APPENDIX A

72-Hour Bi-Directional Volume Counts and Count Locations

US 301 at Fowler Avenue

Volume Count Report

3-Day Average

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 south of Fowler Avenue				

Northbound Volume for Lane 1

3-Day Average

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	AM Peak Hour Factor:	0.91
PM Peak Hour begins:	17:00	PM Peak Volume:	826	PM PeaK Hour Factor:	0.90

Southbound Volume for Lane 2

3-Day Average

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:	7:00	AM Peak Volume:	745	AM Peak Hour Factor:	0.96
PM Peak Hour begins:	15:15	PM Peak Volume:	462	PM PeaK Hour Factor:	0.96

Total Volume for All Lanes

3-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**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	171	153	160	199	285	289	226	120	82	71	45	35
30	159	141	156	224	286	307	197	132	85	60	54	40
45	164	135	175	237	271	344	174	103	85	48	52	33
00	162	160	181	268	296	320	144	97	78	58	38	33
Hr Total	**656**	**588**	**672**	**927**	**1,139**	**1,260**	**741**	**451**	**331**	**237**	**189**	**141**

24 Hour Total:	12,406			
AM Peak Hour begins:	7:00	AM Peak Volume:	979	AM Peak Hour Factor:	0.96
PM Peak Hour begins:	17:00	PM Peak Volume:	1,260	PM PeaK Hour Factor:	0.92

Volume Count Report

Start Date:	June 9, 2015	Start Time:	00:00	Station:	0
Stop Date:	June 9, 2015	Stop Time:	24:00	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:	11:45	AM Peak Volume:	289	AM Peak Hour Factor:	0.84	
PM Peak Hour begins:	16:45	PM Peak Volume:	722	PM PeaK Hour Factor:	0.84	

Southbound Volume for Lane 2

Tuesday, June 09, 2015

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

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

Total Volume for All Lanes

Tuesday, June 09, 2015

End Time	00	01	02	03	04	05	06	07	08	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:	7:00	AM Peak Volume:	1,034	AM Peak Hour Factor:	0.94	
PM Peak Hour begins:	16:45	PM Peak Volume:	1,112	PM PeaK Hour Factor:	0.89	

Volume Count Report

Start Date:	June 10, 2015	Start Time:	00:00	Station:	0
Stop Date:	June 10, 2015	Stop Time:	24:00	ID:	0
City:	Thonotosassa	County:	Hillsborough		
Location	US 301 south of Fowler Avenue				

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

End Time	00	01	02	03	04	05	06	07	08	09	10	11
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:	7:00	AM Peak Volume:	755	AM Peak Hour Factor:	0.93	
PM Peak Hour begins:	15:15	PM Peak Volume:	682	PM PeaK Hour Factor:	0.97	

Total Volume for All Lanes

Wednesday, June 10, 2015

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**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	187	153	157	243	362	350	257	134	72	69	48	38
30	157	151	177	294	360	320	220	132	66	58	47	28
45	140	113	171	308	330	363	170	103	85	45	51	30
00	167	140	206	332	355	380	149	99	66	61	35	27
Hr Total	**651**	**557**	**711**	**1,177**	**1,407**	**1,413**	**796**	**468**	**289**	**233**	**181**	**123**

24 Hour Total:	13,039					
AM Peak Hour begins:	7:00	AM Peak Volume:	987	AM Peak Hour Factor:	0.91	
PM Peak Hour begins:	17:00	PM Peak Volume:	1,413	PM PeaK Hour Factor:	0.93	

Volume Count Report

Start Date:	June 11, 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 south of Fowler Avenue				

Northbound Volume for Lane 1

Thursday, June 11, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	10	12	11	5	16	28	47	53	50	65	87
30	9	13	2	5	10	25	29	59	68	65	77	65
45	11	5	7	10	11	26	44	61	66	53	68	63
00	7	13	14	10	7	24	65	61	60	74	69	54
Hr Total	**38**	**41**	**35**	**36**	**33**	**91**	**166**	**228**	**247**	**242**	**279**	**269**

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:	6,367					
AM Peak Hour begins:	6:45	AM Peak Volume:	709	AM Peak Hour Factor:	0.92	
PM Peak Hour begins:	16:45	PM Peak Volume:	421	PM PeaK Hour Factor:	0.88	

Total Volume for All Lanes

Thursday, June 11, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	24	19	18	19	18	62	134	215	218	139	125	176
30	19	23	11	21	21	72	191	222	200	165	143	160
45	27	12	13	25	42	96	216	247	195	153	146	136
00	18	18	23	14	35	105	257	233	181	171	146	137
Hr Total	**88**	**72**	**65**	**79**	**116**	**335**	**798**	**917**	**794**	**628**	**560**	**609**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	166	136	181	173	278	270	247	112	93	81	49	33
30	160	155	131	195	240	286	200	135	102	68	68	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:	6:45	AM Peak Volume:	941	AM Peak Hour Factor:	0.92	
PM Peak Hour begins:	17:00	PM Peak Volume:	1,255	PM PeaK Hour Factor:	0.87	

Volume Count Report

3-Day Average

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	Fowler Avenue west of US 301				

Eastbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	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:	7:00	AM Peak Volume:	464	AM Peak Hour Factor:	0.90	
PM Peak Hour begins:	17:00	PM Peak Volume:	1,260	PM PeaK Hour Factor:	0.90	

Westbound Volume for Lane 2

3-Day Average

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:	7:00	AM Peak Volume:	747	AM Peak Hour Factor:	0.90	
PM Peak Hour begins:	17:00	PM Peak Volume:	508	PM PeaK Hour Factor:	0.96	

Total Volume for All Lanes

3-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**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	218	214	204	271	378	436	290	159	117	99	73	43
30	214	212	220	310	389	481	279	158	121	102	74	47
45	228	225	207	343	359	456	203	138	119	93	60	46
00	214	216	250	358	358	395	186	129	110	75	52	38
Hr Total	**874**	**866**	**882**	**1,282**	**1,485**	**1,769**	**958**	**584**	**468**	**368**	**258**	**175**

