENGINEERING & From/To  Jurisdiction Analysis Ye  From/To  Jurisdiction Analysis Ye  From/To  Jurisdiction Analysis Ye  From/To  Jurisdiction Analysis Ye  From/To  Jurisdiction Analysis Ye  From/To  Jurisdiction Analysis Ye  Peak-Hour  Peak-Hour  % RVs, P  General Ter  Grade  U  Number of Le  Calculate Flow Adjustments	rection to Travel US 301
Agency or Company  Date Performed  Analysis Time Period  Project Description  Oper.(LOS)  Flow Inputs  Volume, V (veh/h)  AADT(veh/h)  Peak-Hour Prop of AADT (veh/d)  Peak-Hour Direction Prop, D  DDHV (veh/h)  Driver Type Adjustment  AIM ENGINEERING & From/To Jurisdiction Analysis Yeal Analysis	
Date Performed 8/10/2015 Analysis Time Period PM - BUILD  Project Description US 301 PD&E STUDY  Oper.(LOS)  Flow Inputs  Volume, V (veh/h) 1639 AADT(veh/h) %Trucks an %RVs, PR Peak-Hour Prop of AADT (veh/d) %RVs, PR DDHV (veh/h) Grade Letter DDHV (veh/h) Univer Type Adjustment 1.00  Calculate Flow Adjustments	STACY RD TO MCINTOSH RD
Analysis Time Period PM - BUILD Project Description US 301 PD&E STUDY  Oper.(LOS) Des. (N)  Flow Inputs  Volume, V (veh/h) 1639 Peak-Hour AADT(veh/h) %Trucks an Peak-Hour Prop of AADT (veh/d) %RVs, PR Peak-Hour Direction Prop, D General Ter DDHV (veh/h) Grade Lead Duriver Type Adjustment 1.00 Number of Lead Calculate Flow Adjustments	
Oper.(LOS)  Flow Inputs  Volume, V (veh/h) 1639  AADT(veh/h) %Trucks an %RVs, PR  Peak-Hour Prop of AADT (veh/d) %RVs, PR  Peak-Hour Direction Prop, D General Ter  DDHV (veh/h) Grade Let  Number of L	2010
Flow Inputs  Volume, V (veh/h) 1639 Peak-Hour AADT(veh/h) %Trucks and Peak-Hour Prop of AADT (veh/d) %RVs, PR  Peak-Hour Direction Prop, D General Tel DDHV (veh/h) Grade Let DDHV (veh/h) Univer Type Adjustment 1.00 Number of the Calculate Flow Adjustments	
Volume, V (veh/h)  AADT(veh/h)  Peak-Hour Prop of AADT (veh/d)  Peak-Hour Direction Prop, D  DDHV (veh/h)  Driver Type Adjustment  Calculate Flow Adjustments  Peak-Hour Prop of AADT (veh/d)  %RVs, P <sub>R</sub> General Tell  U  Number of L	☐ Plan. (vp)
AADT(veh/h)  Peak-Hour Prop of AADT (veh/d)  Peak-Hour Direction Prop, D  DDHV (veh/h)  Driver Type Adjustment  Calculate Flow Adjustments  "Trucks an %Trucks an %RVs, P <sub>R</sub> General Ter  U  Number of L	
Peak-Hour Prop of AADT (veh/d) %RVs, P <sub>R</sub> Peak-Hour Direction Prop, D General Ter DDHV (veh/h) Grade Le Driver Type Adjustment 1.00 Number of L  Calculate Flow Adjustments	
Peak-Hour Direction Prop, D  DDHV (veh/h)  Driver Type Adjustment  1.00  Calculate Flow Adjustments  General Ter  Grade Le  Number of L	222 B
DDHV (veh/h)  Driver Type Adjustment  1.00  Grade Le  Number of L  Calculate Flow Adjustments	0 rrain: Level
Driver Type Adjustment 1.00 U Number of I Calculate Flow Adjustments	ength (mi) 0.00
Calculate Flow Adjustments	p/Down % 0.00
	Lanes 2
$f_p$ 1.00 $E_R$	1.2
E <sub>T</sub> 1.5 f <sub>HV</sub>	0.976
Speed Inputs Calc Sp	peed Adj and FFS
Lana (Middle L) M (f4)	0.0
Total Lateral Clearance J. C./ff) 12.0 /	
Access Points A (A/mi) 1	0.0
Median Type, M Divided f <sub>A</sub> (mi/h)	0.3
FFS (measured) f <sub>M</sub> (mi/h)	0.0
Base Free-Flow Speed, BFFS 60.0	59.8
Operations Design	
Design (N)	
Operational (LOS)  Required N	umber of Lanes, N
Flow Rate, v <sub>p</sub> (pc/h/ln) 913 Flow Rate,	
Speed, S (mi/h) 60.0 Max Service	e Flow Rate (pc/h/ln)
D (pc/mi/ln) 15.2 Design L OS	
LOS B	20
Bicycle Level of Service	
English Estat of Octables	

MU	JLTILANE HIGHWAYS	WORKSHEET(Direction	on 2)				
区							
<b>General Information</b>		Site Information					
Analyst Agency or Company Date Performed Analysis Time Period Project Description US 301 PE	MMA AIM ENGINEERING & SURVEYING 8/10/2015 PM - BUILD D&E STUDY	Highway/Direction to Travel From/To Jurisdiction Analysis Year	US 301 STACY RD TO MCINTOSH RD FDOT 2040				
Oper.(LOS)		Des. (N)	Plan. (vp)				
Flow Inputs Volume, V (veh/h) AADT(veh/h)	884	Peak-Hour Factor, PHF %Trucks and Buses, P <sub>T</sub>	0.92				
Peak-Hour Prop of AADT (veh/d Peak-Hour Direction Prop, D DDHV (veh/h) Driver Type Adjustment	1.00	%RVs, P <sub>R</sub> General Terrain: Grade Length (mi) Up/Down % Number of Lanes	0 Level 0.00 0.00 2				
Calculate Flow Adjus	stments						
f <sub>p</sub> E <sub>T</sub>	1.00 1.5	$E_R$ $f_HV$	1.2 0.976				
Speed Inputs		Calc Speed Adj and	FFS				
Lane Width, LW (ft) Total Lateral Clearance, LC (ft) Access Points, A (A/mi) Median Type, M FFS (measured)	12.0 12.0 1 Divided	f <sub>LW</sub> (mi/h)  f <sub>LC</sub> (mi/h)  f <sub>A</sub> (mi/h)  f <sub>M</sub> (mi/h)	0.0 0.0 0.3 0.0				
Base Free-Flow Speed, BFFS	60.0	FFS (mi/h)	59.8				
Operations		Design					
Operational (LOS) Flow Rate, v <sub>p</sub> (pc/h/ln) Speed, S (mi/h) D (pc/mi/ln) LOS	492 60.0 8.2 A	Design (N) Required Number of Lanes, N Flow Rate, v <sub>p</sub> (pc/h) Max Service Flow Rate (pc/h/ln) Design LOS					
Bicycle Level of Service							

MU	JLTILANE HIGHWAYS	WORKSHEET(Direction	on 1)			
逐		•				
General Information		Site Information				
Analyst Agency or Company Date Performed Analysis Time Period Project Description US 301 Pt	MMA AIM ENGINEERING & SURVEYING 8/10/2015 PM - BUILD D&E STUDY	Highway/Direction to Travel From/To Jurisdiction Analysis Year	US 301 MCINTOSH RD TO SR 56 FDOT 2040			
Oper.(LOS)		Pes. (N)	☐ Plan. (vp)			
Flow Inputs  Volume, V (veh/h)  AADT(veh/h)  Peak-Hour Prop of AADT (veh/d)  Peak-Hour Direction Prop, D  DDHV (veh/h)  Driver Type Adjustment  Calculate Flow Adjust  fp  ET  Speed Inputs  Lane Width, LW (ft)	1.00	Peak-Hour Factor, PHF %Trucks and Buses, P <sub>T</sub> %RVs, P <sub>R</sub> General Terrain: Grade Length (mi) Up/Down % Number of Lanes  E <sub>R</sub> f <sub>HV</sub> Calc Speed Adj and	0.92 / 5 / 0 Level 0.00 0.00 2 / 1.2 0.976 <b>FFS</b> 0.0			
Total Lateral Clearance, LC (ft) Access Points, A (A/mi) Median Type, M FFS (measured) Base Free-Flow Speed, BFFS	12.0 / 2 / Divided / 60.0 /	f <sub>LC</sub> (mi/h)  f <sub>A</sub> (mi/h)  f <sub>M</sub> (mi/h)  FFS (mi/h)	0.0 0.5 0.0 59.5			
Operations		Design				
Operational (LOS) Flow Rate, v <sub>p</sub> (pc/h/ln) Speed, S (mi/h) D (pc/mi/ln) LOS	1070 60.0 17.8 B	Design (N) Required Number of Lanes, N Flow Rate, v <sub>p</sub> (pc/h) Max Service Flow Rate (pc/h/ln) Design LOS				
Bicycle Level of Service						

MU	JLTILANE HIGHWAYS	WORKSHEET(Direction	on 2)
	2		
, 🔀			
		City Information	
General Information	MMA	Site Information	
Analyst	AIM ENGINEERING &	Highway/Direction to Travel From/To	US 301 MCINTOSH RD TO SR 56
Agency or Company	SURVEYING	Jurisdiction	FDOT
Date Performed Analysis Time Period	8/10/2015 PM - BUILD	Analysis Year	2040
Project Description US 301 PD	D&E STUDY		
Oper.(LOS)		es. (N)	☐ Plan. (vp)
Flow Inputs			
Volume, V (veh/h)	1282	Peak-Hour Factor, PHF	0.92
AADT(veh/h)		%Trucks and Buses, P <sub>T</sub>	5
Peak-Hour Prop of AADT (veh/d	)	%RVs, P <sub>R</sub> General Terrain:	0 Level
Peak-Hour Direction Prop, D DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
	×	Number of Lanes	2 /
Calculate Flow Adjus	tments		
f <sub>p</sub>	1.00	$E_R$	1.2
E <sub>T</sub>	1.5	f <sub>HV</sub>	0.976
Speed Inputs		Calc Speed Adj and	FFS
Lane Width, LW (ft)	12.0	f <sub>LW</sub> (mi/h)	0.0
Total Lateral Clearance, LC (ft)	12.0	f <sub>LC</sub> (mi/h)	0.0
Access Points, A (A/mi)	2	f <sub>A</sub> (mi/h)	0.5
Median Type, M	Divided <sup>*</sup>	1 50	0.0
FFS (measured)		f <sub>M</sub> (mi/h)	
Base Free-Flow Speed, BFFS	60.0	FFS (mi/h)	59.5
Operations		Design	
			*/
Operational (LOS)		Design (N)	
Operational (LOS)	714	Required Number of Lanes, N	
Flow Rate, v <sub>p</sub> (pc/h/ln)	60.0	Flow Rate, v <sub>p</sub> (pc/h)	
Speed, S (mi/h)	11.9	Max Service Flow Rate (pc/h/ln)	
D (pc/mi/ln)	В	Design LOS	
LOS	U		3.
Bicycle Level of Service			
		I	



	TW	O-WAY STOP	CONTRO	DL SUN	MMARY			
General Information	1		Site In	format	tion			
Analyst	MMA		Interse	Intersection		US 301 & HARNEY RD		
Agency/Co.		INEERING &		Jurisdiction		FDOT		
120 12	SURVEY	ING	Analysi			2040		
Date Performed Analysis Time Period	8/4/2015 AM - BUI	I D						
	Willey Art St. Committee C							
Project Description US East/West Street: HARI		UDT	North/S	outh Stre	eet: US 301			
Intersection Orientation:					rs): 0.25			- 100 ON ON ON
Vehicle Volumes ar		nte						
Major Street	la Aujustille	Northbound				Southbou	nd	
Movement	1	2	3		4	5		6
	L	T	R	,	L ,	Т	7	R
Volume (veh/h)		1082	20		113	2034		
Peak-Hour Factor, PHF	1.00	0.92	0.92 0.92		0.92	0.92		1.00
Hourly Flow Rate, HFR (veh/h)	0	1176	21	21 122		2210		0
Percent Heavy Vehicles	0				5			
Median Type				Raised c	urb 🗸			
RT Channelized		/	0	/	,			0
Lanes	0	2	0		1	2		0
Configuration		T	TR	or a	L	T		
Upstream Signal		0				0		
Minor Street		Eastbound 9 10			Westbou	nd		
Movement	7	7 8			10	11		12
	L	T	R		L	Т		R
Volume (veh/h)					14			74
Peak-Hour Factor, PHF	1.00	1.00	1.00		0.92	1.00		0.92
Hourly Flow Rate, HFR (veh/h)	0	0	0		15	0		80
Percent Heavy Vehicles	0	0	0		16	0		16
Percent Grade (%)		0				0		
Flared Approach		N			<i>(</i> 1	N		
Storage		0				0		
RT Channelized			0				1	0
Lanes	0	0	0		0	0 /	7	0
Configuration						LR		
Delay, Queue Length, a	nd Level of Se	rvice						
Approach	Northbound	Southbound	V	Vestbour	nd	E	astbou	
Movement	1	4	7	8	9	10	11	1
Lane Configuration		L		LR				
v (veh/h)		122		95				
C (m) (veh/h)		562		274			810 1 00	
v/c		0.22		0.35				
95% queue length		0.82		1.49				
Control Delay (s/veh)		13.2		25.0				
LOS		13.2 B		C C				
					3877 77 70			
Approach Delay (s/veh)	· · · · · · · · · · · · · · · · · · ·		25.0					

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	1 4 4 5	D-WAY STOP	CONTR	OL OU	IALIANALLI			
General Information			Site I	nforma	ation			
Analyst	MMA		Interse	ection		US 301 & CR 579		
Agency/Co.	SURVEYI	NEERING & NG	Jurisd	Jurisdiction Analysis Year		FDOT 2040		
Date Performed	8/4/2015		,,			2040		
Analysis Time Period	AM							
Project Description US 3		JDY		2 11 01	1 110 004			
East/West Street: CR 579					reet: US 301			
ntersection Orientation: /			Study	Periou (i	nrs): 0.25			
Vehicle Volumes and	Adjustmer					0 - 41-1-		
Major Street		Northbound	T 2		4	Southbo	una	6
Movement	1	2 T /	3 R		4 L	5 T		 R
Volume (veh/h)	<u>L</u>	1024	132	1	217	1994	7	11
Peak-Hour Factor, PHF	1.00	0.92	0.92		0.92	0.92	1	1.00
Hourly Flow Rate, HFR							2	
veh/h)	0	1113	143		235	2167		0
Percent Heavy Vehicles	0		- 5					
Median Type			Raised curb					
RT Channelized			0					0
anes	0	2 /	0	1	1 '	2	e de la companya della companya della companya de la companya della  0	
Configuration		T /	TR		L ′	T		
Jpstream Signal		0				0		
Minor Street		Eastbound				Westbou	ınd	
Movement	7	8	9		10	11		12
	L	Т	R		L	Т		R
/olume (veh/h)					153			167
Peak-Hour Factor, PHF	1.00	1.00	1.00		0.92	1.00		0.92
Hourly Flow Rate, HFR veh/h)	0	0	0		166	0		181
Percent Heavy Vehicles	0	0	0		17	0		17
Percent Grade (%)		0				0		
lared Approach	11,000,000	N			28 60 G	N		
Storage	0.000	0				0		
RT Channelized			0					0
anes	0	0	0		1	0		1
Configuration	000 00100				L			R
Delay, Queue Length, and	Level of Ser	vice						
	lorthbound	Southbound		Westbou	ınd		Eastbound	t
Movement	1	4	7	8	9	10	11	12
ane Configuration		L	L		R		~ ~	
(veh/h)		235	166		181			
C (m) (veh/h)		533	55		442			+
/c		0.44	3.02		0.41			+
		2.23	17.44		1.96			+
95% queue length								+
Control Delay (s/veh)		17.0	1068		18.7			-
.OS		С	F		С		<u> </u>	1
Approach Delay (s/veh)				520.6				
pproach LOS				F				

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General Information	1		Site In	nform	ation				
Analyst Agency/Co. Date Performed Analysis Time Period	MMA	NEERING & NG	Intersection Jurisdiction Analysis Year		US 301 & STACY RD FDOT 2040		RD		
Project Description US		IDV			- W				
East/West Street: STA		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	North/S	South S	treet: US 30	1			
Intersection Orientation:					hrs): 0.25				
Vehicle Volumes ar	nd Adjustme	nts							
Major Street		Northbound	Sec. ( ) The second second			Southbou	ınd		
Movement	1	2	3		4	5		6	
	L,	T	R	/	L _	T		R	
Volume (veh/h)	0 /	857	334		28	1610	-	0	
Peak-Hour Factor, PHF	0.92	0.92	0.92		0.92	0.92		0.92	
Hourly Flow Rate, HFR (veh/h)	0	931	363	363 30		1749		0	
Percent Heavy Vehicles	0				5				
Median Type				Raisea	curb				
RT Channelized			Το	T			***************************************	0	
Lanes	1 /	2	1		1	2 ′	7	0/	
Configuration	L	T 7	R		L	T		TR	
Upstream Signal		0				0			
Minor Street		Eastbound		Ť		Westbou	nd		
Movement	7	8	9		10	11		12	
WIO TO INTO INC	Ĺ	Т	R		L	Т	_	R	
Volume (veh/h)	0 /	0 /	0 601		0 '		25		
Peak-Hour Factor, PHF	0.92	0.92	0.92	0.92		0.92		0.92	
Hourly Flow Rate, HFR (veh/h)	0	0	0		653	0		27	
Percent Heavy Vehicles	0	0	0		4	0		0	
Percent Grade (%)		0				0	· · · · · · · · · · · · · · · · · · ·		
Flared Approach		N				N			
Storage		0				0		-	
RT Channelized			0		1000			0	
Lanes	0	1/	0		1	1		0	
Configuration		LTR	1		L www.	-		TR	
Delay, Queue Length, a	and Level of So								
Approach	Northbound	Southbound	· · · · · · · · · · · · · · · · · · ·	Westbo	und		Eastbound	- Constitution of the Cons	
Movement	1	4	7	8	9	10	11	12	
_ane Configuration	L	L	L		TR	1	LTR	†	
	0	30	653		27		0		
v (veh/h)		516	144		601			+	
C (m) (veh/h)	363				0.04	+		1	
//c	0.00	0.06	4.53	7.00					
95% queue length	0.00	0.18	67.27		0.14	-		-	
Control Delay (s/veh)	14.50.0	12.4	1652		11.3	1			
LOS	BA	В	F		В		<u> </u>		
Approach Delay (s/veh)				1587	7				
Approach LOS				F		1			