24 Hour Total:	16,132					
AM Peak Hour begins:	7:00	AM Peak Volume:	1,212	AM Peak Hour Factor:	0.93	
PM Peak Hour begins:	17:00	PM Peak Volume:	1,769	PM PeaK Hour Factor:	0.92	

Volume Count Report

Start Date:	June 9, 2015	Start Time:	00:00	Station:	0
Stop Date:	June 9, 2015	Stop Time:	24:00	ID:	0
City:	Thonotosassa	County:	Hillsborough		
Location	Fowler Avenue west of US 301				

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**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	93	111	109	128	181	315	135	102	63	49	39	29
30	95	130	118	140	278	307	136	107	68	79	36	22
45	118	103	113	177	199	286	122	97	70	55	26	29
00	102	92	148	259	190	198	102	76	69	38	28	29
Hr Total	**408**	**436**	**488**	**704**	**848**	**1,106**	**495**	**382**	**270**	**221**	**129**	**109**

24 Hour Total:	8,177					
AM Peak Hour begins:	7:00	AM Peak Volume:	469	AM Peak Hour Factor:		0.89
PM Peak Hour begins:	17:00	PM Peak Volume:	1,106	PM PeaK Hour Factor:		0.88

Westbound Volume for Lane 2

Tuesday, June 09, 2015

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

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

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

24 Hour Total:	15,533					
AM Peak Hour begins:	7:00	AM Peak Volume:	1,225	AM Peak Hour Factor:		0.90
PM Peak Hour begins:	17:00	PM Peak Volume:	1,607	PM PeaK Hour Factor:		0.90

Volume Count Report

Start Date:	June 10, 2015	Start Time:	00:00	Station:	0
Stop Date:	June 10, 2015	Stop Time:	24:00	ID:	0
City:	Thonotosassa	County:	Hillsborough		
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	AM Peak Hour Factor:	0.85	
PM Peak Hour begins:	16:00	PM Peak Volume:	1,519	PM PeaK Hour Factor:	0.93	

Westbound Volume for Lane 2

Wednesday, June 10, 2015

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

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:	7:00	AM Peak Volume:	755	AM Peak Hour Factor:	0.90	
PM Peak Hour begins:	17:00	PM Peak Volume:	507	PM PeaK Hour Factor:	0.95	

Total Volume for All Lanes

Wednesday, June 10, 2015

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**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	231	203	222	364	527	497	265	131	111	86	63	43
30	211	227	222	444	506	512	282	125	122	78	75	49
45	248	252	232	466	476	487	184	128	113	82	47	45
00	237	235	303	456	474	418	181	139	100	84	42	27
Hr Total	**927**	**917**	**979**	**1,730**	**1,983**	**1,914**	**912**	**523**	**446**	**330**	**227**	**164**

24 Hour Total:	17,297					
AM Peak Hour begins:	7:00	AM Peak Volume:	1,250	AM Peak Hour Factor:	0.94	
PM Peak Hour begins:	16:00	PM Peak Volume:	1,983	PM PeaK Hour Factor:	0.94	

Volume Count Report

Start Date:	June 11, 2015	Start Time:	00:00	Station:	0
Stop Date:	June 11, 2015	Stop Time:	24:00	ID:	0
City:	Thonotosassa	County:	Hillsborough		
Location	Fowler Avenue west of US 301				

Eastbound Volume for Lane 1

Thursday, June 11, 2015

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**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	103	111	86	146	177	245	260	98	62	64	42	21
30	107	99	108	146	184	352	187	111	68	50	42	22
45	112	117	112	155	192	342	140	78	71	60	22	27
00	109	105	117	165	237	329	131	71	66	39	33	25
Hr Total	**431**	**432**	**423**	**612**	**790**	**1,268**	**718**	**358**	**267**	**213**	**139**	**95**

24 Hour Total:	8,248					
AM Peak Hour begins:	7:00	AM Peak Volume:	429	AM Peak Hour Factor:		0.93
PM Peak Hour begins:	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**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	106	102	111	94	135	121	114	77	55	45	42	18
30	115	90	106	95	87	157	127	63	51	50	30	33
45	101	102	79	107	102	118	92	54	53	35	48	23
00	106	107	92	101	83	121	68	47	45	31	32	14
Hr Total	**428**	**401**	**388**	**397**	**407**	**517**	**401**	**241**	**204**	**161**	**152**	**88**

24 Hour Total:	7,317					
AM Peak Hour begins:	7:30	AM Peak Volume:	747	AM Peak Hour Factor:		0.90
PM Peak Hour begins:	17:00	PM Peak Volume:	517	PM PeaK Hour Factor:		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	AM Peak Volume:	1,160	AM Peak Hour Factor:		0.93
PM Peak Hour begins:	17:15	PM Peak Volume:	1,793	PM PeaK Hour Factor:		0.88

Volume Count Report

3-Day Average

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 Fowler Avenue				

Northbound Volume for Lane 1

3-Day Average

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:	11:45	AM Peak Volume:	487	AM Peak Hour Factor:	0.87
PM Peak Hour begins:	17:00	PM Peak Volume:	1,157	PM PeaK Hour Factor:	0.98

Southbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	9	12	12	18	59	175	296	247	163	128	139
30	18	11	9	16	25	83	236	320	251	159	133	144
45	13	14	15	23	48	125	293	343	240	156	137	129
00	12	11	11	17	46	150	312	309	183	153	136	132
Hr Total	**55**	**45**	**47**	**68**	**136**	**417**	**1,015**	**1,269**	**921**	**630**	**535**	**544**

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:	10,057					
AM Peak Hour begins:	6:45	AM Peak Volume:	1,272	AM Peak Hour Factor:	0.93
PM Peak Hour begins:	12:15	PM Peak Volume:	534	PM PeaK Hour Factor:	0.95