	TW	O-WAY STOP	CONTR	OL SU	MMARY							
General Information	n		Site I	Site Information								
Analyst	MMA		Interse	ection		US 301 & MCINTOSH RD						
Agency/Co.		AIM ENGINEERING & SURVEYING				FDOT 2040						
Date Performed	8/4/2015	Analys	sis Year		2040							
Analysis Time Period	AM	UDV										
Project Description US East/West Street: MCIN		UDY	North/9	South Str	root: 115 301							
Intersection Orientation:		100-1	North/South Street: US 301 Study Period (hrs): 0.25									
Vehicle Volumes ar		nte						T0:2107:510				
Major Street	id Adjustifie	Northbound				Southbo	und					
Movement	1	2	3		4	5		6				
	L	Т	R	1	L	Т	y	R				
Volume (veh/h)		835 ັ	47	V	327	1595						
Peak-Hour Factor, PHF	1.00	0.92	0.92	1	0.92	0.92		1.00				
Hourly Flow Rate, HFR (veh/h)	0				355	1733		0				
Percent Heavy Vehicles	0				5							
Median Type				Raised	curb 🗸 💮 💮	1						
RT Channelized			0	<i></i>			/	0				
Lanes	0				1 /	2		0				
Configuration		T	TR	1	L /	T	1					
Upstream Signal		0	1			0						
Minor Street		Eastbound				Westbou	und					
Movement	7	8	9		10	11		12				
	L	T	R		L	T		R 447				
Volume (veh/h)	1.00	1.00	1.00		0.92	1.00		0.92				
Peak-Hour Factor, PHF Hourly Flow Rate, HFR	1.00	1.00	1.00									
(veh/h)	0	0	0		46	0		485				
Percent Heavy Vehicles	0	0	0		5	0		5				
Percent Grade (%)		0	1				0					
Flared Approach		N				N		are de				
Storage		0				0						
RT Channelized			0					0				
Lanes	0	0	0		1 /	0		1				
Configuration					L /			R				
Delay, Queue Length, a												
Approach	Northbound	Southbound		Westbou	<del></del>		Eastbou	1				
Movement	1	4	7	8	9	10	11	12				
_ane Configuration		L	L		R							
/ (veh/h)		355	46		485							
C (m) (veh/h)		695	58		576							
//c		0.51	0.79		0.84	2000						
95% queue length		2.93	3.47		8.95							
Control Delay (s/veh)		15.5	176.5		36.0							
LOS		С	F		E							
Approach Delay (s/veh)				48.1								
Approach LOS				E				165				
Approach LOS	==			L								

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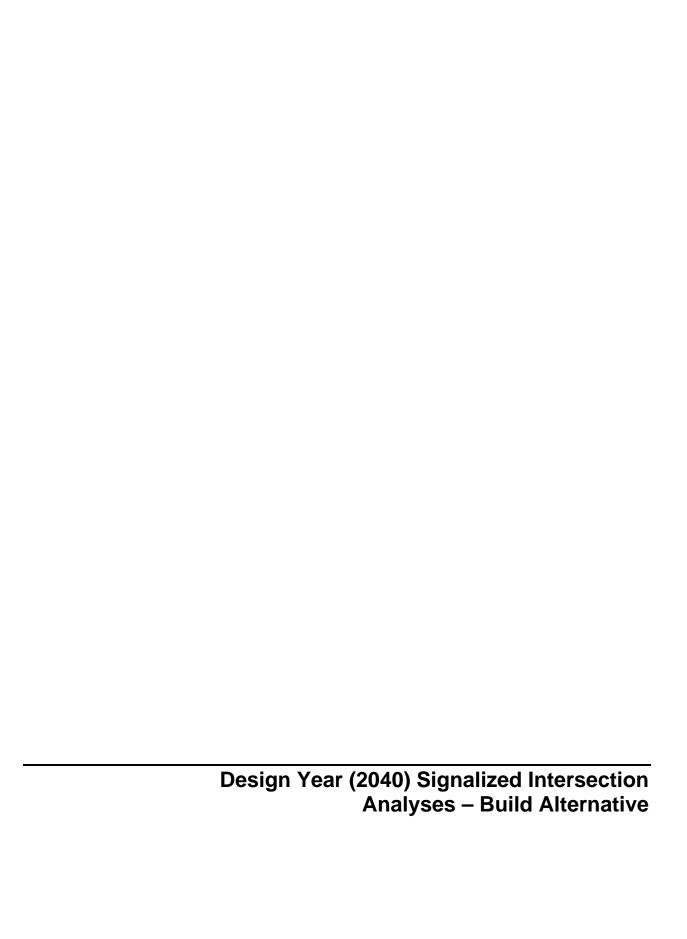
General Informatio	n		Site Information								
Analyst Agency/Co. Date Performed Analysis Time Period	MMA		Interse Jurisdi	ection		US 301 & HARNEY RI FDOT 2040					
Project Description US	S 301 PD&E ST	UDY					****				
East/West Street: HAR			North/South Street: US 301								
Intersection Orientation:	North-South		Study Period (hrs): 0.25								
Vehicle Volumes a	nd Adjustme	ents									
Major Street		Northbound				Southbo	und				
Movement	1	2	3		4	5		6			
	LL	T	R		L	T		R			
Volume (veh/h)	4.00	2034	51		74	1082	10	1.00			
Peak-Hour Factor, PHF	1.00	0.92	0.92		0.92	0.92		1.00			
Hourly Flow Rate, HFR (veh/h)	0	2210	55		80	1176		0			
Percent Heavy Vehicles	0				5						
Median Type				Raised cu							
RT Channelized			0					0			
Lanes	0	2	0		1	2		0			
Configuration		T	TR		L	T					
Upstream Signal		0	1			0					
Minor Street		Eastbound				Westbou	ınd				
Movement	7	8	9		10	11		12			
	L	T	R		L	T		R			
Volume (veh/h)					20			113			
Peak-Hour Factor, PHF	1.00	1.00	1.00		0.92	1.00		0.92			
Hourly Flow Rate, HFR (veh/h)	0	0	0		21	0		122			
Percent Heavy Vehicles	0	0	0		0	0		0			
Percent Grade (%)		0				0					
Flared Approach		N				N					
Storage		0				0					
RT Channelized			0					0			
Lanes	0	0	0		0	0		0			
Configuration						LR					
Delay, Queue Length, a	nd Level of Se	rvice									
Approach	Northbound	Southbound	V	Vestbound	d		Eastbound				
Movement	1	4	7	8	9	10	11	12			
_ane Configuration	***************************************	L		LR	<u> </u>			1			
/ (veh/h)	e 146 - Wi	80		143							
C (m) (veh/h)	e-3 55	213		160							
								+			
//C		0.38		0.89		100000000000000000000000000000000000000	A-08-6-03-6-	+			
95% queue length		1.64		6.34	-			-			
Control Delay (s/veh)		31.7		101.7	1			+			
_OS		D		F			<u> </u>	1			
Approach Delay (s/veh)				101.7	40.000						
Approach LOS	<del></del>			F		3658					

	TW	O-WAY STOP	CONTR	OL SUN	MARY			90000		
General Information	1		Site II	nforma	tion		(			
Analyst	MMA		Interse	ection		US 301 & CR 579				
Agency/Co.	AIM ENG SURVEY	INEERING & ING	Jurisdi	ction		FDOT				
Date Performed	8/4/2015	,,,,	Analys	is Year		2040				
Analysis Time Period	PM									
	301 PD&E ST	UDY		2-200						
East/West Street: CR 5			North/S	South Stre	eet: US 301					
ntersection Orientation:	North-South		Study F	Period (hi	rs): 0.25					
Vehicle Volumes ar	nd Adjustme	nts								
Major Street		Northbound				Southboo	und			
Movement	1	2	3		4	5		6		
	L	T	R	/	L	T	-	R		
/olume (veh/h)		1994	153		167	1024		1.00		
Peak-Hour Factor, PHF	1.00	0.92	0.92		0.92	0.92	_	1.00		
Hourly Flow Rate, HFR veh/h)	0	2167	166		181	1113		0		
Percent Heavy Vehicles	0			Raised o	5 /					
Median Type		-								
RT Channelized			0					0		
_anes	0	2 ′	0	/	1	2		0		
Configuration		T	TR		L	'	2000	11 1404		
Jpstream Signal		0				0				
Minor Street		Eastbound				Westbou	ınd			
Movement	7	8	9		10	11		12		
	L	Т	R		L	T		R		
/olume (veh/h)					132	4.00		217		
Peak-Hour Factor, PHF	1.00	1.00	1.00		0.92	1.00		0.92		
Hourly Flow Rate, HFR (veh/h)	0	0	0		143	0		235		
Percent Heavy Vehicles	0	0	0		1	0		1		
Percent Grade (%)		0	_		-200					
lared Approach		N				N				
Storage		0				0				
RT Channelized			0					0		
_anes	0	0	0	700 E	1 4	0		1		
Configuration	7935	199 Co. 10 10 10 10 10 10 10 10 10 10 10 10 10		£	L			R		
Delay, Queue Length, a	nd Level of Se	rvice								
Approach	Northbound	Southbound		Westbou	nd		Eastbound	d		
Movement	1	4	7	8	9	10	11	12		
_ane Configuration		L	L		R					
/ (veh/h)		181	143		235					
C (m) (veh/h)		200	21		236					
//c		0.90	6.81		1.00					
	_	7.14	18.20		9.33			1		
95% queue length										
Control Delay (s/veh)		89.9	2978		102.0		-			
_OS		F	F		F		l			
Approach Delay (s/veh)				1190						
Approach LOS			F							

Page 1 of 1

	1 44	O-WAY STOF	See Sections							
General Informatio	n		Site I	nforn	nation				100 000	
Analyst	MMA		Inters	ection			US 301 & STACY RD			
Agency/Co.		INEERING &	Jurisdiction				FDOT			
17	SURVEY	ING		sis Yea	ır		2040			
Date Performed	8/4/2015 PM		$-\parallel$							
Analysis Time Period		1101								
Project Description USE ast/West Street: STA		UDY	North/	South 9	Street: U	\$ 201				
ntersection Orientation:	THE RESERVE AND ADDRESS OF THE PERSON NAMED IN				(hrs): 0					
		4-	Jolddy	Crioa	(1113). 0					
Vehicle Volumes a	na Aajustme						Southbou	ınd		
Major Street  Movement	1 1	Northbound 2	3		4		5	ind	6	
viovement	<del>                                     </del>	T	R		1		T	-	R	
Volume (veh/h)	2	1610	601		25		857		2	
Peak-Hour Factor, PHF	0.92	0.92	0.92	?	0.92		0.92		0.92	
Hourly Flow Rate, HFR	2	1749	653		27		931		2	
veh/h)		1749	000				931			
Percent Heavy Vehicles	0				5					
Median Type				Raise	d curb					
RT Channelized			0	0					0	
anes	1	2	1		1		2		0	
Configuration	L	T	R		L		T		TR	
Jpstream Signal		0					0			
Minor Street		Eastbound	M11.5%				Westbou	nd		
Movement	7	8	9		10		11		12	
	L	Т	R		334		Т		R	
/olume (veh/h)	1	1	8				0		28	
Peak-Hour Factor, PHF	0.92	0.92	0.92	?	0.92		0.92		0.92	
Hourly Flow Rate, HFR veh/h)	1	1	8		363		0		30	
Percent Heavy Vehicles	0	0	0		1		0	1		
Percent Grade (%)		0					0			
Flared Approach		N					Ν			
Storage		0					0			
RT Channelized			0						0	
_anes	0	1	0		1		1		0	
Configuration		LTR			L				TR	
Delay, Queue Length, a	and Level of Se	ervice			10000					
Approach	Northbound	Southbound		Westbo	ound		E	Eastboun	d	
Movement	1	4	7	8		9	10	11	12	
ane Configuration	L	L	Ĺ		_	R		LTR		
(veh/h)	2	27	363		3	-		10	1	
(veri/ii) C (m) (veh/h)	742	188	72		35	-		191	+	
/c	0.00	0.14	5.04		0.0			0.05	_	
				-				0.03	_	
95% queue length	0.01	0.49	39.80	-	0.2				+	
Control Delay (s/veh)	9.9	27.3	1934		16	-		24.9	-	
.OS	Α	D	F			;		С		
Approach Delay (s/veh)				178	8			24.9		
Approach LOS				F				C		

		O-WAY STOP										
General Information	n		Site Ir	te Information								
Analyst	MMA		Interse	Intersection			US 301 & MCINTOSH					
Agency/Co.	AIM ENG SURVEY	INEERING & ING	Jurisdio Analysi			FDOT 2040						
Date Performed	8/4/2015		Allalysi	is i cai		2040						
Analysis Time Period	PM											
Project Description US		UDY										
East/West Street: MCIN			North/South Street: US 301									
ntersection Orientation:	North-South		Study Period (hrs): 0.25									
Vehicle Volumes ar	nd Adjustme											
Vlajor Street		Northbound	T			Southbou	ınd					
Movement	1	2	3		4	5		6				
	L	T	R	V	L	T	No.	R				
Volume (veh/h)	100	1595	44	Jan 18 18 18 18 18 18 18 18 18 18 18 18 18	445	837 0.92	7	1.00				
Peak-Hour Factor, PHF	1.00	0.92	0.92		0.92							
Hourly Flow Rate, HFR (veh/h)	0	1733	47		483	909		0				
Percent Heavy Vehicles	0				5							
Median Type				Raised (	curb 🖊							
RT Channelized				0				0				
_anes	0	2 /	0 ~		1	2		0				
Configuration		T '	TR	part .	L	T						
Jpstream Signal		0				0						
Vinor Street		Eastbound				Westbou	nd					
Movement	7	8	9		10	11		12				
	L	T	R		L	Т		R				
/olume (veh/h)					47 ~			327				
Peak-Hour Factor, PHF	1.00	1.00	1.00		0.92	1.00		0.92				
Hourly Flow Rate, HFR (veh/h)	О	0	0		51	0		355				
Percent Heavy Vehicles	0	0	0		4	0		4				
Percent Grade (%)		0				0						
Flared Approach		N			3.0	N						
Storage		0				. 0						
RT Channelized			0		(Marke) - A			0				
_anes	0	0	0		1 -	0		1				
Configuration	+		+		1			R				
Delay, Queue Length, a	and Lovel of So	rvice										
Approach	Northbound	Southbound	V	Vestbou	ınd	Ī	Eastboun	d				
Movement	1	4	7	8	9	10	11	1:				
_ane Configuration	·	L	L		R							
v (veh/h)		483	51		355							
	*	332			335							
C (m) (veh/h)					1.06							
//c	1.45											
95% queue length		25.88			12.86							
Control Delay (s/veh)		250.7			102.0							
_OS		F			F							
Approach Delay (s/veh)		% <b>4-</b>										
Approach LOS												



		НС	S 20	10 Sig	ınaliz	ed Int	tersec	tio	n Inp	out	Data					
																OC THEO
General Inform	nation	<b>~</b>							-			ormatio	on	_		<b>P</b> (4
Agency		AIM ENGINEERING	3 & SU						Duration, h 0.25							N.
Analyst				-	THE PARTY IN	8/31/2			Area Type Other							3. 3. 3. 4. 4.
Jurisdiction		HILLSBOROUGH (	OR NOW THE REAL PROPERTY.	Time F	Marita de la companya del companya del la companya del companya de la companya de la companya de la companya de la companya de la companya de la companya de la companya del companya de la companya del la companya de la companya del la companya del la companya de la companya de la companya de la companya de la companya del la	THE REAL PROPERTY AND ADDRESS OF THE PERSON NAMED AND ADDRESS	EAK HC		PHF			0.92				<del>0</del>
Intersection		US 301/FOWLER A	VENUE	JE Analysis Year DESIGN YEAR 2040						ysis	Period	1> 7:0	00		ካተተ	
File Name		US301_FOWLER A	VE_20	40 AM_	BUILD	.xus									nantisis:	t r
Project Descrip	tion	US 301 PD&E STU	DY - FO	OWLER	AVENU	JE TO F	UTURE	SR	56							
Demand Inform	-				EB				VB	-	-	NB	-	1000	SB	T =
AND DESCRIPTION OF THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUM	Approach Movement			L	T	R	L	+	<u> </u>	R	L-L	T	R	L	T	R
Demand (v), ve	h/h			621		423	1			-	104	932			1502	
Signal Informa	ation			100000000000000000000000000000000000000	1				1000000		No. of Concession,					
Cycle, s	110.0	Reference Phase	2	1	h. 15:4	Ψ 55.40	1							N		~
Offset, s	0	Reference Point	End		20	12	Я						1	2	3	4
Uncoordinated	Yes	Simult. Gap E/W	On	Green Yellow		52.5	25.0	0.		0.0	0.0					
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	5.5	5.5	0.		0.0	0.0	7	5	•	7	8
T GICC WOOL	TIXCU	Cilitate Cap 14/C	HAMI	Titou	12.0	Mail of	12.0									
Traffic Informa	ation				EB			WI	В			NB			SB	
Approach Movement			L	Т	R	L	Т		R	L	T	R	L	Т	R	
Demand (v), veh/h			621		423	100				104	932			1502		
Initial Queue (Qb), veh/h				0	7 200	0		SENSENSE SE		OPP APPOR	0	0		1	0	
	Base Saturation Flow Rate (so), veh/h			1900	15 321	1900				1	1900	1900		10195	1900	
Parking (Nm), m	CONTRACTOR OF THE PERSON	(11),			None							None			None	
Heavy Vehicles		%		7	State of	7					5	5			5	12000
Ped / Bike / RT											0	0	0	0	0	0
Buses (N <sub>b</sub> ), bus				0		0					0	0		100.00	0	
Arrival Type (A)	CONTRACTOR OF THE PARTY OF			3		3					3	3			3	
Upstream Filter	-			1.00	11000	1.00	7.00				1.00	1.00			1.00	
Lane Width (W	THE RESERVE OF THE PERSON		5 00 5 L	12.0		12.0		-			12.0	12.0			12.0	
Turn Bay Lengt				560		560					440	0			0	
Grade (Pg), %				0		0					0	0			0	
Speed Limit, mi	i/h			55		55	1	EWA			55	55		1000	55	
TOUR BEHAVE OF					Sec. 1	MA THE	No.		BIS			BALLEY	MARK	THE R	ALCONOMIC TO A STATE OF THE PARTY OF THE PAR	
Phase Informa				EBL		EBT	WBL		WB	T	NBI		NBT	SBI	-	SBT
	DESCRIPTION OF THE PARTY OF	or Phase Split, s				25.0		_			10.0		62.5			52.5
Yellow Change				5.5							5.5	-	5.5			5.5
Red Clearance				2.0							2.0		2.0			2.0
Minimum Green				10							10		10			10
Start-Up Lost T	140 411			2.0	-						2.0		2.0			2.0
Extension of Eff	emen opens	Green (e), s	~	2.0		-					2.0	1000	2.0			2.0
Passage (PT),	S			2.0				_		_	5.0		5.0			5.0
Recall Mode		Off							Off		Min			Min		
Dual Entry		No				_		_	No		Yes		-	Yes		
Walk (Walk), s		0.0							0.0		0.0	-		0.0		
Pedestrian Clea	arance 1	Ime (PC), s	FINANCE KO	0.0		W. S. C. S. C. S. C.				SPECIFIC	0.0		0.0			0.0
Multimodal Inf	ormatic	on			EB			WE	3			NB			SB	A STANSON
85th % Speed /	Rest in	Walk / Corner Radio	JS	0	No	25			T		0	No	25	0	No	25
		Vidth / Length, ft		9.0	12	0					9.0	12	0	9.0	12	0
Street Width / Is		THE RESIDENCE OF THE PARTY OF T	LINE DI SUPERININI LA	0	0	No		AND USERNA STORE			0	0	No	0	0	No
Width Outside /	Bike La	ane / Shoulder, ft		12	5.0	2.0					12	5.0	2.0	12	5.0	2.0
Pedestrian Sign	nal / Occ	cupied Parking		No		0.50					No		0.50	No		0.50

		HCS 2	010 S	ignalia	zed Ir	nterse	ection	Re	sult	s S	umm	ary					
General Inform	nation		150 400							Intersection Information							
Agency	iiatioii	AIM ENGINEERING	3 & 5111	RVEVINO	3				Dura	-		0.25		$\dashv \sqcup$	1.1		
Analyst		AIN ENGINEERING	3 4 00.	Analysis Date 8/31/2015					_		Other						
Jurisdiction		HILLSBOROUGH (	0	and the second s			2015 Area Typ EAK HOUR PHF			тур	0.92			<b>♣</b> ^			
Intersection	-	US 301/FOWLER A			-	-	SN YEA	Contraction, Section		veie	Period	1> 7:0	າດ				
mersection		103 30 I/I OWLLINA	VLIVOL	Allalys	is real	2040	JIN I LA	11	/ Andi	yolo	Cilou				5++		
File Name		US301_FOWLER A	VE_20	40 AM_ I	BUILD.	xus										r c	
Project Descrip	tion	US 301 PD&E STU	DY - FO	OWLER /	AVENU	E TO F	UTURE	SR	56								
												A LID			0.0		
Demand Infor					EB			-	/B		-	NB	T =	-	SB	T	
Approach Move	CONTRACTOR OF THE PARTY OF THE			L	T	R	L		Г	R	L	T	R	L	T	R	
Demand (v), ve	eh/h			621		423		1			104	932			1502		
Signal Informa	ation			7	1									CONTROL O			
Cycle, s	110.0	Reference Phase	2	1	. 54	Ψ	12							V		1	
Offset, s	0	Reference Point	End		2 2V	13	3				-		1	2	3	7	
Uncoordinated	-	Simult. Gap E/W	On	Green	10.0	52.5	25.0 5.5	0.0		0.0	0.0	-					
Force Mode	Fixed	Simult. Gap N/S	On	Yellow Red	5.5 2.0	5.5	2.0	0.0	Contract Con	0.0	0.0	7	5	6	7		
Torce Wode	Tixed	Olinait. Cap 14/C	OII	Trou		12.0									KIND		
Timer Results				EBL		EBT	WBI		WB	T	NBI		NBT	SB	L	SBT	
Assigned Phase					4					5		2			6		
Case Number					9.0	889				1.0		4.0			8.3		
Phase Duration	1. S				(	32.5					17.5		77.5			60.0	
Change Period	The same of the sa	, S				7.5	5				7.5	7.5				7.5	
Max Allow Hea	THE RESERVE TO SHARE THE PARTY OF THE PARTY				3.0			5.9		5.8							
Queue Clearar						27.0	1800				5.2	.2 18.7			53.8		
Green Extension	And the second second					0.0		$\dashv$			0.2		36.9		0.0		
Phase Call Pro		(90), 0				1.00					1.00		1.00		1.		
Max Out Proba					_	1.00					1.00		0.77			1.00	
Movement Gro	nun Res	eults			EB		1000000	WE	3			NB		T	SB		
Approach Move		ouits			T	R		T		R	L	T	R	L	ΙT	R	
Assigned Move	The second second second			7	- Table 1	14	_				5	2			6		
Adjusted Flow	The second second	veh/h		675		460			-		113	1013	-	-	1633	1	
	-	ow Rate (s), veh/h/ln	Visit Se	1642	Toraco.	1505		300			1723	1723			1723		
Queue Service	the same of the same of	A STATE OF THE RESIDENCE OF THE PARTY OF THE		22.0		25.0					3.2	16.7		-	51.8		
Cycle Queue C				22.0		25.0				900	3.2	16.7			51.8		
Green Ratio (g.	THE RESERVE AND ADDRESS OF THE PERSON NAMED IN	5 mile (gc), 3		0.23		0.32				-	0.59	0.64		1	0.48	1	
Capacity (c), ve				746		479					224	2192			1644		
Volume-to-Cap		itio (X)		0.904		0.960		-			0.505	0.462		1	0.993		
Available Capa			STORY	746		479	ACCURATE VIEW	10/51/1			224	2192		1 1 1 1 1 1 1 1	1644		
	-	n/ln (50th percentile)		9.8		15.2					1.5	5.2		1	23.2		
the deliberation of the second		RQ) (50th percentile		0.46		0.72					0.09	0.00		1773	0.00		
Uniform Delay	-			41.3		36.8		-			23.6	10.3		1	28.6		
				14.1		30.9					3.8	0.3			20.5		
Incremental Delay (d2), s/veh Initial Queue Delay (d3), s/veh			0.0		0.0			1		0.0	0.0		1	0.0	1		
Control Delay (d), s/veh			55.5		67.7					27.3	10.6			49.0	100		
Level of Service (LOS)				E		E					С	В		1	D		
Approach Dela	Married World Williams	/LOS		60.4		E	0.0	1			12.3		В	49.	-	D	
Intersection De						41								D			
Madelan ed al B					ED			WE				NB		-	SB		
Multimodal Re	name	// 00		2.0	EB		2.7		з В		0.7		Α	2.4		В	
Pedestrian LOS	core / LC	THE RESERVE THE PERSON NAMED IN COLUMN 2 IS NOT THE OWNER.		2.9	_	C F	2.1	-	D		1.4	and the same of	A	1.8		A	

		НС	S 201	10 Sig	ınaliz	ed Int	ersec	tio	ı Inpu	ıt Data	1				
No. of Contract of						E 38									E T
General Inform	nation									ection li	-	on	_	1	PA IN
Agency		AIM ENGINEERING	3 & SUI		-				Durati		0.25				
Analyst				4		8/31/2	The second second		Area 7	ype	Othe	r			714174171FIC
Jurisdiction		HILLSBOROUGH (	TAX TO MORNING	Time F	-	one management	EAK HO		PHF		0.97				*
Intersection		US 301/FOWLER A				2040	GN YEA	R 	Analys	sis Perio	d 1> 7	:00	*	ካ ተ ተ	
File Name		US 301_STACY RD		- CONTROL VENE	THE RESIDENCE OF THE PARTY OF T	-									+ 7
Project Descrip	otion	US 301 PD&E STU	DY - FO	OWLER	AVENL	JE TO F	UTURE	SR :	56				BACKET SA		
Demand Infor	mation				EB			V	/B		NE			SB	
Approach Move	ement			L	Т	R	L	T	Т Г	₹ L	T	R	L	T	R
Demand (v), ve	The second second second			1332		104				42	3 155	2		932	
Signal Informa	ation					T		T		E AGE	9/6				
Cycle, s	130.0	Reference Phase	2	1	251	51	E						V		~
Offset, s	0	Reference Point	End	Green	1 11	36.7	45.8	0.0	0 0.	0 0.	_	1	2	3	¥ 4
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow		5.5	5.5	0.							
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	2.0	2.0	0.0	THE PERSON NAMED IN COLUMN 2 IS NOT THE OWNER, THE PERSON NAMED IN COLUM			. ] 5	6	7	8
Troffic Inform	otlon				EB			WE			NB	-		SB	
	The second second			1	Т	R		T	R	L	T	R	L	T	R
AND DESCRIPTION OF THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUM					1	-	L	1	R	_			-	932	K
	veue (Qb), veh/h ituration Flow Rate (so), veh/h (Nm), man/h (ehicles (PHV), % ke / RTOR, /h Vb), buses/h ype (AT)	1332		104	estable)			423	1552		-				
The second second second			0		0				0	0		-	1900		
	-	Rate (So), Ven/n		1900	N	1900				1900					
	- Harmon and the	·		-	None	0					None		-	None	-
THE RESERVE THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLU	-	%		3		3				5	5	1	0	5	0
	-					0				0	0	0	0	0	U
				0		0				0	0			0	
Arrival Type (A	THE PERSON NAMED IN			3		3		15/65		3	3	-		3	
Upstream Filter				1.00		1.00			1200	1.00	_	-	-	1.00	
Lane Width (W				12.0		12.0				12.0			-	12.0	
Turn Bay Lengt	tn, π			560		560				440	-	-	-	0	
Grade (Pg), %	* /1.			0		0		72.55		0	0		-	55	
Speed Limit, m	ı/n			55	NAME OF TAXABLE PARTY.	55			S00900	55	55	Marie S		00	
Phase Informa	ition			EBL		EBT	WBL		WBT	NE	3L	NBT	SBI		SBT
	THE RESERVE OF THE PERSON NAMED IN	or Phase Split, s				45.8				25		61.7			36.7
Yellow Change	Interval	(Y), s		5.5						5.	5	5.5			5.5
Red Clearance	Interval	( Rc), s		2.0						2.	0	2.0			2.0
Minimum Greei	n ( <i>Gmin</i> )	, S		10						1	0	15			15
Start-Up Lost T				2.0	The Person of th					2.		2.0	_		2.0
Extension of Ef	fective (	Green (e), s	Vac DALL	2.0	GE CENTRAL TO		-			2.		2.0			2.0
Passage (PT),	S			2.0	-					5.	-	5.0			5.0
Recall Mode				Off						0		Min			Min
Dual Entry				No						N		Yes			Yes
Walk (Walk), s				0.0						0.		0.0			0.0
Pedestrian Clea	arance T	ime (PC), s		0.0					7 300	0.	0	0.0			0.0
Multimodal Inf	ormatic	on			EB			WE			NB			SB	
85th % Speed /	Rest in	Walk / Corner Radio	ıs	0	No	25				0	No	25	0	No	25
Walkway / Cros	sswalk V	Vidth / Length, ft		9.0	12	0				9.0	12	0	9.0	12	0
Street Width / Is	sland / C	Curb		0	0	No				0	0	No	0	0	No
Width Outside /	Bike La	ne / Shoulder, ft		12	5.0	2.0				12	5.0	2.0	12	5.0	2.0
Pedestrian Sigr	nal / Occ	cupied Parking		No		0.50				N	0	0.50	No		0.50

## **HCS 2010 Signalized Intersection Results Summary** 2 4 2 4 4 4 Intersection Information **General Information** 11 AIM ENGINEERING & SURVEYING Duration, h 0.25 Agency Other Analysis Date 8/31/2015 Area Type Analyst PM PEAK HOUR PHF 0.97 Time Period HILLSBOROUGH CO. Jurisdiction 1>7:00 Analysis Period US 301/FOWLER AVENUE Analysis Year DESIGN YEAR Intersection 2040 ጎ ተ ተ US 301 STACY RD\_2040 PM\_BUILD.xus File Name US 301 PD&E STUDY - FOWLER AVENUE TO FUTURE SR 56 **Project Description** NB SB WB EB **Demand Information** R R T L R T R L T Approach Movement L T L 1552 932 423 1332 104 Demand (v), veh/h Signal Information 2 Reference Phase Cycle, s 130.0 6.1 N Offset, s Reference Point End Green 25.0 36.7 45.8 0.0 0.0 0.0 On Uncoordinated Yes Simult. Gap E/W Yellow 5.5 5.5 5.5 0.0 0.0 0.0 0.0 Force Mode Fixed Simult. Gap N/S On Red 2.0 2.0 2.0 0.0 0.0 SBT SBL WBL **WBT** NBL **NBT EBL EBT Timer Results** 6 4 5 Assigned Phase 8.3 1.0 4.0 9.0 Case Number 44.2 32.5 76.7 53.3 Phase Duration, s 7.5 7.5 7.5 7.5 Change Period, (Y+Rc), s 5.8 5.8 5.9 Max Allow Headway (MAH), s 3.0 47.8 27.0 54.7 38.1 Queue Clearance Time (gs), s 0.0 0.0 6.7 0.0 Green Extension Time $(g_e)$ , s 1.00 1.00 1.00 1.00 Phase Call Probability 1.00 1.00 0.99 1.00 Max Out Probability WB NB SB **Movement Group Results** EB R T R R T L R L T L Approach Movement 5 2 6 7 14 **Assigned Movement** 961 1373 107 436 1600 Adjusted Flow Rate (v), veh/h 1723 1723 1723 1563 1706 Adjusted Saturation Flow Rate (s), veh/h/ln 36.1 45.8 4.4 25.0 52.7 Queue Service Time (gs), s 36.1 25.0 52.7 4.4 45.8 Cycle Queue Clearance Time $(g_c)$ , s 0.53 0.28 0.35 0.54 0.49 Green Ratio (g/C) 389 1834 973 1202 851 Capacity (c), veh/h 0.988 1.120 0.872 1.142 0.126 Volume-to-Capacity Ratio (X) 389 1834 973 1202 851 Available Capacity (ca), veh/h 18.1 20.9 20.6 1.4 Back of Queue (Q), veh/ln (50th percentile) 30.4 0.00 0.07 1.24 0.00 1.39 Queue Storage Ratio (RQ) (50th percentile) 46.4 40.7 26.5 42.1 14.5 Uniform Delay (d1), s/veh 82.2 5.3 25.9 74.4 0.0 Incremental Delay (d2), s/veh 0.0 0.0 0.0 0.0 0.0 Initial Queue Delay (d3), s/veh 72.3 122.9 31.8 116.5 14.5 Control Delay (d), s/veh C E F В F Level of Service (LOS) 72.3 51.4 D E 109.2 F 0.0 Approach Delay, s/veh / LOS 75.0 E Intersection Delay, s/veh / LOS SB EB WB NB **Multimodal Results** 2.5 В 2.9 C 2.8 C 0.7 A Pedestrian LOS Score / LOS 2.2 В F 1.3 Bicycle LOS Score / LOS

## **HCS 2010 Signalized Intersection Input Data** Intersection Information **General Information** 114 0.25 AIM ENGINEERING & SURVEYING Duration, h Agency Other Analyst Analysis Date 8/31/2015 Area Type Jurisdiction HILLSBOROUGH CO. Time Period AM PEAK HOUR PHF 0.92 Intersection US 301/CR 579 Analysis Year DESIGN YEAR Analysis Period 1>7:00 2040 File Name US 301 CR 579 2040 AM BUILD.xus **Project Description** US 301 PD&E STUDY - FOWLER AVENUE TO FUTURE SR 56 **Demand Information** EB NB SB Approach Movement L T R L R L T R L Τ R 167 1024 132 1994 Demand (v), veh/h 153 217 **Signal Information** J. a L Cycle, s 110.0 Reference Phase 2 Offset, s 0 Reference Point End Green 20.0 0.0 0.0 51.5 18.0 0.0 Uncoordinated Simult. Gap E/W On Yes Yellow 5.5 5.5 5.5 0.0 0.0 0.0 Force Mode Fixed Simult. Gap N/S On Red 0.0 2.0 2.0 0.0 0.0 0.0 **Traffic Information** EB **WB** NB SB Approach Movement T R L T R T R T R L L Demand (v), veh/h 153 167 1024 132 217 1994 Initial Queue (Qb), veh/h 0 0 0 0 0 0 Base Saturation Flow Rate (so), veh/h 1900 1900 1900 1900 1900 1900 Parking $(N_m)$ , man/h None None None Heavy Vehicles (PHV), % 17 17 5 5 5 Ped / Bike / RTOR. /h 0 0 0 0 0 0 Buses (Nb), buses/h 0 0 0 0 0 0 Arrival Type (AT) 3 3 3 3 3 3 Upstream Filtering (I) 1.00 1.00 1.00 1.00 1.00 1.00 Lane Width (W), ft 12.0 12.0 12.0 12.0 12.0 Turn Bay Length, ft 0 0 0 0 0 Grade (Pg), % 0 0 0 0 0 0 Speed Limit, mi/h 60 60 60 60 60 60 **Phase Information EBL EBT** WBL WBT **NBL NBT** SBL SBT Maximum Green (Gmax) or Phase Split, s 18.0 51.5 20.0 71.5 Yellow Change Interval (Y), s 5.5 5.5 5.5 5.5 Red Clearance Interval (Rc), s 2.0 2.0 0.0 2.0 10 15 Minimum Green (Gmin), s 10 15 2.0 2.0 Start-Up Lost Time ( It), s 2.0 2.0 2.0 Extension of Effective Green (e), s 2.0 2.0 2.0 Passage (PT), s 2.0 5.0 5.0 5.0 Recall Mode Off Min Off Min **Dual Entry** No Yes No Yes Walk (Walk), s 0.0 0.0 0.0 0.0 Pedestrian Clearance Time (PC), s 0.0 0.0 0.0 0.0 **Multimodal Information** EB WB NB SB 85th % Speed / Rest in Walk / Corner Radius 0 25 0 No 25 25 No 0 No Walkway / Crosswalk Width / Length, ft 9.0 12 0 9.0 12 0 9.0 12 0 0 Street Width / Island / Curb 0 No 0 0 No 0 0 No Width Outside / Bike Lane / Shoulder, ft 12 5.0 2.0 12 5.0 2.0 12 5.0 2.0 Pedestrian Signal / Occupied Parking No 0.50 No 0.50 No 0.50

		HCS 2	010 S	ignali	zed Ir	nters	ection	Re	sults S	umm	ary				
General Inform	nation				2025				Intersec	tion Int	ormatic	nn	32		HU
	nation	AIM ENGINEERING	C 9 CII	DVEVIN					Duration	-	0.25	J11		117	
Agency	THE STATE OF THE S	AIM ENGINEERING	3 a 30		is Date	0/21/	2015		Area Typ		Other		- <u>2</u>		2
Analyst		HILLSBOROUGH (	20	Time P	W-1-1000-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1	-	EAK HO	IID	PHF	-	0.92		- 3		
Jurisdiction			50.	Analys	-	-	GN YEA	Columbia de la columbia del columbia del columbia de la columbia del la columbia de la columbia	Analysis	Dorind	1> 7:0	20	- NAW		2
Intersection		US 301/CR 579		Analys	is rear	2040		ĸ	Analysis	Period	1127.0			1 1	
File Name		US 301_CR 579_2	and the same of th		The State of the last of the l										
Project Descrip	tion	US 301 PD&E STU	IDY - FO	OWLER	AVENU	E TO F	UTURE	SR	56						
									(D		AUD			OD	
Demand Infor	-				EB	T =		-	VB	-	NB	T 5	-	SB	T 5
Approach Move				L	Т	R	L 450	+	T R	<u> </u>	T	R	L 047	T	R
Demand (v), ve	eh/h					-	153		167		1024	132	217	1994	
Signal Informa	ation				16	ول ل	7					1			
Cycle, s	110.0	Reference Phase	2	1	4.34 "	1 **	2 8	-				~	V		
Offset, s	0	Reference Point	End	1	20.0	F4.5	100	-	0 00	-		1	2	3	_ A
Uncoordinated	Yes	Simult. Gap E/W	On	Green Yellow		51.5 5.5	18.0 5.5	0.		0.0					>
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	2.0	2.0	0.	And the Party of t	0.0		5	6	7	8
	128/25				26.77										
Timer Results				EBL		EBT	WBI		WBT	NB	L	NBT	SBI	L	SBT
Assigned Phas	е		water desired					T	8			2	1		6
Case Number									9.0			8.3	1.0		4.0
Phase Duration	1, S		***************************************						25.5			59.0	25.5	5	84.5
Change Period	, (Y+Rc)	), S		ALC:			La Esta		7.5			7.5	5.5		7.5
Max Allow Hea	dway (A	<i>1AH</i> ), s							3.0			5.8	5.9		5.8
Queue Clearar	ce Time	e (gs), s							13.1			34.2	7.8		58.0
Green Extension	on Time	(g <sub>e</sub> ), s							0.3			17.0	1.2		13.3
Phase Call Pro	bability			100					1.00		40 60	1.00	1.00	)	1.00
Max Out Proba	bility		ROME THE RESERVE T						0.22			0.98	0.09	9	0.99
Movement Gro	oup Res	sults			EB			WI	В		NB			SB	
Approach Move	ement		10 ADM - 500 CT 214 COM	L	Т	R	L	Т	R	L	Т	R	L	T	R
Assigned Move	ment						3		18		2	12	1	6	
Adjusted Flow	The state of the s	, veh/h	The state of the s				166		182		640	616	236	2167	
Adjusted Satur	ation Flo	ow Rate (s), veh/h/ln		200			1547		1376		1810	1737	1723	1723	127233
Queue Service	Time (g	ys), s					11.1		10.9		32.0	32.2	5.8	56.0	
Cycle Queue C	learanc	e Time (gc), s					11.1		10.9		32.0	32.2	5.8	56.0	45.20
Green Ratio (g	/C)						0.16		0.35		0.47	0.47	0.67	0.70	
Capacity (c), ve	eh/h						253		475		847	813	454	2412	
Volume-to-Cap	acity Ra	atio (X)					0.657		0.382		0.756	0.758	0.520	0.899	
Available Capa	city (ca)	, veh/h					253		475	1	847	813	454	2412	
Back of Queue	(Q), vel	h/In (50th percentile)					4.3		3.3		13.0	12.6	2.8	16.3	
Queue Storage	Ratio (	RQ) (50th percentile	)				0.00		0.00		0.00	0.00	0.00	0.00	
Uniform Delay	(d1), s/v	eh					43.1		27.1		24.1	24.1	17.0	13.3	
Incremental De	lay (d2),	s/veh					4.9		0.2		4.6	4.9	2.1	5.3	
Initial Queue D	elay (d3)	), s/veh					0.0		0.0		0.0	0.0	0.0	0.0	
Control Delay (	d), s/vel	n					48.0		27.3		28.7	29.0	19.0	18.6	
Level of Service	e (LOS)	The state of the s					D		С		С	С	В	В	
Approach Dela	y, s/veh	/LOS		0.0			37.2		D	28.	9	С	18.7	7	В
Intersection De		NAME AND ADDRESS OF THE OWNER, THE PARTY OF				2	3.5				7.7.2	433 State	С		
Multimodal Re	sults				EB			WI	В		NB			SB	
Pedestrian LOS	O 41 TE-	/LOS		2.7	<u> </u>	В	2.9	T	С	2.3	-	В	0.7	72222	Ā
Bicycle LOS So	AND RESIDENCE	white the same of							F	1.5	-	A	2.5		В