Total Volume for All Lanes

3-Day 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**	**217**

24 Hour Total:	19,413					
AM Peak Hour begins:	7:00	AM Peak Volume:	1,636	AM Peak Hour Factor:	0.96
PM Peak Hour begins:	17:00	PM Peak Volume:	1,688	PM PeaK Hour Factor:	0.96

Volume Count Report

Start Date:	June 9, 2015	Start Time:	00:00	Station:	0
Stop Date:	June 9, 2015	Stop Time:	24:00	ID:	0
City:	Thonotosassa	County:	Hillsborough		
Location	US 301 north 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	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**

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

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

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

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:	6:45	AM Peak Volume:	1,673	AM Peak Hour Factor:	0.94	
PM Peak Hour begins:	16:45	PM Peak Volume:	1,672	PM PeaK Hour Factor:	0.90	

Volume Count Report

Start Date:	June 10, 2015	Start Time:	00:00	Station:	0
Stop Date:	June 10, 2015	Stop Time:	24:00	ID:	0
City:	Thonotosassa	County:	Hillsborough		
Location	US 301 north of Fowler Avenue				

Northbound Volume for Lane 1

Wednesday, June 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:	9,182					
AM Peak Hour begins:	11:45	AM Peak Volume:	507	AM Peak Hour Factor:	0.94	
PM Peak Hour begins:	17:00	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**

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

24 Hour Total:	9,887					
AM Peak Hour begins:	6:45	AM Peak Volume:	1,269	AM Peak Hour Factor:	0.89	
PM Peak Hour begins:	12:15	PM Peak Volume:	539	PM PeaK Hour Factor:	0.94	

Total Volume for All Lanes

Wednesday, June 10, 2015

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**

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

24 Hour Total:	19,069					
AM Peak Hour begins:	7:00	AM Peak Volume:	1,648	AM Peak Hour Factor:	0.95	
PM Peak Hour begins:	17:00	PM Peak Volume:	1,645	PM PeaK Hour Factor:	0.96	

Volume Count Report

Start Date:	June 11, 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 Fowler Avenue				

Northbound Volume for Lane 1

Thursday, June 11, 2015

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**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	123	117	137	182	252	301	302	132	75	79	55	23
30	133	120	119	202	265	285	241	125	106	73	56	40
45	145	108	144	160	247	290	177	89	85	68	37	34
00	111	140	151	250	275	334	161	98	75	50	31	36
Hr Total	**512**	**485**	**551**	**794**	**1,039**	**1,210**	**881**	**444**	**341**	**270**	**179**	**133**

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

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

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:	6:45	AM Peak Volume:	1,246	AM Peak Hour Factor:	0.96	
PM Peak Hour begins:	12:00	PM Peak Volume:	554	PM PeaK Hour Factor:	0.94	

Total Volume for All Lanes

Thursday, June 11, 2015

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**

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:	6:45	AM Peak Volume:	1,607	AM Peak Hour Factor:	0.98	
PM Peak Hour begins:	17:15	PM Peak Volume:	1,759	PM PeaK Hour Factor:	0.97	

US 301 at Harney Road

Volume Count Report

3-Day Average

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 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:	11:45	AM Peak Volume:	443	AM Peak Hour Factor:	0.88	
PM Peak Hour begins:	17:00	PM Peak Volume:	1,113	PM PeaK Hour Factor:	0.99	

Southbound Volume for Lane 2

3-Day Average

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

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:	7:00	AM Peak Volume:	1,200	AM Peak Hour Factor:	0.95	
PM Peak Hour begins:	12:00	PM Peak Volume:	479	PM PeaK Hour Factor:	0.95	

Total Volume for All Lanes

3-Day 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**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	224	222	227	282	345	390	335	191	112	110	75	46
30	231	227	226	281	376	402	317	179	129	94	83	48
45	245	212	223	283	348	420	236	145	113	95	69	53
00	214	229	250	343	354	376	225	145	113	91	65	42
Hr Total	**913**	**890**	**926**	**1,188**	**1,423**	**1,588**	**1,114**	**660**	**466**	**390**	**293**	**189**

24 Hour Total:	17,818					
AM Peak Hour begins:	7:00	AM Peak Volume:	1,519	AM Peak Hour Factor:	0.97	
PM Peak Hour begins:	17:00	PM Peak Volume:	1,588	PM PeaK Hour Factor:	0.95	

Volume Count Report

Start Date:	June 9, 2015	Start Time:	00:00	Station:	0
Stop Date:	June 9, 2015	Stop Time:	24:00	ID:	0
City:	Thonotosassa	County:	Hillsborough		
Location	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

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

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

24 Hour Total:	9,235					
AM Peak Hour begins:	6:45	AM Peak Volume:	1,256	AM Peak Hour Factor:		0.93
PM Peak Hour begins:	12:00	PM Peak Volume:	481	PM PeaK Hour Factor:		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:	6:45	AM Peak Volume:	1,580	AM Peak Hour Factor:		0.95
PM Peak Hour begins:	16:45	PM Peak Volume:	1,584	PM PeaK Hour Factor:		0.91

Volume Count Report

Start Date:	June 10, 2015	Start Time:	00:00	Station:	0
Stop Date:	June 10, 2015	Stop Time:	24:00	ID:	0
City:	Thonotosassa	County:	Hillsborough		
Location	US 301 south of Harney 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	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:	11:45	AM Peak Volume:	455	AM Peak Hour Factor:	0.97	
PM Peak Hour begins:	16:45	PM Peak Volume:	1,087	PM PeaK Hour Factor:	0.97	

Southbound Volume for Lane 2

Wednesday, June 10, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
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**

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

24 Hour Total:	9,097					
AM Peak Hour begins:	6:45	AM Peak Volume:	1,169	AM Peak Hour Factor:	0.90	
PM Peak Hour begins:	12:15	PM Peak Volume:	499	PM PeaK Hour Factor:	0.91	