	TO BE								ALGE ALL	The state of	Sant S			11000	200
General Inforn	nation						100000000000000000000000000000000000000		Intersect	ion Inf	ormatio	on	1	na i jingi	FU
Agency		AIM ENGINEERIN	G & SU	RVEYIN	IG		-		Duration,	h	0.25			117	
Analyst				-	sis Date	8/31/2	015		Area Typ		Other				
Jurisdiction	A STATE OF THE STA	HILLSBOROUGH (	CO.	Time F		-	EAK HO	-	PHF	-	0.92		4		
Intersection		US 301/CR 579		-	sis Year		N YEA		Analysis	Period	1> 7:0	00			
File Name	- CHINAM	US 301_CR 579_2	040 PM	BUILD	.xus										7
Project Descrip	tion	US 301 PD&E STU	THE WORLDSON CO., LANSING	The second second		E TO F	UTURE	SR 5	6		-	.000 1 000	7	(Internal line)	THE COLUMN
A COLUMN TO A COLU															
Demand Inform	NAME AND ADDRESS OF TAXABLE PARTY.				EB	7		W			NB			SB	
Approach Move	SOW THE PARTY NAMED IN			L	T	R	L	T		L	T	R	L	T	
Demand (v), ve	h/h						132		217		1994	153	167	1024	
Signal Informa	tion					:	1 6		N. S. Carlotte			<b>1</b>	Caraca II	The State of the S	
Cycle, s	125.0	Reference Phase	2	1	1/2 "	1/2					(	_	t>		
Offset, s	0	Reference Point	End			1	"					1	2	3	245
Uncoordinated	Yes	Simult. Gap E/W	On	Green		83.0	11.5	0.0		0.0					P
Force Mode	Fixed	Simult. Gap E/W	On	Yellow Red	5.5	5.5	5.5	0.0		0.0		5	6	7	K
Toroc Wode	TIXCU	Cimale Cap 14/0	Oil	Ittou	10.0	72.0	TE.O	10.0	0.0	10.0					
Traffic Informa	tion	5 (Feb. 1984)			EB			WB			NB	61.0		SB	
Approach Move	Movement  (v), veh/h eue (Qb), veh/h uration Flow Rate (so), veh/h Nm), man/h shicles (PHV), % e / RTOR, /h b), buses/h pe (AT) n Filtering (I) th (W), ft Length, ft g), % mit, mi/h formation Green (Gmax) or Phase Split, s		L	T	R	L	Т	R	L	Т	R	L	Т	T	
Demand (v), ve						132		217		1994	153	167	1024		
Initial Queue (C						0		0		0	0	0	0		
Base Saturation				200		1900	SAL IN	1900		1900	1900	1900	1900		
Parking (Nm), m							None	е		None			None		
Heavy Vehicles			10.00			1		1		5	10.13	5	5		
Ped / Bike / RT									0	0	0	0	0	1	
Buses (N <sub>b</sub> ), bus				ECK 163	77000	0		0		0	0	0	0		
Arrival Type (A7						3		3		3	3	3	3	$\top$	
Upstream Filter			300.30	7.00		1.00		1.00	104.3	1.00	1.00	1.00	1.00		
Lane Width (W)			-			12.0	and the second	12.0	7 4 5 C C	12.0		12.0	12.0	1	
Turn Bay Lengt				3726		0		0		0		0	0		
Grade (Pg), %						0		0		0	0	. 0	0		
Speed Limit, mi						60		60		60	60	60	60		
				EDI	E CONTRACTOR OF THE PARTY OF TH		11/01		NAME OF THE PARTY				0.01		
CONTRACTOR OF THE PROPERTY OF THE PARTY OF T	- Day of the later	an Dhana Calita		EBL		ВТ	WBI	-	WBT 11.5	NBL		NBT 83.0	SBL	_	SBT
	ode ry					5.5	200 20	11.5			5.5	10.0	23.59 (3.65	93.0 5.5	
			-	+		2.0				_	-		_	-	
MINISTER OF THE PARTY OF THE PA			7.7.7.5.6			10		125 5 12 10			2.0	0.0		2.0	
THE RESERVE OF THE PERSON NAMED IN COLUMN 2 IS NOT THE PERSON NAME			-			2.0					2.0	2.0	-	2.0	
				SC 200		2.0				_	2.0	2.0		2.0	
Extension of Ell Passage ( <i>PT</i> ), s						2.0					5.0	5.0		5.0	
Recall Mode						Off			edit avan		Min	Off		Min	
Dual Entry						No	-				Yes	No		Yes	
Walk (Walk), s		(Fastiva)	47462015			0.0			17445		0.0	0.0	_	0.0	
			-			0.0					0.0	0.0		0.0	
1 2 3 1 1 2								A9 11 19	25.0				Andle		
The same of the sa				EB			WB			NB		****	SB		
			us				0	No	25	0	No	25	0	No	2
		THE RESERVE AND ADDRESS OF THE PERSON NAMED IN					9.0	12	0	9.0	12	0	9.0	12	(
Street Width / Is	-	THE RESERVE THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWIND TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN					0	0	No	0	0	No	0	0	N
CONTRACTOR OF THE PARTY OF THE	The second secon	101 11 6	THE REPORT OF THE				12	5.0	2.0	12	5.0	2.0	12	5.0	2.
Width Outside / Pedestrian Sign	THE RESIDENCE OF THE PERSON			-			14		0.50	-	and the same of	0.50	-	-	0.50

		HCS 2	010 S	ignali	zed lı	nters	ection	Re	sults S	umm	ary	National Park			
0									Intersect	ion Inf	ormatic	on.	1 0		J.C
General Infor	nation	TAINA ENGINEEDING	2 0 011	DVEVIN					Duration,		0.25	JII	-	117	
Agency		AIM ENGINEERING	3 & 50			0/24/	2015				Other				3
Analyst		LIII L ODODOUGU	20	_	sis Date	and the same of the same of	EAK HO	LID	Area Typ	<del></del>	0.92		4 1 4 K 6 C	1	*_ \$ \$
Jurisdiction		HILLSBOROUGH (	<i>.</i> U.	Time F		-	GN YEA	THE RESERVE OF THE PERSON NAMED IN	Analysis	Dariad	1> 7:0	00	- <del>X</del>		*
Intersection		US 301/CR 579		Anaiys	sis Year	2040		K	Analysis	Period	127.0			17	in the second
File Name		US 301_CR 579_20		Day of Street, Square and Street,	and the same of the last								_ 1		
Project Descrip	otion	US 301 PD&E STU	DY - FO	OWLER	AVENU	E TO F	UTURE	SR 5	56	744 S T S T	90.20 50			750	
Demand Infor	mation				EB			W	/B		NB			SB	
Approach Mov	ement			L	T	R	L	T	ΓR	L	T	R	L	T	R
Demand (v), ve						1999	132		217		1994	153	167	1024	
Signal Inform	ation				16		1 6					1			
Cycle, s	125.0	Reference Phase	2	1	1 42		2 8	$\exists$	l				t		
Offset, s	0	Reference Point	End				7					1	2	3	4
Uncoordinated	-	Simult. Gap E/W	On	Green		83.0		0.0	Description of the last of the	0.0					5
Force Mode	Fixed	Simult. Gap N/S	On	Yellow Red	0.0	5.5	5.5 2.0	0.0	The second second	0.0		5	6	7	8
			AGE												
Timer Results				EBI	-	EBT	WBI		WBT	NB	L	NBT	SBI		SBT
Assigned Phas	se							-	8			2	1		6
Case Number		-	ACT DO THE			porture			9.0			8.3	1.0	-	4.0
Phase Duration	COLUMN TO THE OWNER.							_	19.0	-		90.5	15.5		106.0
Change Period	AND PERSONAL PROPERTY.							-	7.5			7.5	5.5		7.5
Max Allow Hea							-	$\dashv$	3.1	# 151 W L- 1		5.8	5.9		5.8
Queue Clearar	-						-	-	13.5			84.0	10.8		14.6
Green Extension		(ge), s					<del> </del>	_	0.0		_	0.0	0.0		74.1
Phase Call Pro	-							-	1.00			1.00	1.00	minimum annual a	0.94
Max Out Proba	ability				1646	200			1.00			ALCON TO	1.00		0.54
Movement Gr	oup Res	sults			EB			WE			NB			SB	
Approach Mov	ement			L	Т	R	L	Т	R	L	Т	R	L	T	R
Assigned Move	ement						3		18		2	12	1	6	
Adjusted Flow	The state of the s	CONTRACTOR AND ADMINISTRATION OF THE PARTY O					143		236		1167	1167	182	1113	
		ow Rate (s), veh/h/ln					1792		1594		1810	1764	1723	1723	
Queue Service							9.9		11.5		78.8	82.0	8.8	12.6	
Cycle Queue C	THE RESERVE AND ADDRESS OF THE PERSON.	e Time ( $g_c$ ), s					9.9		11.5		78.8	82.0	8.8	12.6	0.000
Green Ratio (g							0.09		0.17		0.66	0.66	0.76	0.79	-
Capacity (c), v	NAME OF TAXABLE PARTY.						165	961	274		1202	1171	197	2715	
THE RESERVE THE PERSON NAMED IN	NAME OF TAXABLE PARTY.						0.870		0.860		0.971	0.996	0.923	0.410	
THE RESERVE THE PERSON NAMED IN	to-Capacity Ratio ( $X$ ) e Capacity ( $c_a$ ), veh/h Queue ( $Q$ ), veh/ln (50th percentile) storage Ratio ( $RQ$ ) (50th percentile) Delay ( $d_1$ ), s/veh					165	-	274		1202	1171	197	2715	-	
		COLUMN TO A STATE OF THE STATE				5.9		8.5		30.9	33.8	7.8	2.7		
THE RESERVE AND ADDRESS OF THE PARTY OF THE	THE RESERVE THE PERSON NAMED IN		)			-	0.00		50.3		0.00	0.00	0.00 45.8	0.00	-
The second secon	Delay (d1), s/veh tal Delay (d2), s/veh eue Delay (d3), s/veh					34.9		22.2		19.5	25.3	44.3	0.2	1223	
	elay (d1), s/veh al Delay (d2), s/veh ue Delay (d3), s/veh	CONTRACTOR OF THE PARTY OF THE	-			0.0		0.0		0.0	0.0	0.0	0.0	1	
Control Delay	elay (d1), s/veh Il Delay (d2), s/veh Ile Delay (d3), s/veh					91.0		72.5		39.4	46.2	90.1	4.4		
Level of Service	WASHINGTON THE PARTY OF			-			F		E		D	D	F	A	-
Approach Dela	THE RESERVE TO SERVE THE PARTY OF THE PARTY	Company of the Compan		0.0		12/15/18	79.5	; T	E	42.		D	16.4	-	В
Intersection De	T-1000	THE RESIDENCE OF THE PARTY OF T		0.0		3	7.7					W	D		
					ED			100			NID	Head		SB	
Multimodal Re	ATTOM B ST	11.00	10 777	2.8	EB	С	2.9	WE	C	2.2	NB	В	0.6		A
Pedestrian LO	C C ~~~~														

Constitution	nėl - :-	THE RESERVE OF THE PARTY.		NAME OF TAXABLE PARTY.	230	A CONTRACTOR			Intersec	tion Inf	orm c4!		1 10		F U
General Inform	ation	I ENGINEEDIN	0.0.011	D) (E) (I)							-	on	- 1	411	
Agency		AIM ENGINEERIN	G & SU		-	T			Duration	-	0.25				
Analyst				-		8/31/2	A COLUMN TWO IS NOT THE OWNER.	-	Area Typ	e	Other				2
Jurisdiction		HILLSBOROUGH (	AND DESCRIPTION OF THE PARTY OF	Time F	WHEN PERSON	- CONTRACTOR OF THE PARTY OF TH	EAK HO	-	PHF		0.92		- E		K.
Intersection	XXX	US 301/STACY RC				DESIG 2040	GN YEA	·R	Analysis	Period	1> 7:	00	5	ካተተ <i>ሮ</i>	
File Name		US 301_STACY RI	2040	AM_BU	ILD.xus							-		HITCH	117
Project Descripti	on	US 301 PD&E STU	DY - FO	OWLER	AVENU	E TO F	UTURE	SR 56	3						
			A STA												
Demand Inform				F 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	EB			WE	-		NB			SB	-
Approach Mover	THE RESERVE THE PERSON NAMED IN			L	T	R	L	T	R	L	Т	R	L	T	F
Demand (v), veh	/h			1	1	1	601	1	25	1	858	334	28	1610	
					1 11:										
Signal Informat					21/2		╡						KÎZ		A
	110.0	Reference Phase	2		1 1	'nŘ "	1			1		1	2	3	令
Offset, s	0	Reference Point	End	Green	54.0	10.0	24.0	0.0	0.0	0.0					N
Uncoordinated	Yes	Simult. Gap E/W	On	Yellow		5.0	5.5	0.0	0.0	0.0		R	D		7
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	2.0	2.0	0.0	0.0	0.0		5	6	7	
<b>建设包括363</b> 6															
Traffic Informat					EB			WB			NB			SB	T =
Approach Mover	-minutes (	1 W S		L	Т	R	L	T	R	L	Т	R	L	T	R
Demand (v), veh	431			1	1	1	601	1	25	1	858	334	28	1610	1
Initial Queue (Qb	-			0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation	-	Rate (s₀), veh/h		1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	190
Parking (Nm), ma					None			None			None			None	
Heavy Vehicles (	Name and Address of the Owner, where	%			0		4	4		5	5	5	5	5	
Ped / Bike / RTC	R, /h			0	0	0	0	0	0	0	0	0	0	0	0
Buses (Nb), buse	s/h			0	0	0	0	0	0	0	0	0	0	0	0
Arrival Type (AT)				3	3	3	3	3	3	3	3	3	3	3	3
Upstream Filterin	ng (/)			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.0
Lane Width (W),	m Filtering (/) dth (W), ft / Length, ft 2g), % imit, mi/h			12.0		12.0	12.0		12.0	12.0	12.0	12.0	12.0		
Turn Bay Length				0		0	0		0	0	0	0	0		
Grade (Pg), %			0	5	0	0	0	0	0	0	0	0	0	0	
Speed Limit, mi/l	1			55	55	55	55	55	55	55	55	55	55	55	55
			A DE												
Phase Informati	-			EBL	_	EBT	WBI	-	WBT	NBL		NBT	SBL		SBT
		the second liverage with the second liverage was a second liverage with the second liverage with the second liverage was a second liverage with the second liverage was a second liverage with the second liverage with the second liverage was a second liverage with the second liverage was a second liverage with the second liverage with the second liverage was a second liverage was a second liverage with the second liverage was a second liverage was a second liverage with the second liverage was a second liverage with the second liverage was a second liverage with the second liverage was a second liverage with the second liverage was a second liverage with the second liverage was a second liverage with the second liverage was a second liverage with the second liverage was a second liverage with the second liverage wa			-	10.0			24.0			54.0			54.0
	m Green ( <i>Gmax</i> ) or Phase Split, s  Change Interval ( <i>Y</i> ), s  arance Interval ( <i>Rc</i> ), s  n Green ( <i>Gmin</i> ), s  Lost Time ( <i>It</i> ), s  on of Effective Green ( <i>e</i> ), s		5.5		5.0	5.5		5.5	5.5		5.5	5.5	-	5.5	
		The same of the sa		2.0		2.0	2.0		2.0	2.0		2.0	2.0		2.0
	n Green ( Gmin), s  Lost Time ( It), s  on of Effective Green (e), s  e (PT), s  clode  try  falk), s		10		10	10		10	10		10	10	-	10	
- F 80 - G			2.0	-	2.0	2.0		2.0	2.0		2.0	2.0		2.0	
200			2.0	_	2.0	2.0		2.0	2.0		2.0	2.0		2.0	
Passage ( <i>PT</i> ), s			2.0	-	2.0	2.0		2.0	2.0		2.0	2.0	-	2.0	
Recall Mode				Off		Off	Off		Off	Off		Min	Off		Min
Dual Entry	and the same of th			No	_	Yes	No		Yes	No		Yes	No		Yes
Walk ( <i>Walk</i> ), s	y Ik), s n Clearance Time ( <i>PC</i> ), s		0.0	_	0.0	0.0	-	0.0	0.0		0.0	0.0		0.0	
Pedestrian Clear		a new death	0.0		0.0	0.0		0.0	0.0		0.0	0.0		0.0	
Multimodal Info				EB			WB			NB			SB		
THE RESERVE AND ADDRESS OF THE PERSON NAMED IN	THE RESERVE AND ADDRESS.	THE PERSON NAMED IN COLUMN 2 I	us	0	No	25	0	No	25	0	No	25	0	No	25
Walkway / Cross			44301	9.0	12	0	9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Isla	statement for the	SHARE HE SHARE THE RESIDENCE OF THE PERSON NAMED IN		0	0	No	0	0	No	0	0	No	0	0	No
Width Outside / E	2- A-82- T			12	5.0	2.0	12	5.0	2.0	12	5.0	2.0	12	5.0	2.0
uli Ouloluo/ L		orrodiadi, it			3.3			3.0			5.0	-10			

		HCS 2	010 S	ignal	ized	Inters	ection	n Res	sults S	Summ	ary				
									No.						
General Inform	nation								Interse	tion Inf	ormati	on		.↓↓↓. ↓↓↓.	E L
Agency		AIM ENGINEERING	3 & SU	RVEYIN	1G				Duration	ı, h	0.25			444	NE.
Analyst				Analy	sis Dat	e 8/31/	2015		Area Ty	ре	Othe	r			
Jurisdiction		HILLSBOROUGH (	00.	Time I	Period	AM F	EAK HO	DUR	PHF		0.92		-		5
Intersection		US 301/STACY RO	AD	Analy	sis Yea	r DESI 2040	GN YEA	R	Analysis	Period	1> 7:	00		R A A Z	
File Name		US 301_STACY RD	2040	AM_BU	JILD.xu	s									ric
Project Descrip	tion	US 301 PD&E STU	DY - F	OWLER	AVEN	JE TO I	FUTURE	SR 5	6			-			
Demand Inform	-				EB	7 -		WE			NB			SB	
Approach Move	-			L-	T	R	L	T	R	I L	T	R	L	T	R
Demand (v), ve	h/h			1	1	1	601	1	25	1	858	334	28	1610	1
Signal Informa	ation			-	1215	1				SILVERS					
Cycle, s	110.0	Reference Phase	2	1		<b>"</b> ⊨3 ¦	月						V		4
Offset, s	0	Reference Point	End		15.0	the second second						1	2	3	4
Uncoordinated	Yes	Simult. Gap E/W	On		54.0	10.0 5.0	24.0 5.5	0.0	0.0	0.0	_				4
Force Mode	Fixed	Simult. Gap N/S	On	Yellow Red	2.0	2.0	2.0	0.0	0.0	0.0	-	5	6	7	8
T Gree Wiede	TIXOU	Cilitate Cap (4)	HAMA	Tiou	TE:O	Maria.	No.	10.0	10.0						
Timer Results				EB	L	EBT	WB	L	WBT	NB	L	NBT	SBI		SBT
Assigned Phas	е	MAX. Second disk of the second positive and the second				4			8			2			6
Case Number						12.0	1		10.0			5.0	30.00		6.0
Phase Duration	1, S					17.0			31.5			61.5			61.5
Change Period	SECOND CO. LANSING	, S				7.0			7.5			7.5			7.5
Max Allow Hea						3.0			2.9			2.9			2.9
Queue Clearan						2.2			22.6			55.0			54.5
Green Extension	-		antal superanning			0.0			0.3	1		0.0			0.0
Phase Call Pro						1.00			1.00			1.00			1.00
Max Out Proba	bility					0.00			1.00			1.00			1.00
Movement Gro	oup Res	sults			EB			WB			NB			SB	
Approach Move	AND RESIDENCE OF			L	ΙT	R	L	Т	R	L	T	R	L	Т	R
Assigned Move	COLUMN TWO IS NOT THE OWNER.			7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow I	The second second	. veh/h			3		653	28	1	1	933	363	30	876	876
CONTRACTOR OF THE PERSON NAMED IN COLUMN TWO	and the last live and live and the last live and	ow Rate (s), veh/h/ln			1721		1689	1557		266	1723	1533	581	1810	1809
Queue Service		The same of the sa			0.2		20.6	1.6	1	0.4	20.8	17.4	4.2	52.5	52.5
Cycle Queue C					0.2		20.6	1.6		53.0	20.8	17.4	25.0	52.5	52.5
Green Ratio (g/	The second second				0.09		0.22	0.22		0.49	0.49	0.49	0.49	0.49	0.49
Capacity (c), ve	THE PERSON NAMED IN				156	1.268	737	340		69	1691	753	241	888	888
Volume-to-Cap		itio (X)			0.021		0.886	0.083		0.016	0.551	0.482	0.126	0.986	0.986
Available Capa	city (ca)	veh/h			156		737	340		69	1691	753	241	888	888
THE RESERVE OF THE PARTY OF THE		n/ln (50th percentile)			0.1		9.3	0.6	THE COLUMN THE PERSONS	0.0	7.4	5.5	0.6	26.2	26.1
	-	RQ) (50th percentile	4 W E		0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (	The second second	a commence of the first of the second			45.5		41.7	34.2		53.7	19.5	18.7	28.3	27.6	27.6
Incremental De				The same	0.0		12.1	0.0		0.0	0.2	0.2	0.1	26.5	26.6
Initial Queue De	elay (d3)	), s/veh			0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (	d), s/vel	ı			45.6	1000	53.8	34.3		53.8	19.8	18.9	28.4	54.2	54.2
Level of Service	e (LOS)				D		D	С		D	В	В	С	D	D
Approach Delay	Name and Address of the Owner, where the Owner, which is the Owner, where the Owner, which is the Owner, whic	THE RESIDENCE AND ADDRESS OF THE RESIDENCE AN		45.6	6	D	53.0		D	19.5	5	В	53.7	7	D
Intersection De	T SERVICE STREET					4	1.8						D		
Multimodal Re	culto			122	EB			WB			NB			SB	
Pedestrian LOS		/1.08	market o	3.0	- consumpra	С	2.9	- magazan	С	2.4	-	В	2.1		В
Bicycle LOS So	-			0.5		A	1.6	-	A	1.6	NAME OF TAXABLE PARTY.	A	2.0		A
Picycle LOG 30	OIG / LC			0.0		٠,	1.0			1.0		··	2.0		

## **HCS 2010 Signalized Intersection Input Data General Information** Intersection Information 416 AIM ENGINEERING & SURVEYING Duration, h 0.25 Agency Analyst Analysis Date 8/31/2015 Area Type Other Jurisdiction HILLSBOROUGH CO. Time Period PM PEAK HOUR PHF 0.92 US 301/STACY ROAD **DESIGN YEAR** 1>7:00 Intersection Analysis Year Analysis Period 2040 ጎተተሰ US 301 STACY RD 2040 PM BUILD.xus File Name US 301 PD&E STUDY - FOWLER AVENUE TO FUTURE SR 56 **Project Description** EB WB **Demand Information** NB SB Approach Movement R R R R L 8 601 25 857 Demand (v), veh/h 1 334 1 28 1610 2 2 Signal Information JI. Cycle, s 120.0 2 Reference Phase Offset, s 0 Reference Point End Green 68.0 10.0 20.0 0.0 0.0 0.0 Uncoordinated Yes Simult, Gap E/W On Yellow 5.5 5.0 5.5 0.0 0.0 0.0 Force Mode Fixed Simult. Gap N/S On Red 2.0 2.0 2.0 0.0 0.0 0.0 WB Traffic Information EB NB SB Approach Movement L T R L T R L T R L T R 8 2 Demand (v), veh/h 1 1 334 28 1610 601 25 857 2 1 Initial Queue (Qb), veh/h 0 0 0 0 0 0 0 0 0 0 0 0 Base Saturation Flow Rate (so), veh/h 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 Parking (Nm), man/h None None None None Heavy Vehicles (PHV), % 0 1 5 5 5 5 5 1 Ped / Bike / RTOR, /h 0 0 0 0 0 0 0 0 0 0 0 0 Buses (Nb), buses/h 0 0 0 0 0 0 0 0 0 0 0 0 3 3 3 3 3 3 3 3 3 3 Arrival Type (AT) 3 3 1.00 1.00 Upstream Filtering (/) 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 Lane Width (W), ft 12.0 12.0 12.0 12.0 12.0 12.0 12.0 12.0 Turn Bay Length, ft 0 0 0 0 0 0 0 0 Grade (Pg), % 0 5 0 0 0 0 0 0 0 0 0 0 Speed Limit, mi/h 55 55 55 55 55 55 55 55 55 55 55 55 **EBL** WBL WBT NBL SBL **Phase Information EBT NBT** SBT Maximum Green (Gmax) or Phase Split, s 10.0 20.0 68.0 68.0 Yellow Change Interval (Y), s 5.5 5.0 5.5 5.5 5.5 5.5 5.5 5.5 Red Clearance Interval (Rc), s 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 Minimum Green (Gmin), s 10 10 10 10 10 15 10 15 Start-Up Lost Time ( It), s 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 Extension of Effective Green (e), s 2.0 2.0 2.0 2.0 2.0 2.0 2.0 2.0 Passage (PT), s 2.0 2.0 2.0 2.0 2.0 5.0 2.0 5.0 Off Off Off Recall Mode Off Off Min Off Min **Dual Entry** No Yes No Yes No Yes No Yes 0.0 0.0 0.0 Walk (Walk), s 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 Pedestrian Clearance Time (PC), s 0.0 0.0 0.0 0.0 0.0 WB **Multimodal Information** EB NB SB 85th % Speed / Rest in Walk / Corner Radius 0 No 25 0 No 25 0 No 25 0 No 25 9.0 Walkway / Crosswalk Width / Length, ft 12 0 9.0 12 0 9.0 12 0 9.0 12 0 Street Width / Island / Curb 0 0 No 0 0 No 0 0 No 0 0 No Width Outside / Bike Lane / Shoulder, ft 12 5.0 2.0 12 5.0 2.0 12 5.0 2.0 12 5.0 2.0 Pedestrian Signal / Occupied Parking No 0.50 0.50 No 0.50 0.50 No No

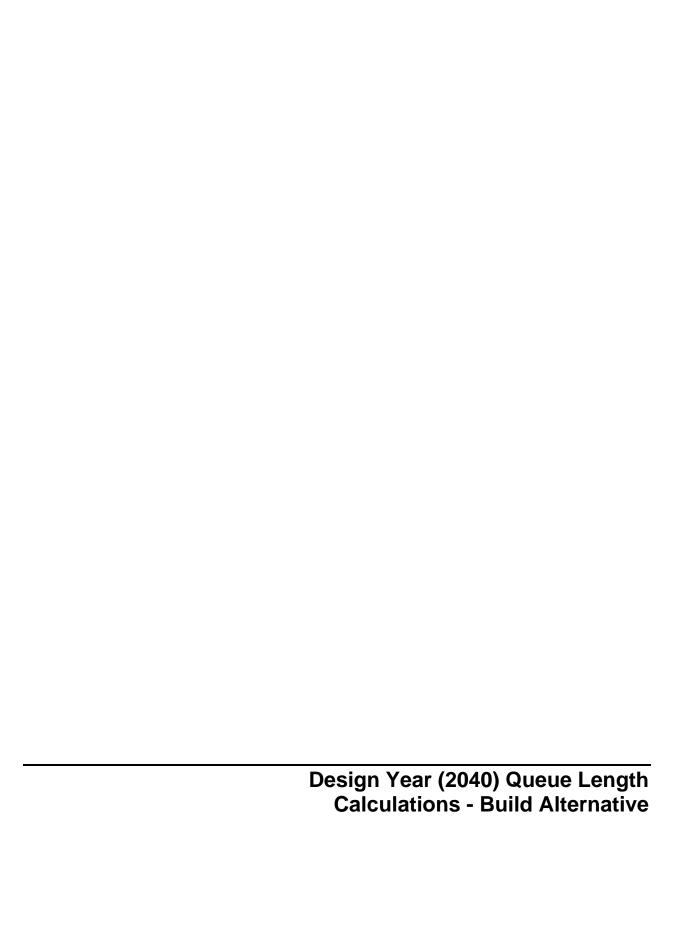
		HCS 2	010 S	ignal	ized l	nters	ection	n Res	ults S	umm	ary				
													1 6	)   4   <u>4   4   4  </u>	EL TE
General Inform	nation	I		D) (E) (I)	10				Intersec	-	-	on	- i	411	
Agency		AIM ENGINEERING	3 & SU		-	1		-	Duration	Market Market	0.25				N
Analyst				-	sis Date	_	-	-	Area Tyr	oe	Other		-		٠.
Jurisdiction		HILLSBOROUGH (	-		Period	_	PEAK HO		PHF		0.92	0.0			
Intersection		US 301/STACY RO	AD	Analy	sis Yea	2040	IGN YEA	AR	Analysis	Period	1> 7:	00		5 4 4 2	
File Name		US 301_STACY RD	Charles de Silver		- 41	V									t C
Project Descrip	otion	US 301 PD&E STU	DY - FO	OWLER	AVENU	JE TO	FUTURE	SR 5	3				NO. CO. CO.	11/20/2002	(Flessess
Demand Infor	mation				EB	1		WE	3		NB			SB	
Approach Move	ement			L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), ve	eh/h			1	1	8	334	1	28	2	1610	601	25	857	2
Signal Informa	ation														
Cycle, s	120.0	Reference Phase	2	1			7						W		
Offset, s	0	Reference Point	End		T:							1	2	3	Y 4
Uncoordinated	Yes	Simult. Gap E/W	On	Greer Yellov		10.0 5.0	20.0	0.0	0.0	0.0		1			5
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	2.0	2.0	0.0	0.0	0.0		5	6	7	. 8
							1		1.65			MAN TO SERVICE STATE OF THE PARTY OF THE PAR	0.0		ODT.
Timer Results				EB	L	EBT	WB	L	WBT	NB		NBT	SB		SBT
Assigned Phas	е	*	ADDRESS OF THE PARTY OF THE PAR			4			8	-		2			6
Case Number			-		THE RESERVE	12.0			10.0			5.0			6.0
Phase Duration						17.0	-		27.5			75.5		_	75.5
Change Period	MATERIAL PROPERTY.					7.0			7.5			7.5			7.5
Max Allow Hea						3.1			3.0			6.0			6.0
Queue Clearan						2.7		-	13.6			55.7	304.8		67.7
Green Extension		(g <sub>e</sub> ), s				0.0		_	0.5			12.1			0.3
Phase Call Pro	The same of the sa					1.00			1.00	N. Carrie		1.00			1.00
Max Out Proba	bility			200000		0.00			0.05			0.99			1.00
Movement Gro	oup Res	ults			EB			WB			NB			SB	
Approach Move	ement			L	Т	R	L	Т	R	L	Т	R	L	T	R
Assigned Move	ment			7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow I	Rate (v)	, veh/h			11		363	32		2	1750	653	27	467	467
Adjusted Satura	ation Flo	ow Rate (s), veh/h/ln			1612		1740	1603		580	1723	1533	266	1810	1808
Queue Service	Time (g	(s), S			0.7		11.6	2.0		0.3	53.7	38.6	12.0	18.1	18.1
Cycle Queue C	learance	e Time ( $g_c$ ), s		更重	0.7		11.6	2.0		18.4	53.7	38.6	65.7	18.1	18.1
Green Ratio (g/	THE RESERVE OF THE PERSON NAMED IN				0.08		0.17	0.17		0.57	0.57	0.57	0.57	0.57	0.57
Capacity (c), ve	eh/h				134		580	267		301	1952	869	92	1025	1025
Volume-to-Cap	acity Ra	tio (X)			0.081		0.626	0.118		0.007	0.896	0.752	0.296	0.455	0.455
Available Capa	THE RESERVE OF THE PARTY OF THE	COMPANY OF THE PARTY OF THE PAR	1827-100		134		580	267		301	1952	869	92	1025	1025
		n/ln (50th percentile)		-	0.3		4.9	8.0	-	0.0	20.3	12.9	0.9	6.7	6.8
THE RESERVE AND DESCRIPTION OF THE PERSON.		RQ) (50th percentile			0.00		0.00	0.00	1000	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (				-	50.8		46.5	42.5		20.5	22.9	19.6	51.8	15.2	15.2
Incremental De	-			-	0.1		1.6	0.1		0.0	6.2	4.4	3.8	0.7	0.7
Initial Queue De					0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (	CONTRACTOR SEASON	1			50.9		48.1	42.6 D		20.6 C	29.1	24.1 C	55.6 E	15.9	15.9
Level of Service	MANAGEMENT OF THE PARTY.	/1.00		EO.	D		D 47 7				C	C		В	В
Approach Delay Intersection De		A COMPANY OF THE PERSON NAMED AND POST OF THE PERSON NAMED AND PARKS.		50.	9	D 2	7.2		D	27.8	0		17.0 C		В
			(Partle)									<b>PEREN</b>			
Multimodal Re	25/4 5		J. 100 100 100 100 100 100 100 100 100 10		EB			WB			NB			SB	CENT
Pedestrian LOS	-			3.0	-	С	2.9	-	С	2.4	-	В	2.1		В
Bicycle LOS Sc	ore / LC	OS		0.5		Α	1.1		Α	2.5		В	1.3		Α

		НС	S 20	10 Sig	gnalize	ed Int	ersec	tion	Input	Data					
General Informati	ion								Intersec	tion Inf	7	on	_	¥ ↓↓ ↓↓↓	FL
Agency		AIM ENGINEERING	8 & SU	AND I SHOULD SHO					Duration	, h	0.25			VV	
Analyst				Analy	sis Date	8/31/2	015		Area Typ	е	Other				7
Jurisdiction		HILLSBOROUGH C	O.	Time I	Period	AM PI	EAK HC	UR	PHF		0.92		PHEMBINE		.← <del>}</del>
Intersection		US 301/McINTOSH	ROAD	Analy	sis Year	DESIG 2040	SN YEA	R	Analysis	Period	1> 7:0	00		† to	
File Name		US 301_MCINTOSI	HRD_2	2040 AM	_BUILD	xus).xus							15		01107
Project Description	1	US 301 PD&E STU	DY - FO	OWLER	AVENU	E TO F	UTURE	SR 5	6						
Demand Informat			Achel		EB			W	D		NB			SB	
				-	7	Гр	+	T T		1	T	R	+	T	R
Approach Moveme	-			L	T	R	43	'	447		835	47	327	1595	K
Demand (v), veh/h	-			10000		1	43		447		000	47	321	1595	
Signal Information	n				11/2 10	J 1/2	1 8	J	-	T		<b>L</b>			
Cycle, s 11	0.0	Reference Phase	2	1		<b>1</b> π	n e	1				2	V		
Offset, s	0	Reference Point	End	Groon	20.0	48.5	21.0	0.0	0.0	0.0	-	1	2	3	4
Uncoordinated Y	es	Simult. Gap E/W	On	Yellow		5.5	5.5	0.0		0.0					>
Force Mode Fix	xed	Simult. Gap N/S	On	Red	0.0	2.0	2.0	0.0	The second second	0.0		5	6	7	8
							,								
Traffic Information	-				EB			WE	-		NB	_	PARTIES.	SB	
Approach Moveme	The second live in con-	13-		L	T	R	L	Т	R	L	T	R	L	Т	R
Demand (v), veh/h	-						43		447		835	47	327	1595	
Initial Queue (Q <sub>b</sub> ),	100						0		0		0	0	0	0	
Base Saturation Flo		ate (s <sub>o</sub> ), veh/h	91616	35.5%			1900		1900		1900	1900	1900	1900	DESCRIPTION OF THE PERSON OF T
Parking (Nm), man/	- THE WALLESTON AND							None			None			None	
Heavy Vehicles (Pr	-						5		5		5		5	5	DEPART.
Ped / Bike / RTOR,										0	0	0	0	0	0
Buses (N <sub>b</sub> ), buses/	h						0		0		0	0	0	0	
Arrival Type (AT)							3		3		3	3	3	3	
Upstream Filtering	(1)			10000	1 411		1.00		1.00	-	1.00	1.00	1.00	1.00	
Lane Width (W), ft							12.0		12.0		12.0		12.0	12.0	
Turn Bay Length, ft		A					0		0	9649	0		0	0	100
Grade (Pg), %							0		0		0	0	0	0	
Speed Limit, mi/h				17861			60		60		60	60	60	60	
Phase Information	n			EBI	.   E	ВТ	WBI		WBT	NBI		NBT	SBL		SBT
Maximum Green (C	G <sub>max</sub> )	or Phase Split, s							21.0	-		48.5	20.0		68.5
Yellow Change Inte	THE RESERVE			Total S		1725	5.5					5.5	5.5		5.5
Red Clearance Inte	-						2.0					2.0	0.0		2.0
Minimum Green (	_						10					15	10		15
Start-Up Lost Time	_	THE RESERVE THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TRANSPORT OF THE PERSON NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN COLUMN TWO IS NAMED IN CO					2.0					2.0	2.0		2.0
Extension of Effecti	MATERIAL PROPERTY.	MAN TO THE REAL PROPERTY.	20.53		198	221,07	2.0					2.0	2.0		2.0
Passage (PT), s	A Tank		O'TYLETES.	CONSTRUCTOR OF THE PARTY OF THE		-	2.0			THE PERSONNELLIS		5.0	5.0	Lin Maria	5.0
Recall Mode							Off					Min	Off		Min
Dual Entry							No					Yes	No		Yes
Walk (Walk), s							0.0					0.0	0.0		0.0
Pedestrian Clearan	nce Ti	me ( <i>PC</i> ), s					0.0					0.0	0.0		0.0
					E.C.			)A/D			AID	19000	THE REAL PROPERTY.	CD	for Ser
Multimodal Inform			10		EB		0	WB No	25	0	NB No	25	0	SB No	25
Walkway / Crosswa	-	Walk / Corner Radiu	15	1000000			9.0	12	0	9.0	12	0	9.0	12	0
Street Width / Islan	STREET, SQUARE,  CONTRACTOR COMPANY OF THE PARTY					0	0	No	0	0	No	0	0	No	
THE PROPERTY OF THE PROPERTY O	u/U	uib					U		-	CONTRACTOR OF STREET	-				
Width Outside / Bik	o L c	oo / Shoulder ft					12	5.0	2.0	12	5.0	2.0	12	5.0	2.0