Total Volume for All Lanes

Wednesday, June 10, 2015

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**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	204	253	222	264	337	394	331	186	106	108	75	52
30	239	237	216	261	372	399	310	176	124	86	80	45
45	237	222	220	298	340	404	215	139	95	90	62	44
00	219	221	252	338	371	353	223	141	119	96	68	37
Hr Total	**899**	**933**	**910**	**1,161**	**1,420**	**1,550**	**1,079**	**642**	**444**	**380**	**285**	**178**

24 Hour Total:	17,659					
AM Peak Hour begins:	7:00	AM Peak Volume:	1,501	AM Peak Hour Factor:	0.95	
PM Peak Hour begins:	16:45	PM Peak Volume:	1,568	PM PeaK Hour Factor:	0.97	

Volume Count Report

Start Date:	June 11, 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 south 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	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:	11:45	AM Peak Volume:	449	AM Peak Hour Factor:	0.82	
PM Peak Hour begins:	17:00	PM Peak Volume:	1,149	PM PeaK Hour Factor:	0.88	

Southbound Volume for Lane 2

Thursday, June 11, 2015

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

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:	7:00	AM Peak Volume:	1,179	AM Peak Hour Factor:	0.96	
PM Peak Hour begins:	12:00	PM Peak Volume:	499	PM PeaK Hour Factor:	0.94	

Total Volume for All Lanes

Thursday, June 11, 2015

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**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	243	196	246	284	374	395	395	205	111	114	73	45
30	231	205	224	309	364	391	363	183	139	107	91	58
45	261	191	201	258	381	419	253	129	129	100	75	58
00	213	241	255	345	340	432	227	156	103	84	72	43
Hr Total	**948**	**833**	**926**	**1,196**	**1,459**	**1,637**	**1,238**	**673**	**482**	**405**	**311**	**204**

24 Hour Total:	18,044					
AM Peak Hour begins:	7:00	AM Peak Volume:	1,487	AM Peak Hour Factor:	0.97	
PM Peak Hour begins:	17:00	PM Peak Volume:	1,637	PM PeaK Hour Factor:	0.95	

Volume Count Report

3-Day Average

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	Harney Road south (east) of US 301				

Northbound Volume for Lane 1

3-Day Average

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

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					
AM Peak Hour begins:	6:45	AM Peak Volume:	32	AM Peak Hour Factor:	0.69
PM Peak Hour begins:	16:15	PM Peak Volume:	27	PM PeaK Hour Factor:	0.84

Total Volume for All Lanes

3-Day 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**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	13	9	8	11	19	22	16	9	4	4	1	1
30	11	9	7	10	19	29	16	7	3	1	2	1
45	6	11	9	11	19	23	13	8	2	5	1	1
00	7	7	6	10	20	29	9	6	4	1	2	1
Hr Total	**37**	**35**	**30**	**41**	**77**	**104**	**54**	**29**	**12**	**12**	**6**	**4**

24 Hour Total:	654					
AM Peak Hour begins:	6:30	AM Peak Volume:	51	AM Peak Hour Factor:	0.79
PM Peak Hour begins:	17:00	PM Peak Volume:	104	PM PeaK Hour Factor:	0.89

Volume Count Report

Start Date:	June 9, 2015	Start Time:	00:00	Station:	0
Stop Date:	June 9, 2015	Stop Time:	24:00	ID:	0
City:	Thonotosassa	County:	Hillsborough		
Location	Harney 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	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					
AM Peak Hour begins:	11:30	AM Peak Volume:	26	AM Peak Hour Factor:	0.81
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

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	2	1	7	4	1	2	3
30	0	0	0	0	0	3	4	8	5	3	3	0
45	1	0	0	0	6	0	8	10	1	1	1	5
00	0	0	0	0	1	1	6	5	3	2	1	3
Hr Total	**1**	**0**	**0**	**0**	**7**	**6**	**19**	**30**	**13**	**7**	**7**	**11**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	4	6	3	5	3	5	6	3	0	2	0	2
30	1	2	2	1	10	3	8	1	2	1	0	0
45	2	3	4	5	6	4	2	6	1	3	0	0
00	1	3	4	4	5	4	5	1	1	0	0	1
Hr Total	**8**	**14**	**13**	**15**	**24**	**16**	**21**	**11**	**4**	**6**	**0**	**3**

24 Hour Total:	236					
AM Peak Hour begins:	6:45	AM Peak Volume:	31	AM Peak Hour Factor:	0.78
PM Peak Hour begins:	16:15	PM Peak Volume:	26	PM PeaK Hour Factor:	0.65

Total Volume for All Lanes

Tuesday, June 09, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
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:	606					
AM Peak Hour begins:	6:30	AM Peak Volume:	50	AM Peak Hour Factor:	0.89
PM Peak Hour begins:	17:00	PM Peak Volume:	94	PM PeaK Hour Factor:	0.84

Volume Count Report

Start Date:	June 10, 2015	Start Time:	00:00	Station:	0
Stop Date:	June 10, 2015	Stop Time:	24:00	ID:	0
City:	Thonotosassa	County:	Hillsborough		
Location	Harney 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	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				
AM Peak Hour begins:	11:00	AM Peak Volume:	31	AM Peak Hour Factor:	0.86
PM Peak Hour begins:	17:00	PM Peak Volume:	86	PM PeaK Hour Factor:	0.80

Southbound Volume for Lane 2

Wednesday, June 10, 2015

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**

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

24 Hour Total:	251				
AM Peak Hour begins:	6:45	AM Peak Volume:	35	AM Peak Hour Factor:	0.55
PM Peak Hour begins:	17:30	PM Peak Volume:	27	PM PeaK Hour Factor:	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	AM Peak Volume:	50	AM Peak Hour Factor:	0.96
PM Peak Hour begins:	17:00	PM Peak Volume:	105	PM PeaK Hour Factor:	0.71

Volume Count Report

Start Date:	June 11, 2015	Start Time:	00:00	Station:	0
Stop Date:	June 11, 2015	Stop Time:	24:00	ID:	0
City:	Thonotosassa	County:	Hillsborough		
Location	Harney 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	0	1	0	1	0	0	2	6	5	4	1	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**