Assigned Phase			HCS 2	010 S	ignali	zed l	nters	ection	Re	sults S	umm	ary				
Selection   Mile   Selection   Mile   Selection   Mile   Selection   Mile   Selection   Mile   Selection   Mile   Selection   Mile														T Gu		EDG:
Analysis	General Inform	nation	,								100	- magnetic and the second	on	- 1	ļļ,	
Milles   M	COST IN CONTRACTOR COMPANY AND ADDRESS OF THE PARTY OF TH		AIM ENGINEERING	3 & SUI		AND DESCRIPTION OF THE PERSON NAMED IN			-			_				
Project Description	NAME OF TAXABLE PARTY.				-	The same of the same of	-	INVESTMENT OF THE PARTY OF THE			)e					<b>~</b> _}
Project Description				-	-		-	THE RESERVE AND PERSONS ASSESSED.	DATE OF STREET VICES	-	-/200-00-	-		-1		
Project Description   US 301 PD&E STUDY - FOWLER AVENUE TO FUTURE SR 56	Intersection		US 301/McINTOSH	ROAD	Analys	sis Year			R	Analysis	Period	1> 7:	00		1 1	
Demand Information	File Name		US 301_MCINTOS	H RD_2	2040 AM	_BUILD	D.xus							15		FIR
Approach Novement    L   T   R   L   T   R   L   T   R   L   T   R   L   T   R   L   T   R   L   T   R   L   T   R   L   T   R   R   L   T   R   R   L   T   R   R   L   T   R   R   L   T   R   R   L   T   R   R   L   T   R   R   L   T   R   R   L   T   R   R   R   R   R   R   R   R   R	Project Descrip	otion	US 301 PD&E STU	DY - FO	OWLER	AVENL	JE TO I	FUTURE	SR	56						
Approach Novement    L   T   R   L   T   R   L   T   R   L   T   R   L   T   R   L   T   R   L   T   R   L   T   R   L   T   R   R   L   T   R   R   L   T   R   R   L   T   R   R   L   T   R   R   L   T   R   R   L   T   R   R   L   T   R   R   L   T   R   R   R   R   R   R   R   R   R	Daws and Inform	madian				ED			١٨	/D	7	NR			SB	
Demand (v), veh/h							Тъ	1	-		1		TR	1	7	R
Signal Information	THE RESERVE OF THE PERSON NAMED IN COLUMN 2 IS NOT THE PERSON NAME	A STREET, SQUARE, SQUA			L			-		-				_	_	
Cycle, s         110.0         Reference Phase         2           Offset, s         0         Reference Point         End           Uncoordinated         Yes         Simult. Gap E/W         On           Force Mode         Fixed         Simult. Gap E/W         On         Red         0.0         2.0         0.0         0.0         0.0           Force Mode         Fixed         Simult. Gap N/S         On         Red         0.0         2.0         0.0         0.0         0.0           Timer Results         EBL         EBL         EBT         WBL         WBT         NBL         NBT         SBL         Image: NBT         NBL         NBT         NBL         NBT         SBL         Image: NBT         Image: NBT         SBL         Image: NBT         Image: NBT         SBL         Image: NBT         Image: NBT         SBL         Image: NBT         SBL         Image: NBT         Image: NBT         SBL         Image: NBT         Image: NBT </td <td>Demand (v), ve</td> <td>en/n</td> <td></td> <td></td> <td>NAME OF TAXABLE PARTY.</td> <td></td> <td>REAL PROPERTY.</td> <td>43</td> <td></td> <td>447</td> <td></td> <td>000</td> <td>41</td> <td>321</td> <td>1000</td> <td></td>	Demand (v), ve	en/n			NAME OF TAXABLE PARTY.		REAL PROPERTY.	43		447		000	41	321	1000	
Cycle, s         110.0         Reference Palses         2         Common Force	Signal Informa	ation				IJ.	1 1/2	1 6	7		T		L			
Offset, s	Cycle, s	110.0	Reference Phase	2	1	-	1		1				7	P		
Uncoordinated   Yes   Simult. Gap E/W   On   Yellow   5.5   5.5   5.5   5.0   0.0	NAME AND ADDRESS OF TAXABLE PARTY.	0	Reference Point	End	Groom	20.0	10 5	21.0	10	0 100	0.0		1	2	3	A .
Force Mode	Uncoordinated	Yes	Simult. Gap E/W	On					_							>
Assigned Phase  Case Number  Phase Duration, s  Change Period, (Y+Rc), s  Max Allow Headway (MAH), s  Queue Clearance Time (gs), s  Green Extension Time (gs), s  Assigned Movement  L T R R L T R R L T R R L T R R L T R R L T R R R R	Force Mode	Fixed	Simult. Gap N/S	On	The second second second	and the same of th		CONTRACTOR OF THE PARTY AND	and area	CONTRACTOR OF THE PERSON NAMED IN	THE RESERVE THE PARTY NAMED IN	Car Physiol Co.	5	6	7	8
Assigned Phase  Case Number  Phase Duration, s  Change Period, (Y+Rc), s  Max Allow Headway (MAH), s  Queue Clearance Time (gs), s  Green Extension Time (gs), s  Assigned Movement  L T R R L T R R L T R R L T R R L T R R L T R R R R																
Case Number	Timer Results				EBI		EBT	WBI	-	THE RESERVE OF THE PERSON NAMED IN	NB	L			-	SBT
Phase Duration, s	Assigned Phas	e								T-VALO						6
Change Period, (Y+Rc), s       T.5       5.5       5.5         Max Allow Headway (MAH), s       3.1       5.8       5.9       1         Queue Clearance Time (gs), s       0.0       23.0       24.5       12.3       1         Phase Call Probability       1.00       1.00       1.00       1.00       1.00         Max Out Probability       1.00       NB       0.89       0.61       1         Movement Group Results       EB       WB       NB       NB       NB       NB         Approach Movement       L       T       R       L       T	Case Number				1000								THE STATE OF THE S	200 UNIO		4.0
Max Allow Headway (MAH), s         3.1         5.8         5.9           Queue Clearance Time ( $g_s$ ), s         23.0         24.5         12.3           Green Extension Time ( $g_s$ ), s         0.0         21.7         1.5         1.0           Phase Call Probability         1.00         1.00         1.00         1.00         1.00         1.00           Max Out Probability         EB         WB         NB         SB           Approach Movement         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         R         L         T         A         L         T         A         L         T         A         L         T         A         L         T         R         L         T         A         L         L         T	Phase Duration	n, s											-	-	_	81.5
Queue Clearance Time $(g_s)$ , s         23.0         24.5         12.3           Green Extension Time $(g_s)$ , s         0.0         21.7         1.5         1.0           Phase Call Probability         1.00         1.00         0.89         0.61         0.6           Movement Group Results         EB         WB         NB         NB         SB           Approach Movement         L         T         R         L         T         A         A <td>Change Period</td> <td>, <math>(Y+Rc)</math></td> <td>, s</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>-</td> <td></td> <td></td> <td>-</td> <td></td> <td></td> <td>7.5</td>	Change Period	, $(Y+Rc)$	, s							-			-			7.5
Green Extension Time (ge), s  Phase Call Probability  Max Out Probability  Movement Group Results  EB  WB  NB  SB  Approach Movement  Adjusted Flow Rate (v), veh/h  Adjusted Saturation Flow Rate (s), veh/h/n  Cycle Queue Clearance Time (ge), s  Cycle Queue Clearance Time (ge), s  Green Ratio (g/C)  Capacity (c), veh/h  Available Capacity (ca), veh/h  Available Capacity (ca), veh/h  Back of Queue (Q), veh/h  Cueue Storage Ratio (RQ) (50th percentile)  Queue Storage Ratio (RQ) (50th percentile)  Queue Control Delay (d₂), s/veh  Initial Queue Delay (d₂), s/veh  Level of Service (LOS)  D  O  O  O  O  O  O  O  O  O  O  O  O	Max Allow Hea	dway (N	<i>1AH</i> ), s										Marketon B. Street			5.8
Phase Call Probability         Indicate the control of the cont	Queue Clearan	ice Time	e (gs), s							-					-	38.5
Max Out Probability         EB         WB         NB         SB           Approach Movement         L         T         R         R         L	Green Extension	on Time	(g <sub>e</sub> ), s							-						26.5
Movement Group Results         EB         WB         NB         SB           Approach Movement         L         T         R         L         T         T         R         L	Phase Call Pro	bability										-	AND DESCRIPTION OF THE PARTY OF	-		1.00
Approach Movement  Approach Movement  Assigned Movement  Assigned Movement  Assigned Movement  Assigned Movement  Assigned Movement  Adjusted Flow Rate (v), veh/h  Adjusted Saturation Flow Rate (s), veh/h/ln  Queue Service Time (gs), s  Cycle Queue Clearance Time (gc), s  Cycle Que	Max Out Proba	bility		EZISTERES			DESIGNATION OF THE PERSON OF T			1.00		53 F 75 F 55	0.89	0.61		0.86
Assigned Movement Assigned Movement Assigned Movement Assigned Movement Assigned Movement Assigned Movement Adjusted Flow Rate (v), veh/h Adjusted Saturation Flow Rate (s), veh/h/ln Adjusted Saturation Flow Rate (s), veh/h/ln Adjusted Saturation Flow Rate (s), veh/h/ln Adjusted Saturation Flow Rate (s), veh/h/ln Adjusted Saturation Flow Rate (s), veh/h/ln Adjusted Saturation Flow Rate (s), veh/h/ln All 1723 All 1533 All 10 1775 All 1723 All 1723 All 1533 All 10 1775 All 1723 All 1723 All 1723 All 1723 All 1723 All 1723 All 1723 All 1723 All 1723 All 1723 All 1723 All 1723 All 1723 All 1723 All 1723 All 1723 All 1723 All 1723 All 1724 All 1724 All 1725 All 1726 All 1727 All 1728 All 1729	Movement Gro	oup Res	sults			EB			W	3		NB			SB	
Adjusted Flow Rate (v), veh/h Adjusted Saturation Flow Rate (s), veh/h/ln Adjusted Saturation Flow Rate (s), veh/h/ln Queue Service Time (gs), s Cycle Queue Clearance Time (gc), s Color Clearance Time (gc), s Cycle Queue Clearance Time (gc), s Cycle Queue Clearance Time (gc), s Cycle Queue Clearance Time (gc), s Cycle Queue Clearance Time (gc), s Cycle Queue Clearance Time (gc), s Color Clearance Time (gc), s Cycle Queue Clearance Time (gc), s Cycle Queue Clearance Time (gc), s Cycle Queue Clearance Time (gc), s Cycle Queue Clearance Time (gc), s Cycle Queue Clearance Time (gc), s Cycle Queue Clearance Time (gc), s Cycle Queue Clearance Time (gc), s Cycle Queue Clearance T	Approach Move	ement			L	Т	R	L	Т	R	L	T	R	L	Т	R
Adjusted Saturation Flow Rate (s), veh/h/ln Queue Service Time (gs), s Cycle Queue Clearance Time (gs), s Col. Cycle Cycle Titos Control Delay (ds), s/veh Control Delay (ds), s/veh Control Delay (ds), s/veh Control Delay (ds), s/veh Control Cleay (ds), s/veh	Assigned Move	ement			MATE.			3		18		2	12	1	6	
Queue Service Time (gs), s       2.5       21.0       22.4       22.5       10.3       36.5         Cycle Queue Clearance Time (gc), s       2.5       21.0       22.4       22.5       10.3       36.5         Green Ratio (g/C)       0.19       0.37       0.44       0.44       0.64       0.67         Capacity (c), veh/h       329       572       798       783       513       2318         Volume-to-Capacity Ratio (X)       0.142       0.850       0.607       0.607       0.693       0.748         Available Capacity (cs), veh/ln       329       572       798       783       513       2318         Back of Queue (Q), veh/ln (50th percentile)       1.0       12.4       8.9       8.8       3.7       10.6         Queue Storage Ratio (RQ) (50th percentile)       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.00       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0	Adjusted Flow	Rate (v)	, veh/h					47		486		484	475	355	1734	
Cycle Queue Clearance Time (gc), s         2.5         21.0         22.4         22.5         10.3         36.5           Green Ratio (g/C)         0.19         0.37         0.44         0.44         0.64         0.67           Capacity (c), veh/h         329         572         798         783         513         2318           Volume-to-Capacity Ratio (X)         0.142         0.850         0.607         0.607         0.693         0.748           Available Capacity (c <sub>a</sub> ), veh/h         329         572         798         783         513         2318           Back of Queue (Q), veh/ln (50th percentile)         1.0         12.4         8.9         8.8         3.7         10.6           Queue Storage Ratio (RQ) (50th percentile)         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.00         0.0	Adjusted Satura	ation Flo	ow Rate (s), veh/h/ln			le et	MAST	1723		1533	Die ver	1810	1775	1723	1723	
Green Ratio (g/C)	Queue Service	Time (g	<i>ls</i> ), S					2.5		21.0		22.4	22.5	10.3	36.5	
Capacity (c), veh/h         329         572         798         783         513         2318           Volume-to-Capacity Ratio (X)         0.142         0.850         0.607         0.607         0.693         0.748           Available Capacity (ca), veh/h         329         572         798         783         513         2318           Back of Queue (Q), veh/ln (50th percentile)         1.0         12.4         8.9         8.8         3.7         10.6           Queue Storage Ratio (RQ) (50th percentile)         0.00	Cycle Queue C	learanc	e Time (g₅), s					2.5		21.0		22.4	22.5	10.3	36.5	
Volume-to-Capacity Ratio (X)         0.142         0.850         0.607         0.607         0.693         0.748           Available Capacity (ca), veh/h         329         572         798         783         513         2318           Back of Queue (Q), veh/ln (50th percentile)         1.0         12.4         8.9         8.8         3.7         10.6           Queue Storage Ratio (RQ) (50th percentile)         0.00	Green Ratio (g	/C)						0.19		0.37		0.44	0.44	0.64	0.67	
Available Capacity (ca), veh/h  Back of Queue (Q), veh/ln (50th percentile)  Queue Storage Ratio (RQ) (50th percentile)  Uniform Delay (d1), s/veh  Incremental Delay (d2), s/veh  Initial Queue Delay (d3), s/veh  Control Delay (d), s/veh  Level of Service (LOS)  To 1329  To 2329  To 24  To 278  To 2318  To 23	Capacity (c), ve	eh/h						329		572			783	-	-	
Back of Queue (Q), veh/ln (50th percentile)         1.0         12.4         8.9         8.8         3.7         10.6           Queue Storage Ratio (RQ) (50th percentile)         0.00         0.0	Volume-to-Cap	acity Ra	itio (X)					0.142		0.850		0.607				
Queue Storage Ratio (RQ) (50th percentile)       0.00       <	Available Capa	city (ca)	, veh/h					329		THE RESERVE OF THE PARTY OF THE		-	-	THE RESERVE OF THE PERSON NAMED IN	THE OWNER OF THE OWNER	
Uniform Delay (d1), s/veh       37.0       31.7       23.5       23.5       15.6       11.9         Incremental Delay (d2), s/veh       0.1       11.1       2.0       2.0       5.1       1.7         Initial Queue Delay (d3), s/veh       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       0.0       13.5       13.5       142.8       25.5       25.5       20.7       13.5 <td< td=""><td>Back of Queue</td><td>(Q), vel</td><td>n/In (50th percentile)</td><td></td><td></td><td></td><td></td><td>- Tenantina</td><td></td><td></td><td></td><td></td><td>-</td><td>-</td><td>-</td><td></td></td<>	Back of Queue	(Q), vel	n/In (50th percentile)					- Tenantina					-	-	-	
Incremental Delay (d2), s/veh         0.1         11.1         2.0         2.0         5.1         1.7           Initial Queue Delay (d3), s/veh         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         0.0         13.5         0.0	Queue Storage	Ratio (	RQ) (50th percentile	)				-					-			
Initial Queue Delay (d3), s/veh         0.0	Uniform Delay	(d1), s/v	eh					37.0				-	-			
Control Delay (d), s/veh       37.1       42.8       25.5       25.5       20.7       13.5         Level of Service (LOS)       D       D       C       C       C       B	Incremental De	lay (d2),	s/veh					0.1				-	-	-	-	
Level of Service (LOS)  D  C  C  B	Initial Queue D	elay (d3)	), s/veh					-				-				
2010 01 201100 (200)	STREET OF STREET	CONTRACT PARTY	CONTRACTOR OF THE PART OF THE					-				A CONTRACTOR OF THE PARTY OF TH	-	-	-	1000
		-	TO A COLUMN THE REAL PROPERTY OF THE	gen a declar				-					NAME OF TAXABLE PARTY.	-	A service or	<u></u>
Approach 2010), Green 2010					0.0					D	25.	5	С	-		В
Intersection Delay, s/veh / LOS 21.7 C	Intersection De	lay, s/ve	eh / LOS	-		To the last	2	1.7	TO SERVICE			NAME OF TAXABLE PARTY.	6.000	C	TO SUCCESS	
Multimodal Results EB WB NB SB	Multimodal Re	eulte				FB	NE PAR	The state of	WF	3		NB			SB	
Pedestrian LOS Score / LOS 2.7 B 2.9 C 2.3 B 0.7	0 0 4		/ LOS	TO STORE	2.7		В	2.9			2.3		В	0.7	us pourus	A
Bicycle LOS Score / LOS F 1.3 A 2.2	THE RESERVE AND ADDRESS OF THE PERSON NAMED IN		The second secon		- 11					V-0	-	-		-		В

		НС	S 20	10 Sig	nalize	ed Int	ersec	tion	Input	Data					
													1 5		s (U)
General Inform	nation	T							-	ction Inf	-	on	- 1	ΙΙL	
Agency		AIM ENGINEERING	3 & SUI						Duration	380754302WARTER	0.25				-
Analyst				4	sis Date	4	THE RESERVE OF THE PARTY OF THE		Area Ty	pe	Other		40 4 X X		<u>~</u> }
Jurisdiction	-	HILLSBOROUGH (	000 VIV	Time		1	EAK HC		PHF		0.92		_ <u> </u>		<b>-</b>
Intersection		US 301/McINTOSH			sis Year	2040	SN YEA	R	Analysis	s Period	1> 7:0	00		† Þ	<b>E</b>
File Name		US 301_MCINTOS		TO STATE OF THE PARTY OF THE PA		The second second				warener -			_ 5	HITT	RIN .
Project Descrip	otion	US 301 PD&E STU	DY - FO	OWLER	AVENU	E TO F	UTURE	SR 5	56	NA S				2 4 6 6	
Demand Infor	mation				EB			W	В		NB			SB	Jan 1
Approach Move	ement			L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), ve							47		327	7	1595	44	445	837	
Signal Informa	ation				116	J	6					1			
Cycle, s	120.0	Reference Phase	2	1	42.	1		$\overline{A}$					D		
Offset, s	0	Reference Point	End			1					,	1	2	3	4
Uncoordinated	Yes	Simult. Gap E/W	On	Green		60.0	10.0	0.0							>
Force Mode	Fixed	Simult. Gap E/W	On	Yellow Red	0.0	5.5	5.5	0.0				5	6	7	8
1 orde mode	Tixed	Cimali: Cap 140													
Traffic Informa	ation				EB			WE	3		NB			SB	
Approach Move	ement			L	T	R	L	Т	R	L	Т	R	L	T	R
Demand (v), ve	h/h					3	47		327	1	1595	44	445	837	
Initial Queue (C	Q <sub>b</sub> ), veh/	/h	2 2 2 3 3				0		0		0	0	0	0	
Base Saturation	n Flow F	Rate (s₀), veh/h					1900		1900		1900	1900	1900	1900	
Parking (Nm), n	nan/h							Non	е		None			None	
Heavy Vehicles	(PHV), (	%					4		4		5		5	5	
Ped / Bike / RT	OR, /h									0	0	0	0	0	0
Buses (Nb), bus	ses/h						0		0		0	0	0	0	
Arrival Type (A	T)						3		3		3	3	3	3	
Upstream Filter	ring (/)						1.00		1.00		1.00	1.00	1.00	1.00	
Lane Width (W	), ft	W. 5.20	_				12.0		12.0		12.0		12.0	12.0	
Turn Bay Lengt	th, ft						0		0		0		0	0	
Grade (Pg), %	-						0		0		0	0	0	0	
Speed Limit, m	i/h				1000		60		60		60	60	60	60	
Phase Informa	ation			EBI	_ E	ВТ	WBI		WBT	NB		NBT	SBL		SBT
	-	) or Phase Split, s							10.0			60.0	29.5	5	89.5
Yellow Change	-						5.5					5.5	5.5		5.5 .
Red Clearance						-	2.0		LANS OF THE PARTY			2.0	0.0		2.0
Minimum Green	THE RESERVE OF THE PERSON NAMED IN			5			10					15	10		15
Start-Up Lost T							2.0					2.0	2.0		2.0
Extension of Ef	No. of Concession, Name of Street, or other Designation, or other	T - CE - 200					2.0	-				2.0	2.0		2.0
Passage (PT),	000 (CANA DEC)	17.00 m. 17.00 m. 17.00	and the state of t	-		ELDWINGS.	2.0		C TOTAL	THE STATE OF THE S		5.0	5.0		5.0
Recall Mode							Off					Min	Off		Min
Dual Entry							No					Yes	No		Yes
Walk (Walk), s				128.10			0.0	N/A				0.0	0.0		0.0
Pedestrian Clea	arance	Time (PC), s					0.0					0.0	0.0		0.0
Maria					ED			WB		1	NB			SB	
Multimodal Inf	Commence of the last of the la	on Walk / Corner Radi	ue	-	EB		0	No	-	0	No	25	0	No	25
		Vidth / Length, ft	uə	10000			9.0	12		9.0	12	0	9.0	12	0
Street Width / Is	Marie Marie	STATE OF THE PARTY		-			0	0	No	0	0	No	0	0	No
THE RESERVE AND ADDRESS OF THE PARTY OF THE	CONTRACTOR OF THE PARTY OF	ane / Shoulder, ft					12	5.0		12	5.0	2.0	12	5.0	2.0
Pedestrian Sign	NAME AND ADDRESS OF THE OWNER, TH			-			No		0.50	No	American	0.50	No	-	0.50
i eucoman olgi	iai / Occ	cupied I arking					140		0.00	110					