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

24 Hour Total:	268					
AM Peak Hour begins:	6:30	AM Peak Volume:	33	AM Peak Hour Factor:	0.75	
PM Peak Hour begins:	16:30	PM Peak Volume:	35	PM PeaK Hour Factor:	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					
AM Peak Hour begins:	6:30	AM Peak Volume:	57	AM Peak Hour Factor:	0.75	
PM Peak Hour begins:	17:00	PM Peak Volume:	113	PM PeaK Hour Factor:	0.81	

Volume Count Report

3-Day Average

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 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	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

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:	6:45	AM Peak Volume:	1,227	AM Peak Hour Factor:	0.94	
PM Peak Hour begins:	16:45	PM Peak Volume:	477	PM PeaK Hour Factor:	0.82	

Total Volume for All Lanes

3-Day 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**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	221	230	231	282	352	403	345	201	118	111	76	46
30	228	227	221	285	385	422	321	177	131	97	86	48
45	245	218	222	284	357	444	246	145	113	95	70	51
00	216	231	255	351	363	394	219	145	116	93	68	47
Hr Total	**910**	**906**	**928**	**1,201**	**1,457**	**1,663**	**1,131**	**668**	**478**	**397**	**300**	**191**

24 Hour Total:	18,100					
AM Peak Hour begins:	7:00	AM Peak Volume:	1,557	AM Peak Hour Factor:	0.96	
PM Peak Hour begins:	17:00	PM Peak Volume:	1,663	PM PeaK Hour Factor:	0.94	

Volume Count Report

Start Date:	June 9, 2015	Start Time:	00:00	Station:	0
Stop Date:	June 9, 2015	Stop Time:	24:00	ID:	0
City:	Thonotosassa	County:	Hillsborough		
Location	US 301 north 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	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:	11:45	AM Peak Volume:	435	AM Peak Hour Factor:	0.88	
PM Peak Hour begins:	17:00	PM Peak Volume:	1,178	PM PeaK Hour Factor:	0.94	

Southbound Volume for Lane 2

Tuesday, June 09, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	8	10	12	22	63	194	300	207	143	93	122
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	117
00	8	19	11	25	39	153	310	311	167	135	107	104
Hr Total	**48**	**55**	**49**	**80**	**143**	**422**	**1,024**	**1,281**	**855**	**564**	**442**	**472**

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

24 Hour Total:	9,282					
AM Peak Hour begins:	7:00	AM Peak Volume:	1,281	AM Peak Hour Factor:	0.91	
PM Peak Hour begins:	16:45	PM Peak Volume:	474	PM PeaK Hour Factor:	0.80	

Total Volume for All Lanes

Tuesday, June 09, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	47	25	30	18	31	88	246	369	280	229	179	221
30	21	26	27	27	46	128	304	420	348	218	197	216
45	34	32	26	37	67	141	336	438	298	271	251	230
00	20	34	24	34	68	189	383	383	241	224	196	219
Hr Total	**122**	**117**	**107**	**116**	**212**	**546**	**1,269**	**1,610**	**1,167**	**942**	**823**	**886**

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**	**190**

24 Hour Total:	17,992					
AM Peak Hour begins:	6:45	AM Peak Volume:	1,610	AM Peak Hour Factor:	0.92	
PM Peak Hour begins:	17:00	PM Peak Volume:	1,637	PM PeaK Hour Factor:	0.89	

Volume Count Report

Start Date:	June 10, 2015	Start Time:	00:00	Station:	0
Stop Date:	June 10, 2015	Stop Time:	24:00	ID:	0
City:	Thonotosassa	County:	Hillsborough		
Location	US 301 north of Harney 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	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:	11:45	AM Peak Volume:	453	AM Peak Hour Factor:	0.96	
PM Peak Hour begins:	17:00	PM Peak Volume:	1,153	PM PeaK Hour Factor:	0.97	

Southbound Volume for Lane 2

Wednesday, June 10, 2015

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**

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

24 Hour Total:	9,132					
AM Peak Hour begins:	6:45	AM Peak Volume:	1,209	AM Peak Hour Factor:	0.89	
PM Peak Hour begins:	12:15	PM Peak Volume:	491	PM PeaK Hour Factor:	0.94	

Total Volume for All Lanes

Wednesday, June 10, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	42	36	23	17	22	99	213	372	327	234	223	254
30	38	12	15	25	35	106	296	379	296	253	251	232
45	30	17	20	25	65	168	379	413	270	228	206	214
00	20	19	32	24	67	208	358	361	231	221	241	250
Hr Total	**130**	**84**	**90**	**91**	**189**	**581**	**1,246**	**1,525**	**1,124**	**936**	**921**	**950**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	208	247	228	268	340	412	347	197	113	109	82	53
30	229	241	213	262	382	416	316	168	120	89	81	42
45	239	225	209	305	352	421	224	135	98	83	64	44
00	230	221	257	355	379	366	219	142	123	95	70	39
Hr Total	**906**	**934**	**907**	**1,190**	**1,453**	**1,615**	**1,106**	**642**	**454**	**376**	**297**	**178**

24 Hour Total:	17,925					
AM Peak Hour begins:	7:00	AM Peak Volume:	1,525	AM Peak Hour Factor:	0.92	
PM Peak Hour begins:	16:45	PM Peak Volume:	1,628	PM PeaK Hour Factor:	0.97	

Volume Count Report

Start Date:	June 11, 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 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

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**

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

24 Hour Total:	9,337					
AM Peak Hour begins:	7:00	AM Peak Volume:	1,205	AM Peak Hour Factor:	0.94	
PM Peak Hour begins:	17:15	PM Peak Volume:	506	PM PeaK Hour Factor:	0.83	

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	24	27	18	27	95	225	373	317	246	224	224
30	31	23	20	27	30	116	299	397	329	232	222	207
45	31	23	15	29	64	170	336	371	304	250	247	227
00	20	15	20	25	44	177	375	394	249	240	229	218
Hr Total	**102**	**85**	**82**	**99**	**165**	**558**	**1,235**	**1,535**	**1,199**	**968**	**922**	**876**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	243	217	251	279	376	408	397	210	114	115	70	44
30	232	202	222	312	383	424	368	181	143	109	94	57
45	259	192	207	264	381	450	262	137	132	102	77	52
00	214	251	256	358	352	455	227	156	106	87	77	52
Hr Total	**948**	**862**	**936**	**1,213**	**1,492**	**1,737**	**1,254**	**684**	**495**	**413**	**318**	**205**

24 Hour Total:	18,383					
AM Peak Hour begins:	7:00	AM Peak Volume:	1,535	AM Peak Hour Factor:	0.97	
PM Peak Hour begins:	17:00	PM Peak Volume:	1,737	PM PeaK Hour Factor:	0.95	

US 301 at CR 579

Volume Count Report

3-Day Average

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 south of CR 579				

Northbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	24	15	18	7	8	23	45	63	67	68	76	89
30	15	13	12	9	9	29	52	78	76	80	78	82
45	18	12	12	12	20	29	68	67	64	92	92	85
00	13	13	12	10	21	34	62	86	61	70	86	91
Hr Total	**69**	**52**	**54**	**38**	**58**	**115**	**228**	**294**	**267**	**311**	**333**	**347**

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:	11:45	AM Peak Volume:	375	AM Peak Hour Factor:	0.91
PM Peak Hour begins:	17:00	PM Peak Volume:	1,058	PM PeaK Hour Factor:	0.96

Southbound Volume for Lane 2

3-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**

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

24 Hour Total:	8,355					
AM Peak Hour begins:	7:00	AM Peak Volume:	1,133	AM Peak Hour Factor:	0.93
PM Peak Hour begins:	12:15	PM Peak Volume:	418	PM PeaK Hour Factor:	0.98

Total Volume for All Lanes

3-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**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	188	198	195	243	307	344	296	165	108	96	60	39
30	198	191	190	249	330	377	271	155	110	80	77	46
45	206	191	190	247	319	394	231	117	101	89	66	40
00	183	205	205	300	323	354	189	126	93	72	57	41
Hr Total	**776**	**784**	**780**	**1,039**	**1,279**	**1,469**	**987**	**562**	**412**	**338**	**260**	**167**

24 Hour Total:	16,000					
AM Peak Hour begins:	7:00	AM Peak Volume:	1,427	AM Peak Hour Factor:	0.96
PM Peak Hour begins:	17:00	PM Peak Volume:	1,469	PM PeaK Hour Factor:	0.93

Volume Count Report

Start Date:	June 9, 2015	Start Time:	00:00	Station:	0
Stop Date:	June 9, 2015	Stop Time:	24:00	ID:	0
City:	Thonotosassa	County:	Hillsborough		
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**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	76	86	116	149	203	249	184	100	57	51	34	28
30	89	104	92	159	252	281	156	92	62	44	35	24
45	104	96	118	145	215	282	162	77	55	54	33	32
00	78	92	129	196	237	246	101	67	63	49	30	30
Hr Total	**347**	**378**	**455**	**649**	**907**	**1,058**	**603**	**336**	**237**	**198**	**132**	**114**

24 Hour Total:	7,591					
AM Peak Hour begins:	11:45	AM Peak Volume:	362	AM Peak Hour Factor:	0.87	
PM Peak Hour begins:	17:00	PM Peak Volume:	1,058	PM PeaK Hour Factor:	0.94	

Southbound Volume for Lane 2

Tuesday, June 09, 2015

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:	6:45	AM Peak Volume:	1,154	AM Peak Hour Factor:	0.92	
PM Peak Hour begins:	13:00	PM Peak Volume:	413	PM PeaK Hour Factor:	0.90	

Total Volume for All Lanes

Tuesday, June 09, 2015

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**

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

24 Hour Total:	15,727					
AM Peak Hour begins:	7:00	AM Peak Volume:	1,432	AM Peak Hour Factor:	0.92	
PM Peak Hour begins:	16:45	PM Peak Volume:	1,445	PM PeaK Hour Factor:	0.89	

Volume Count Report

Start Date:	June 10, 2015	Start Time:	00:00	Station:	0
Stop Date:	June 10, 2015	Stop Time:	24:00	ID:	0
City:	Thonotosassa	County:	Hillsborough		
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**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	97	95	84	145	207	255	164	98	76	49	23	24
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	23
Hr Total	**375**	**398**	**355**	**662**	**892**	**1,026**	**645**	**356**	**263**	**180**	**112**	**93**

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

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

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

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	PM PeaK Hour Factor:		0.93

Total Volume for All Lanes

Wednesday, June 10, 2015

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	AM Peak Volume:	1,355	AM Peak Hour Factor:		0.96
PM Peak Hour begins:	17:00	PM Peak Volume:	1,427	PM PeaK Hour Factor:		0.95

Volume Count Report

Start Date:	June 11, 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 south of CR 579				

Northbound Volume for Lane 1

Thursday, June 11, 2015

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:	0.88	
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

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**

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

24 Hour Total:	8,841					
AM Peak Hour begins:	7:00	AM Peak Volume:	1,186	AM Peak Hour Factor:	0.98	
PM Peak Hour begins:	12:00	PM Peak Volume:	466	PM PeaK Hour Factor:	0.95	

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	26	31	18	24	76	224	349	285	236	199	206
30	28	26	27	33	26	113	301	381	315	253	199	198
45	38	20	25	29	60	132	341	371	271	233	203	210
00	24	23	21	22	55	171	341	394	223	211	208	197
Hr Total	**110**	**95**	**104**	**102**	**165**	**492**	**1,207**	**1,495**	**1,094**	**933**	**809**	**811**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	215	198	219	251	335	356	367	175	102	101	62	31
30	212	182	197	279	334	374	313	158	129	94	88	49
45	220	172	180	247	344	401	227	115	107	96	66	41
00	179	231	230	321	318	404	205	127	90	81	66	40
Hr Total	**826**	**783**	**826**	**1,098**	**1,331**	**1,535**	**1,112**	**575**	**428**	**372**	**282**	**161**