		HCS 20	010 S	ignali	zed lı	nters	ection	Re	sults \$	Sumn	nary				
													1 3		VOT
General Inform	nation								-	- War-	formation	on	- 1	ĮΙζ	
Agency		AIM ENGINEERING	& SUI						Duration		0.25				N.
Analyst				4	is Date	-	THE SHAPE OF		Area Ty	pe	Other		_ <del>*</del>		<b>~</b> _E
Jurisdiction		HILLSBOROUGH C		Time F	-	THE WAY	EAK HO	-	PHF	***************************************	0.92		- Name		
Intersection		US 301/McINTOSH				2040	GN YEA	.R	Analysis	Period	1 > 7:	00		1 1	
File Name		US 301_MCINTOSI	HRD_2	2040 PM	_BUILE	D.xus							15		B- (80°
Project Descrip	otion	US 301 PD&E STU	DY - FO	OWLER	AVENU	E TO F	UTURE	SR	56						
											NID		HAME.	0.0	
Demand Infor	-				EB	T _			/B	-	NB		-	SB	1 5
Approach Move	THE RESERVE OF STREET			L	T	R	L		T R		T	R	L	T	R.
Demand (v), ve	eh/h				100000		47		327		1595	5 44	445	837	
Signal Informa	ation				116	J	K					1			
Cycle, s	120.0	Reference Phase	2	1	42,	1 42	2 8			1		_	t		
Offset, s	0	Reference Point	End			1 1	7					1	2	3	4
Uncoordinated	Yes	Simult. Gap E/W	On	Green Yellow		60.0 5.5	10.0	0.		0.0	Action and the last of the las				5
Force Mode	Fixed	Simult. Gap N/S	On	Red	0.0	2.0	2.0	0.	THE RESERVE OF THE PERSON NAMED IN	THE RESERVE THE PERSON NAMED IN		5	6	7	8
T Gree Wede	T INCH	Automatic Copy is Copy													
Timer Results				EBL		EBT	WBI	L	WBT	NE	3L	NBT	SBI		SBT
Assigned Phas	e	er var en terretanna i variante, di sendente, ascentras en escribente recentral de present							8			2	1		6
Case Number									9.0			8.3	1.0		4.0
Phase Duration	1, S			- Contractor			1	7	17.5			67.5	35.0	) .	102.5
Change Period	_	), s							7.5			7.5	5.5		7.5
Max Allow Hea									3.1			5.8	5.9		5.8
Queue Clearan						14.04			12.0	1000		61.1	31.3	3	11.0
Green Extension		MATERIAL PROPERTY AND ADDRESS OF THE PERSONS ASSESSED.							0.0			0.0	0.0		59.4
Phase Call Pro							And L		1.00			1.00	1.00	)	1.00
Max Out Proba									1.00			1.00	1.00		0.68
Movement Gro	oup Res	sults			EB			WI	В		NB			SB	
Approach Move	ement			L	T	R	L	Т	R	L	T	R	L	T	R
Assigned Move	ment					1-62	3		18	8	2	12	1	6	
Adjusted Flow	Rate (v)	, veh/h					51		355		892	889	484	910	
Adjusted Satura	ation Flo	ow Rate (s), veh/h/ln					1740		1548		1810	1792	1723	1723	
Queue Service	Time (g	gs), <b>S</b>					3.3		10.0		58.7	59.1	29.3	9.0	
Cycle Queue C	learanc	e Time (gc), s					3.3		10.0		58.7	59.1	29.3	9.0	
Green Ratio (g/	/C)						- 0.08		0.33		0.50	0.50	0.76	0.79	
Capacity (c), ve	eh/h						145	V.E	510		905	896	486	2728	
Volume-to-Cap							0.352		0.697		0.986	0.993	0.996	0.334	
Available Capa	THE RESERVE AND ADDRESS OF THE PERSON NAMED IN	A STATE OF THE PARTY OF THE PAR					145		510		905	896	486	2728	
155 A 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		h/In (50th percentile)					1.4		8.9		28.5	29.0	18.6	1.8	
THE RESERVE AND ADDRESS OF THE PARTY AND ADDRE	-	RQ) (50th percentile	)			211-1894	0.00		0.00	100	0.00	0.00	0.00	0.00	
Uniform Delay							51.9		35.0		29.6	29.8	39.7	3.5	
Incremental De	THE RESERVE AND ADDRESS OF THE PARTY.					Y 12	0.5		3.5		26.5	28.2	39.8	0.2	
Initial Queue D		NAME OF TAXABLE PARTY OF TAXABLE PARTY.					0.0		0.0		0.0	0.0	0.0	0.0	
Control Delay (	-	THE RESIDENCE AND ADDRESS OF THE PARTY OF					52.5		38.6	-	56.1	58.0	79.5	3.7	E PART
Level of Service	-	AND THE PART OF TH					D		D	-	E	E	E	A	
Approach Dela	March and Assessed			0.0			40.3	3	D	57	.0	Е	30.0		С
Intersection De	lay, s/ve	eh / LOS	Marian Co		ALK DOLLAR	4	4.6	10/13/11	S015/4/4/4		EN TYPE IN		D		
Multimodal Re	sults	Control of the Contro			EB			WI	3		NB			SB	
Pedestrian LOS	2 - 2 - 1	/LOS	THE AND	2.8	T	С	2.9	T	С	2.	3	В	0.6		Α
Bicycle LOS So	-	NAME OF TAXABLE PARTY.							F	2.	0	Α	1.6		Α



Estimated Design Year (2040) Peak Hour Queue Lengths

					AM P	AM Peak Hour					
				%56	Quene	_	Quene				Quene
		No. of		Back of Queue (1)	Length (1)	Back of Queue (2)	Length (2)			No. of Signal	Length (3)
Intersection	Movement	Lanes	Volume	(in vehicles)	(in feet)	_	(in feet)	Truck %	g/C Ratio	Cycles	(in feet)
bood word	SB LT	1	113	0.82	21	N/A	N/A	5.0	N/A	N/A	N/A
ilailley noau	SB TH	2	2034	N/A	N/A	N/A	N/A	5.0	N/A	N/A	N/A
CP 579	SBLT	1	217	2.23	99	2.8	140	5.0	29'0	33	114
CN 3/3	SB TH	2	1994	N/A	N/A	16.3	815	5.0	0.70	33	476
	NB LT	1	0	0	0	0	0	5.0	0.49	33	0
	NB TH	2	828	N/A	N/A	7.4	370	5.0	0.49	33	348
Stacy Road	NB RT	1	334	N/A	N/A	5.5	275	5.0	0.49	33	271
	SB LT	Н	28	0.18	2	9.0	30	5.0	0.49	33	23
	SB TH/RT	2	1611	N/A	N/A	26.2	1310	5.0	0.49	33	654
Marintoch Dood	SB LT	1	327	2.93	73	3.7	185	5.0	0.64	33	187
MCIIICONI NOAU	SB TH	2	1595	N/A	N/A	10.6	530	5.0	0.67	33	419

					PM P	PM Peak Hour					
				82%	Quene		Quene				Quene
		No. of		Back of Queue (1)	Length <sup>(1)</sup>	Back of Queue (2)	Length (2)			No. of Signal	Length (3)
Intersection	Movement	Lanes	Volume	(in vehicles)	(in feet)	_	(in feet)	Truck %	g/C Ratio	Cycles	(in feet)
brod warel	SB LT	1	74	1.56	39	N/A	N/A	5.0	N/A	N/A	N/A
nailley noau	SB TH	2	1082	N/A	N/A	N/A	N/A	5.0	N/A	N/A	N/A
CD 570	SB LT	1	167	7.14	179	7.8	390	5.0	92.0	29	73
CN 3/3	SB TH	2	1024	N/A	N/A	2.7	135	5.0	0.79	29	195
	NB LT	1	2	0.01	0	0	0	5.0	0.57	30	2
	NB TH	2	1610	N/A	N/A	20.3	1015	5.0	0.57	30	909
Stacy Road	NB RT	П	601	N/A	N/A	12.9	645	5.0	0.57	30	452
	SB LT	1	25	0.49	12	6.0	45	2.0	0.57	30	19
	SB TH/RT	2	829	N/A	N/A	6.8	340	5.0	0.57	30	323
Melatoch Dood	SB LT	1	445	25.88	647	18.6	930	5.0	92.0	30	187
ואוכווונסאוו עסמת	SRTH	2	837	N/A	N/A	8	06	5.0	0.79	30	154

 $^{(1)}$  HCS 2010 Unsignalized Intersection Analysis: Queue Length =  $(95^{th}$ -percentile Back of Queue) x (25.0)

 $<sup>^{(2)}</sup>$  HCS 2010 Signalized Intersection Analysis: Queue Length =  $(2.0) \times (50^{th}$ -percentile Back of Queue)  $\times (25.0)$   $^{(3)}$  Red Time Equation: Queue Length =  $[(2.0) \times (\text{Volume}) \times (25.0) \times (1+\text{Truck }\%) \times (1-g/C)]/[(\text{No. of Lanes}) \times (\text{No. of Signal Cycles})]$ 

# **Traffic Data for Noise Analysis**

## Documentation for the US 301 Noise Traffic Data

- The maximum Level of Service C daily traffic volumes were obtained using Table 1 (Generalized Annual Average Daily Volumes for Florida's Urbanized Areas) of the 2012 FDOT Quality/Level of Service Handbook assuming an uninterrupted flow highway.
- The 24-hour truck percentage was based on the average of the 2014 T<sub>24</sub>-factors obtained from FDOT Count Station Nos. 100060 (Hillsborough County), 100050 (Hillsborough County) and 145501 (Pasco County). All three of these count stations had vehicle classification count data.

24-Hr Truck % = 
$$(9.97\% + 10.64\% + 11.19\%)/(3) = 10.6\%$$

The design hour truck percentage was based on the average of the 2015 a.m. and p.m. peak
hour truck percentages calculated using the peak hour intersection turning movement count
data obtained for the PD&E study.

Design Hour Truck % = 
$$(6.1\% + 6.9\% + 6.2\% + 6.1\% + 7.3\% + 4.3\% + 4.7\% + 5.4\% + 3.0\% + 5.3\%)/(10)$$
  
=  $5.5\%$ 

This value is very close to the average of the 2014 Design Hour Truck percentages obtained from FDOT Count Station Nos. 100060, 100050 and 145501 (5.3%).

 The design hour medium and heavy truck percentages were based on the average of the 2014 medium and heavy truck percentages obtained from FDOT Count Station Nos. 100060, 100050 and 145501.

Design Hour Medium Truck % = 
$$(35.71\% + 32.99\% + 33.60\%)/(3) = 34.1\%$$
  
Design Hour Heavy Truck % =  $(64.29\% + 67.01\% + 66.40\%)/(3) = 65.9\%$ 

 The design hour bus and motorcycle percentages were assumed to be one-half of the average 24-hour bus and motorcycle percentages obtained from FDOT Count Station Nos. 100060, 100050 and 145501.

Design Hour Motorcycle % = 
$$\frac{1}{2}$$
 x ((1.85% + 0.83% + 0.96%)/(3)) = 0.6%  
Design Hour Bus % =  $\frac{1}{2}$  x ((0.20% + 0.25% + 0.06%)/(3)) = 0.1%

# Generalized **Annual Average Daily** Volumes for Florida's **Urbanized Areas**

TABLE 1

12/18/12

INTERRUPTED FLOW FACILITIES	UNINTERRUPTED FLOW FACILITIES
STATE SIGNALIZED ARTERIALS	FREEWAYS
Class I (40 mph or higher posted speed limit)  Lanes Median B C D  2 Undivided * 16,800 17,700  4 Divided * 37,900 39,800  6 Divided * 58,400 59,900  8 Divided * 78,800 80,100	Core Urbanized Lanes B C D E 4 47,400 64,000 77,900 84,600 6 69,900 95,200 116,600 130,600 8 92,500 126,400 154,300 176,600 10 115,100 159,700 194,500 222,700
4 Divided * 14,500 32,400 33 6 Divided * 23,300 50,000 50	E Urbanized  Lanes B C D E  4 45,800 61,500 74,400 79,900 6 68,100 93,000 111,800 123,300 00 8 91,500 123,500 148,700 166,800 10 114,800 156,000 187,100 210,300
Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.) Non-State Signalized Roadways - 10%	Freeway Adjustments  Auxiliary Lanes Ramp  Present in Both Directions Metering  + 20,000 + 5%
Median & Turn Lane Adjustments  Exclusive Exclusive Adjustm Lanes Median Left Lanes Right Lanes Facto 2 Divided Yes No +5% 2 Undivided No No -20% Multi Undivided Yes No -5% Multi Undivided No No -25% Yes +5%	
One-Way Facility Adjustment  Multiply the corresponding two-directional volumes in this table by 0.6	Lanes Median Exclusive left lanes Adjustment factors  2 Divided Yes +5%  Multi Undivided Yes -5%  Multi Undivided No -25%
BICYCLE MODE <sup>2</sup> (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)  Paved Shoulder/Bicycle Lane Coverage B C D 0-49% * 2,900 7,600 19, 50-84% 2,100 6,700 19,700 >19, 85-100% 9,300 19,700 >19,700	Of motorized vehicles, not number of bicyclists or pedestrians using the facility.
PEDESTRIAN MODE <sup>2</sup> (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)  Sidewalk Coverage B C D  0-49% * * 2,800 9, 50-84% * 1,600 8,700 15, 85-100% 3,800 10,700 17,400 >19,	oo walue defaults.
BUS MODE (Scheduled Fixed Route) <sup>3</sup> (Buses in peak hour in peak direction)	
Sidewalk Coverage       B       C       D       E         0-84%       > 5       ≥ 4       ≥ 3       ≥ 2         85-100%       > 4       ≥ 3       ≥ 2       ≥ 3	Source: Florida Department of Transportation Systems Planning Office www.dot.state.fl.us/planning/systems/sm/los/default.shtm

# FLORIDA DEPARTMENT OF TRANSPORTATION ANNUAL VEHICLE CLASSIFICATION REPORT - REPORT TYPE: ALL COUNT YEAR 2014

SUMMARY DAILY STATISTICS DAILY 24T&B = 9.87% DHT = 4.93% 24T = 9.61% DH3 = 2.86% 24H = 5.72% DH3 = 2.86% 24M = 4.15% DH2 = 2.08%	SUMMARY DAILY STATISTICS DAILY 24T&B = 9.97% DHT = 4.98% 24H = 6.41% DH3 = 3.20% 24M = 5.56% DH2 = 1.78% 6.41/9.97×100 = 64.29% (H) 3.56/9.97×100 = 84.29% (H) 3.56/9.97×100 = 84.29% (H)	7_10_TRUCK.TXT
INTERCHANGE  L AVERAGE DAILLY  0.75 66.17 23.21 0.26 3.89 1.23 0.11 2.25 1.92 0.12 0.01 0.01	AVERAGE DAILY  1.85 61.32 66.48 0.20 3.36 1.78 0.59 0.10 0.10 0.10 0.01 0.01 0.01 0.01 0.0	480UPD
SR 400/SR600 IN ANNUAL VOLUME 243 21506 71506 71506 735 399 318 1265 318 1265 324 328	ANNUAL AV VOLUME 303 10056 4342 3343 291 88 174 174 366 97 11 0 0 16398 174 174 164 174 174 166 177 174 166 177 177 177 177 177 177 177	
N PO	NOTAL NORTH AYS AYS SES 04-13,	11
T DESCRIPTION SR 41/US 301, PRINCIPAL ARTERIAL DURATION: 2 DAYS	DESCRIPTIONS SR 41/US RINCIPAL ARTER- URATION: 2 DA O3, TRUCK & BUS	PAGE
COUNTY: 10 - HILLSBOROUGH SITE CO SEC SUB MILEPOST 0059 10010000 26.190 FUNC. CLASS: 14 - URBAN OTHER PI SURVEY TYPE: PORTABLE DI CLASS 03 CLASS 03 CLASS 04 CLASS 04 CLASS 06 CLASS 06 CLASS 06 CLASS 06 CLASS 07 CLASS 09 CLASS 10 CLASS 11 CLASS 11 CLASS 13 CLASS 13 CLASS 14 CLASS 14	SITE CO SEC SUB MILEPOST  0060	10-MAR-2015 18:57:58

# FLORIDA DEPARTMENT OF TRANSPORTATION ANNUAL VEHICLE CLASSIFICATION REPORT - REPORT TYPE: ALL COUNT YEAR 2014

	DATT,Y	DAILY DESIGN HOUR	24T© $B = 10.64$ % $DHT = 5.32$ % $24T$ = 10.40%	= 7.13% DH3 = 3.5	= 3.51% DH2 = 1.76		7.13/10.64×100=67.012(H)	2 51/10 64 ×100 = 29,999 (M)	\ )								Н	DAILY DESIGN HOUR	10.37% DHT =	1. = 0.00 m	4H = 3.40	$^{4}M$ = 6.966 $DHZ$ = 3.48												, HEAVY TRUCKS 06-13	7 10 TRUCK.TXT	1
OF STACY RD	ANNUAL AVERAGE DAILY		82 98 82 88 33	7 27	28	0 C	89	2 0	99	9	00		1 1 1	11201 100	KINGSWAY ROAD		AL AVERAGE DAI		9 0		7 Z Z Z	7 7	17	ηα	0 <		200	0 (				0.00	1 1 1 1	8100 05-13, MEDIUM TRUCKS	480UPD	
0.25 MI N C													,		EAST OF K																			04-13, TRUCKS	6	
LEPOST DESCRIPTION 2.500 SR 41/US 301,	DURATION: 2 DAYS														MILEPOST DESC 11.292 SR 6	OTHER PRINCIPAL ARTI	DUKATION: 2 DAYS																	01-03, TRUCK & BUSES	PAGE	
Y: 10 - HILLSBOROU CO SEC SUB	FUNC. CLASS: 04 - SURVEY TYPE: PORTABLE	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	00		CLASS 04					CLASS 10		CLASS 15			CO SEC SUB	FUNC. CLASS: 14 - URBAN	: 1 1 1 1	C	0 11	0 0	0	0	0	0	C	0 0	, –	- 1	1 -	۱,	CLASS 14	1		CLASSES: PASSENGER VEHICLES	10-MAR-2015 18:57:58	

# FLORIDA DEPARTMENT OF TRANSPORTATION ANNUAL VEHICLE CLASSIFICATION REPORT - REPORT TYPE: ALL COUNT YEAR 2014

COUNTY: 14 - PASCO

		ARY DAILY STATIST	DAILY 4T&B = 11.19	= 11.135 = 7.43% DH3 = 3.71	= 3.76% DH2 = 1.8	7.43/11.19×100 = 66,40% (H)	2 76/11 19 ×100 = 33,607, (M)	)							SUMMARY DAILY STATISTICS	AILY DESIGN HOUR	3.66	= 0.98	= 1.71%											HEAVY TRUCKS 06-13	7_14_TRUCK.TXT	
		AVERAGE DAI	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	28.34	3.70	1.11	1.89	3.22	100	00.0	100	00.00	0)		AVERAGE DAI	0/0 0/0	79.48	10	0.03	1.68	95.0	0.94	0.49	mo.0	00.0	0.05	00.0	0		, MEDIUM TRUCKS	480UPD	
DESCRIPTION TO STANKEY	ARTERIAL		13 13	4109	537	ω α	275	9 00		2 6	100	- 1	1450	ST DESCRIPTION SR 54 E OF LITTLE ROAD PRINCIPAL, ARTERIAL.		$\sum u$	93	842	4	2000 F	100	483	LO F	91	0	24	0	0	ı	TRUCK & BUSES 04-13, TRUCKS 05-13	PAGE 23	
SITE CO SEC SUB MILEPOST	. CLASS: 14 - URBAN	PORTABLE	CLASS 01		CLASS 04									C SUB MILEPOS 70000 5.200 14 - URBAN OTHER		CLASS 01			CLASS 04		CLASS 07	CLASS 08					co o			CLASSES: PASSENGER VEHICLES 01-03,	10-MAR-2015 18:58:03	

This spreadsheet is designed to calculate the appropriate traffic data for use in the noise model - do not input values for items in "red".

## TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 PD&E Study From Fowler Avenue to Proposed SR 56	Date:	12/30/2015
WPI Segment Number(s):	255796-1	Prepared By:	AIM Engineering & Surveying
Financial Project ID:	N/A		
Federal Aid Number(s):	N/A		
Segment Description:	Between Fowler Avenue and Harney Road		

(Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc.)

	Existing Facility		No-Build (Design Year)		Build (Design Year)
Lanes:	2	Lanes:	2	Lanes:	4
Year:	2015	Year:	2040	Year:	2040
ADT: LOS (C)	17,000	ADT: LOS (C)	17,000	ADT: LOS (C)	51,800
Demand	17,650	Demand	42,150	Demand	42,150
Speed:	55 mph 89 kmh	Speed:	55 mph 89 kmh	Speed:	55 mph 89 kmh
K=	9.0 %	K=	9.0 %	K=	9.0 %
D=	75.0 %	D=	65.0 %	D=	65.0 %
T=	10.6 % for 24 hrs.	T=	10.6 % for 24 hrs.	T=	10.6 % for 24 hrs.
T=	% Design hr	T=	5.5 % Design hr	T=	5.5 % Design hr
1.9	_ % Medium Trucks DHV	1.9	% Medium Trucks DHV	1.9	% Medium Trucks DHV
3.6	% Heavy Trucks DHV	3.6	_% Heavy Trucks DHV	3.6	% Heavy Trucks DHV
0.6	% Buses DHV	0.6	% Buses DHV	0.6	% Buses DHV
0.1	_ % Motorcycles DHV	0.1	% Motorcycles DHV	0.1	_ % Motorcycles DHV

	The fellow	ing ore engeeds		STAMINA/TNM INPU		ot optor data b	alow this line	
	The follow	ing are spreaus	sneet calculation	ns based on the inpu	t above - do i	lot enter data b	elow this line	
Existing Fac	cility Model:	LOS (C)	No-Build (De	esign Year) Model:	LOS (C)	Build (Desig	n Year) Model:	Demand
	LOS (C)			LOS (C)			LOS (C)	
Southbound:	Autos	1076	Southbound:	Autos	933	Southbound:	Autos	2842
oodi ibodiid.	Med Trucks	22	Couribouria	Med Trucks	19	Countribution	Med Trucks	58
	Hvy Trucks	41		Hvy Trucks	36		Hvy Trucks	109
	Buses	7		Buses	6		Buses	18
	Motorcycles	1		Motorcycles	1	i	Motorcycles	3
Northbound:	Autos	359	Northbound:	Autos	502	Northbound:	Autos	1531
	Med Trucks	7		Med Trucks	10		Med Trucks	31
	Hvy Trucks	14		Hvy Trucks	19	3	Hvy Trucks	59
	Buses	2		Buses	3	1	Buses	10
	Motorcycles	0		Motorcycles	1		Motorcycles	2
	Demand			Demand			Demand	
Southbound:	Autos	1118	Southbound:	Autos	2313	Southbound:	Autos	2313
	Med Trucks	23		Med Trucks	47	The left for the control of	Med Trucks	47
	Hvy Trucks	43		Hvy Trucks	89		Hvy Trucks	89
	Buses	7		Buses	15		Buses	15
	Motorcycles	1		Motorcycles	2		Motorcycles	2
Northbound:	Autos	373	Northbound:	Autos	1245	Northbound:	Autos	1245
	Med Trucks	8	1	Med Trucks	25		Med Trucks	25
	Hvy Trucks	14		Hvy Trucks	48		Hvy Trucks	48
	Buses	2		Buses	8		Buses	8
	Motorcycles	0		Motorcycles	1		Motorcycles	1

## TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 PD&E Study From Fowler Avenue to Proposed SR 56	Date:	12/30/2015
WPI Segment Number(s):	255796-1	Prepared By	y: AIM Engineering & Surveying
Financial Project ID:	N/A		
Federal Aid Number(s):	N/A		
Segment Description:	Between Harney Road and CR 579		

(Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc.)

	Existing Facility		No-Build (Design Year)		Build (Design Year)
Lanes:	2	Lanes:	2	Lanes:	4
Year:	2015	Year:	2040	Year:	2040
ADT: LOS (C)	17,000	ADT: LOS (C)	17,000	ADT: LOS (C)	51,800
Demand	16,000	Demand	36,700	Demand	36,700
Speed:	55 mph 89 kmh	Speed:	55 mph 89 kmh	Speed:	55 mph 89 kmh
K=	9.0 %	K=	9.0 %	K=	9.0 %
D=	75.0 %	D=	65.0 %	D=	65.0 %
T=	10.6 % for 24 hrs.	T=	10.6 % for 24 hrs.	T=	% for 24 hrs.
T=	% Design hr	T=	5.5 % Design hr	T=	5.5 % Design hr
1.9	% Medium Trucks DHV	1.9	% Medium Trucks DHV	1.9	% Medium Trucks DHV
3.6	_ % Heavy Trucks DHV	3.6	% Heavy Trucks DHV	3.6	% Heavy Trucks DHV
0.6	% Buses DHV	0.6	_ % Buses DHV	0.6	% Buses DHV
0.1	_ % Motorcycles DHV	0.1	_ % Motorcycles DHV	0.1	% Motorcycles DHV

	The follow	ring are spreads		STAMINA/TNM INPU ns based on the inpu		not enter data b	elow this line	
Existing Fac	cility Model:	Demand	No-Build (De	esign Year) Model:	LOS (C)	Build (Desig	n Year) Model:	Demand
	LOS (C)			LOS (C)			LOS (C)	- 60
Southbound:	Autos Med Trucks Hvy Trucks Buses Motorcycles Autos Med Trucks	1076 22 41 7 1	Southbound:	Autos Med Trucks Hvy Trucks Buses Motorcycles  Autos Med Trucks	933 19 36 6 1 502	Southbound:	Med Trucks Hvy Trucks Buses Motorcycles	2842 58 109 18 3 1531
	Hvy Trucks Buses Motorcycles	14 2 0		Hvy Trucks Buses Motorcycles  Demand	19 3 1		Hvy Trucks Buses Motorcycles	59 10 2
Southbound:	Autos Med Trucks Hvy Trucks Buses Motorcycles	1013 21 39 6 1	Southbound:	Autos Med Trucks Hvy Trucks Buses Motorcycles	2014 41 77 13 2	Southbound:	Autos Med Trucks Hvy Trucks Buses Motorcycles	2014 41 77 13 2
Northbound:	Autos Med Trucks Hvy Trucks Buses Motorcycles	338 7 13 2 0	Northbound:	Autos Med Trucks Hvy Trucks Buses Motorcycles	1084 22 42 7	Northbound:	Autos Med Trucks Hvy Trucks Buses Motorcycles	1084 22 42 7 1

This spreadsheet is designed to calculate the appropriate traffic data for use in the noise model - do not input values for items in "red".

## TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 PD&E Study From Fowler Avenue to Proposed SR 5	6 Date:	12/30/2015	
WPI Segment Number(s):	255796-1	Prepared By	: AIM Engineering & Surveying	
Financial Project ID:	N/A			
Federal Aid Number(s):	N/A			
Seament Description:	Between CR 579 and Stacy Road			

(Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc.)

	Existing Facility		No-Build (Design Year)	Build (Design Year)		
Lanes:	22	Lanes:	2	Lanes:	4	
Year:	2015	Year:	2040	Year:	2040	
ADT: LOS (C)	17,000	ADT: LOS (C)	17,000	ADT: LOS (C)	51,800	
Demand	14,600	Demand	37,800	Demand	37,800	
Speed:	55 mph 89 kmh	Speed:	55 mph 89 kmh	Speed:	55 mph 89 kmh	
K=	9.0 %	K=	9.0 %	K=	9.0 %	
D=	75.0 %	D=	65.0 %	D=	65.0 %	
T=	10.6 % for 24 hrs.	T=	% for 24 hrs.	T=	% for 24 hrs.	
T=	% Design hr	T=	5.5 % Design hr	T=	5.5 % Design hr	
1.9	% Medium Trucks DHV	1.9	% Medium Trucks DHV	1.9	% Medium Trucks DHV	
3.6	3.6 % Heavy Trucks DHV		% Heavy Trucks DHV	3.6	% Heavy Trucks DHV	
0.6	0.6 % Buses DHV		% Buses DHV	0.6 % Buses DHV		
0.1	_ % Motorcycles DHV	0.1	_% Motorcycles DHV	0.1	% Motorcycles DHV	

				STAMINA/TNM INPU				
	The follow	ing are spreads	heet calculation	ns based on the inpu	t above - do n	not enter data be	elow this line	
Existing Fac	ility Model:	Demand	No-Build (De	esign Year) Model:	LOS (C)	Build (Desig	n Year) Model:	Demand
	LOS (C)			LOS (C)			LOS (C)	3.21.2
Southbound:	Autos	1076	Southbound:	Autos	933	Southbound:	Autos	2842
	Med Trucks	22	RIVERSON STREET	Med Trucks	19		Med Trucks	58
	Hvy Trucks	41		Hvy Trucks	36		Hvy Trucks	109
	Buses	7		Buses	6		Buses	18
	Motorcycles	1		Motorcycles	1		Motorcycles	3
Northbound:	Autos	359	Northbound:	Autos	502	Northbound:	Autos	1531
	Med Trucks	7	1	Med Trucks	10		Med Trucks	31
	Hvy Trucks	14		Hvy Trucks	19		Hvy Trucks	59
	Buses	2	3	Buses	3		Buses	10
	Motorcycles	0		Motorcycles	1		Motorcycles	2
	Demand			Demand		-	Demand	
Southbound:	Autos	924	Southbound:	Autos	2074	Southbound:	Autos	2074
	Med Trucks	19	Dr. Debricker History	Med Trucks	42		Med Trucks	42
	Hvy Trucks	35		Hvy Trucks	80		Hvy Trucks	80
	Buses	6	1	Buses	13		Buses	13
	Motorcycles	1		Motorcycles	2		Motorcycles	2
lorthbound:	Autos	308	Northbound:	Autos	1117		Autos	1117
	Med Trucks	6		Med Trucks	23		Med Trucks	23
	Hvy Trucks	12		Hvy Trucks	43		Hvy Trucks	43
	Buses	2		Buses	7		Buses	7
	Motorcycles	0	1	Motorcycles	1		Motorcycles	1

## TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 PD&E Study From Fowler Avenue to Proposed SR 56	Date:	12/30/2015
WPI Segment Number(s):	255796-1	Prepared By	AIM Engineering & Surveying
Financial Project ID:	N/A		
Federal Aid Number(s):	N/A		
Segment Description:	Between Stacy Road and McIntosh Road		

(Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc.)

	Existing Facility		No-Build (Design Year)	Build (Design Year)		
Lanes:	2	Lanes:	2	Lanes:	4	
Year:	2015	Year:	2040	Year:	2040	
ADT: LOS (C)	17,000	ADT: LOS (C)	17,000	ADT: LOS (C)	51,800	
Demand	11,700	Demand	27,900	Demand	27,900	
Speed:	60 mph 97 kmh	Speed:	60 mph 97 kmh	Speed:	60 mph 97 kmh	
K=	9.0 %	K=	9.0 %	K=	9.0 %	
D=	75.0 %	D=	65.0 %	D=	65.0 %	
T=	10.6 % for 24 hrs.	T=	10.6 % for 24 hrs.	T=	% for 24 hrs.	
T=	5.5 % Design hr	T=	5.5 % Design hr	T=	5.5 % Design hr	
1.9	_ % Medium Trucks DHV	1.9	% Medium Trucks DHV	1.9	% Medium Trucks DHV	
3.6 % Heavy Trucks DHV		3.6	% Heavy Trucks DHV	3.6	% Heavy Trucks DHV	
0.6	_ % Buses DHV	0.6	_ % Buses DHV	0.6	% Buses DHV	
0.1	_ % Motorcycles DHV	0.1	_% Motorcycles DHV	0.1	_ % Motorcycles DHV	

	The follow	ing are enreade		STAMINA/TNM INPU		ot onter data b	alau Ahia lina	
	The follow	ing are spreads	neet calculation	ns based on the inpu	t above - do i	lot enter data b	elow this line	
Existing Fac	cility Model:	Demand	No-Build (Do	esign Year) Model:	LOS (C)	Build (Desig	n Year) Model:	Demand
LOS (C)				LOS (C)			LOS (C)	
Southbound:	Autos	1076	Southbound:	Autos	933	Southbound:	Autos	2842
	Med Trucks	22	the field of the electric life is	Med Trucks	19		Med Trucks	58
	Hvy Trucks	41		Hvy Trucks	36		Hvy Trucks	109
	Buses	7		Buses	6		Buses	18
	Motorcycles	1		Motorcycles	1		Motorcycles	3
Northbound:	Autos	359	Northbound:	Autos	502	Northbound:	Autos	1531
	Med Trucks	7		Med Trucks	10	To the control of the control	Med Trucks	31
	Hvy Trucks	14		Hvy Trucks	19		Hvy Trucks	59
	Buses	2		Buses	3	1	Buses	10
	Motorcycles	0		Motorcycles	1		Motorcycles	2
	Demand			Demand			Demand	
Southbound:	Autos	741	Southbound:	Autos	1531	Southbound:	Autos	1531
	Med Trucks	15	With the Control of	Med Trucks	31		Med Trucks	31
	Hvy Trucks	28		Hvy Trucks	59		Hvy Trucks	59
	Buses	5		Buses	10		Buses	10
	Motorcycles	1		Motorcycles	2		Motorcycles	2
Northbound:	Autos	247	Northbound:	Autos	824	Northbound:	Autos	824
	Med Trucks	5		Med Trucks	17		Med Trucks	17
	Hvy Trucks	9		Hvy Trucks	32		Hvy Trucks	32
	Buses	2		Buses	5		Buses	5
	Motorcycles	0		Motorcycles	1		Motorcycles	1

## TRAFFIC DATA FOR NOISE STUDIES

Project:	US 301 PD&E Study From Fowler Avenue to Proposed SR 56	Date:	12/30/2015
WPI Segment Number(s):	255796-1	Prepared By: A	IM Engineering & Surveying
Financial Project ID:	N/A		
Federal Aid Number(s):	N/A		
Segment Description:	Between McIntosh Road and Proposed SR 56		

(Data sheets are to be filled out for every segment having a change in traffic parameters such as volumes, posted speeds, typical section, etc.)

	Existing Facility		No-Build (Design Year)	Build (Design Year)		
Lanes:	2	Lanes:	2	Lanes:	4	
Year:	2015	Year:	2040	Year:	2040	
ADT: LOS (C)	17,000	ADT: LOS (C)	17,000	ADT: \LOS (C)	51,800	
Demand	12,400	Demand	35,600	Demand	35,600	
Speed:	60 mph 97 kmh	Speed:	60 mph 97 kmh	Speed:	60 mph 97 kmh	
K=	9.0 %	K=	9.0 %	K=	9.0 %	
D=	75.0 %	D=	65.0 %	D=	65.0 %	
T=	10.6 % for 24 hrs.	T=	10.6 % for 24 hrs.	T=	10.6 % for 24 hrs.	
T=	5.5 % Design hr	T=	5.5 % Design hr	T=	5.5 % Design hr	
1.9	% Medium Trucks DHV	1.9	% Medium Trucks DHV	1.9	_ % Medium Trucks DHV	
3.6	3.6 % Heavy Trucks DHV		% Heavy Trucks DHV	3.6	3.6 % Heavy Trucks DHV	
0.6	% Buses DHV	0.6	% Buses DHV	0.6	_ % Buses DHV	
0.1	_ % Motorcycles DHV	0.1	_ % Motorcycles DHV	0.1	_ % Motorcycles DHV	

				STAMINA/TNM INPU		70-10-		
	The follow	ing are spreads	heet calculation	ns based on the inpu	t above - do r	not enter data b	elow this line	
Existing Fac	ility Model:	Demand	No-Build (Do	esign Year) Model:	LOS (C)	Build (Desig	n Year) Model:	Demand
	LOS (C)			LOS (C)			LOS (C)	
Southbound:	Autos	1076	Southbound:	Autos	933	Southbound:	Autos	2842
	Med Trucks	22		Med Trucks	19		Med Trucks	58
	Hvy Trucks	41		Hvy Trucks	36		Hvy Trucks	109
	Buses	7		Buses	6		Buses	18
	Motorcycles	1		Motorcycles	1		Motorcycles	3
Northbound:	Autos	359	Northbound:	Autos	502	Northbound:	Autos	1531
	Med Trucks	7		Med Trucks	10		Med Trucks	31
	Hvy Trucks	14		Hvy Trucks	19		Hvy Trucks	59
	Buses	2		Buses	3		Buses	10
	Motorcycles	0		Motorcycles	1		Motorcycles	2
	Demand	7		Demand			Demand	
Southbound:	Autos	785	Southbound:	Autos	1953	Southbound:	Autos	1953
	Med Trucks	16		Med Trucks	40	- Account of the Account	Med Trucks	40
	Hvy Trucks	30		Hvy Trucks	75		Hvy Trucks	75
	Buses	5		Buses	12		Buses	12
	Motorcycles	1		Motorcycles	2		Motorcycles	2
Northbound:	Autos	262	Northbound:	Autos	1052	Northbound:	Autos	1052
	Med Trucks	5		Med Trucks	21		Med Trucks	21
	Hvy Trucks	10		Hvy Trucks	40		Hvy Trucks	40
	Buses	2		Buses	7		Buses	7
	Motorcycles	0		Motorcycles	1		Motorcycles	1