24 Hour Total:	16,746					
AM Peak Hour begins:	7:00	AM Peak Volume:	1,495	AM Peak Hour Factor:	0.95	
PM Peak Hour begins:	17:15	PM Peak Volume:	1,546	PM PeaK Hour Factor:	0.96	

Volume Count Report

3-Day Average

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	CR 579 south (east) of US 301				

Northbound Volume for Lane 1

3-Day Average

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

Southbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	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:	6:30	AM Peak Volume:	150	AM Peak Hour Factor:	0.94
PM Peak Hour begins:	17:30	PM Peak Volume:	102	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	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**

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

24 Hour Total:	3,404					
AM Peak Hour begins:	7:15	AM Peak Volume:	289	AM Peak Hour Factor:	0.98
PM Peak Hour begins:	17:30	PM Peak Volume:	306	PM PeaK Hour Factor:	0.91

Volume Count Report

Start Date:	June 9, 2015	Start Time:	00:00	Station:	0
Stop Date:	June 9, 2015	Stop Time:	24:00	ID:	0
City:	Thonotosassa	County:	Hillsborough		
Location	CR 579 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	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

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

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

24 Hour Total:	1,280					
AM Peak Hour begins:	7:15	AM Peak Volume:	163	AM Peak Hour Factor:	0.91
PM Peak Hour begins:	17:30	PM Peak Volume:	114	PM PeaK Hour Factor:	0.77

Total Volume for All Lanes

Tuesday, June 09, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	6	9	3	8	19	38	46	82	57	45	46
30	8	10	12	9	5	17	52	72	58	62	48	33
45	4	12	7	6	14	15	72	95	45	62	55	37
00	1	7	5	5	25	20	68	71	33	41	73	35
Hr Total	**29**	**35**	**33**	**23**	**52**	**71**	**230**	**284**	**218**	**222**	**221**	**151**

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:	7:15	AM Peak Volume:	320	AM Peak Hour Factor:	0.84
PM Peak Hour begins:	17:30	PM Peak Volume:	278	PM PeaK Hour Factor:	0.89

Volume Count Report

Start Date:	June 10, 2015	Start Time:	00:00	Station:	0
Stop Date:	June 10, 2015	Stop Time:	24:00	ID:	0
City:	Thonotosassa	County:	Hillsborough		
Location	CR 579 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	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:	6:15	AM Peak Volume:	157	AM Peak Hour Factor:	0.73	
PM Peak Hour begins:	17:30	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:	6:30	AM Peak Volume:	164	AM Peak Hour Factor:	0.87	
PM Peak Hour begins:	16:00	PM Peak Volume:	93	PM PeaK Hour Factor:	0.83	

Total Volume for All Lanes

Wednesday, June 10, 2015

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

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

24 Hour Total:	3,727					
AM Peak Hour begins:	6:30	AM Peak Volume:	316	AM Peak Hour Factor:	0.78	
PM Peak Hour begins:	17:30	PM Peak Volume:	340	PM PeaK Hour Factor:	0.86	

Volume Count Report

Start Date:	June 11, 2015	Start Time:	00:00	Station:	0
Stop Date:	June 11, 2015	Stop Time:	24:00	ID:	0
City:	Thonotosassa	County:	Hillsborough		
Location	CR 579 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	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

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	4	0	0	5	17	10	27	21	24	15	12
30	1	5	3	1	5	6	34	43	23	23	17	14
45	4	6	1	1	5	12	44	35	19	16	17	15
00	0	3	1	1	6	16	34	34	16	19	14	5
Hr Total	**7**	**18**	**5**	**3**	**21**	**51**	**122**	**139**	**79**	**82**	**63**	**46**

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

24 Hour Total:	1,210					
AM Peak Hour begins:	6:30	AM Peak Volume:	148	AM Peak Hour Factor:	0.84	
PM Peak Hour begins:	17:15	PM Peak Volume:	105	PM PeaK Hour Factor:	0.85	

Total Volume for All Lanes

Thursday, June 11, 2015

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**

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

24 Hour Total:	3,182					
AM Peak Hour begins:	7:15	AM Peak Volume:	290	AM Peak Hour Factor:	0.87	
PM Peak Hour begins:	17:15	PM Peak Volume:	303	PM PeaK Hour Factor:	0.97	

Volume Count Report

3-Day Average

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 CR 579				

Northbound Volume for Lane 1

3-Day Average

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

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:	11:45	AM Peak Volume:	366	AM Peak Hour Factor:	0.93	
PM Peak Hour begins:	17:00	PM Peak Volume:	1,124	PM PeaK Hour Factor:	0.95	

Southbound Volume for Lane 2

3-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					
AM Peak Hour begins:	6:45	AM Peak Volume:	1,129	AM Peak Hour Factor:	0.91	
PM Peak Hour begins:	16:45	PM Peak Volume:	401	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	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					
AM Peak Hour begins:	7:00	AM Peak Volume:	1,393	AM Peak Hour Factor:	0.90	
PM Peak Hour begins:	17:00	PM Peak Volume:	1,520	PM PeaK Hour Factor:	0.95	

Volume Count Report

Start Date:	June 9, 2015	Start Time:	00:00	Station:	0
Stop Date:	June 9, 2015	Stop Time:	24:00	ID:	0
City:	Thonotosassa	County:	Hillsborough		
Location	US 301 north 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	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:	11:45	AM Peak Volume:	349	AM Peak Hour Factor:	0.94	
PM Peak Hour begins:	17:00	PM Peak Volume:	1,093	PM PeaK Hour Factor:	0.94	

Southbound Volume for Lane 2

Tuesday, June 09, 2015

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**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	84	98	73	82	97	83	75	52	40	49	21	8
30	97	94	87	88	85	102	79	52	43	30	25	12
45	82	101	101	95	81	122	51	50	30	37	14	12
00	94	95	85	76	88	80	71	42	36	28	20	6
Hr Total	**357**	**388**	**346**	**341**	**351**	**387**	**276**	**196**	**149**	**144**	**80**	**38**

24 Hour Total:	7,909					
AM Peak Hour begins:	6:45	AM Peak Volume:	1,204	AM Peak Hour Factor:	0.91	
PM Peak Hour begins:	16:45	PM Peak Volume:	395	PM PeaK Hour Factor:	0.81	

Total Volume for All Lanes

Tuesday, June 09, 2015

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**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	167	183	196	234	326	363	285	152	93	110	55	34
30	183	180	189	236	332	392	230	142	107	78	64	35
45	175	207	208	243	315	396	228	136	85	85	47	42
00	169	180	198	275	321	329	185	108	99	76	55	44
Hr Total	**694**	**750**	**791**	**988**	**1,294**	**1,480**	**928**	**538**	**384**	**349**	**221**	**155**

24 Hour Total:	15,486					
AM Peak Hour begins:	6:45	AM Peak Volume:	1,479	AM Peak Hour Factor:	0.89	
PM Peak Hour begins:	17:00	PM Peak Volume:	1,480	PM PeaK Hour Factor:	0.93	

Volume Count Report

Start Date:	June 10, 2015	Start Time:	00:00	Station:	0
Stop Date:	June 10, 2015	Stop Time:	24:00	ID:	0
City:	Thonotosassa	County:	Hillsborough		
Location	US 301 north 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	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	AM Peak Volume:	373	AM Peak Hour Factor:	0.87	
PM Peak Hour begins:	17:00	PM Peak Volume:	1,120	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	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**

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

24 Hour Total:	7,791					
AM Peak Hour begins:	6:30	AM Peak Volume:	1,105	AM Peak Hour Factor:	0.91	
PM Peak Hour begins:	16:45	PM Peak Volume:	408	PM PeaK Hour Factor:	0.91	

Total Volume for All Lanes

Wednesday, June 10, 2015

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**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	188	180	190	238	304	380	318	164	98	83	49	36
30	203	184	175	239	348	399	294	152	106	68	66	37
45	179	216	190	259	328	376	213	119	85	65	52	45
00	215	166	220	322	345	350	205	100	104	69	53	36
Hr Total	**785**	**746**	**775**	**1,058**	**1,325**	**1,505**	**1,030**	**535**	**393**	**285**	**220**	**154**

24 Hour Total:	15,561					
AM Peak Hour begins:	7:00	AM Peak Volume:	1,369	AM Peak Hour Factor:	0.91	
PM Peak Hour begins:	17:00	PM Peak Volume:	1,505	PM PeaK Hour Factor:	0.94	

Volume Count Report

Start Date:	June 11, 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 CR 579				

Northbound Volume for Lane 1

Thursday, June 11, 2015

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

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:	6:30	AM Peak Volume:	1,112	AM Peak Hour Factor:	0.92	
PM Peak Hour begins:	17:15	PM Peak Volume:	422	PM PeaK Hour Factor:	0.79	

Total Volume for All Lanes

Thursday, June 11, 2015

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

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	171	186	207	250	331	368	361	180	98	99	65	39
30	195	164	189	263	339	413	323	160	113	87	74	53
45	206	157	179	235	324	409	233	113	109	82	60	37
00	167	217	214	319	315	386	196	101	84	78	52	39
Hr Total	**739**	**724**	**789**	**1,067**	**1,309**	**1,576**	**1,113**	**554**	**404**	**346**	**251**	**168**

24 Hour Total:	15,962					
AM Peak Hour begins:	6:45	AM Peak Volume:	1,359	AM Peak Hour Factor:	0.93	
PM Peak Hour begins:	17:00	PM Peak Volume:	1,576	PM PeaK Hour Factor:	0.95	

US 301 at Stacy Road

Volume Count Report

3-Day Average

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 south of Stacy Road				

Northbound Volume for Lane 1

3-Day Average

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:	11:45	AM Peak Volume:	352	AM Peak Hour Factor:	0.96	
PM Peak Hour begins:	17:00	PM Peak Volume:	1,117	PM PeaK Hour Factor:	0.96	

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

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:	6:45	AM Peak Volume:	1,123	AM Peak Hour Factor:	0.91	
PM Peak Hour begins:	16:45	PM Peak Volume:	388	PM PeaK Hour Factor:	0.90	

Total Volume for All Lanes

3-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	39
00	168	188	209	300	341	351	185	97	91	73	52	39
Hr Total	**723**	**730**	**766**	**1,014**	**1,303**	**1,488**	**987**	**530**	**388**	**324**	**225**	**156**

24 Hour Total:	15,394					
AM Peak Hour begins:	6:45	AM Peak Volume:	1,374	AM Peak Hour Factor:	0.90	
PM Peak Hour begins:	17:00	PM Peak Volume:	1,488	PM PeaK Hour Factor:	0.94	

Volume Count Report

Start Date:	June 9, 2015	Start Time:	00:00	Station:	0
Stop Date:	June 9, 2015	Stop Time:	24:00	ID:	0
City:	Thonotosassa	County:	Hillsborough		
Location	US 301 south of Stacy 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	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**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	77	87	119	150	231	266	209	103	48	59	34	25
30	81	85	91	148	247	290	147	87	69	46	38	25
45	84	106	110	138	225	281	172	86	52	47	31	31
00	76	76	114	204	243	244	111	67	63	48	36	35
Hr Total	**318**	**354**	**434**	**640**	**946**	**1,081**	**639**	**343**	**232**	**200**	**139**	**116**

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

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

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

Volume Count Report

Start Date:	June 10, 2015	Start Time:	00:00	Station:	0
Stop Date:	June 10, 2015	Stop Time:	24:00	ID:	0
City:	Thonotosassa	County:	Hillsborough		
Location	US 301 south of Stacy 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	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	26
30	94	103	99	150	242	286	203	103	64	46	43	21
45	77	104	117	182	248	282	165	85	47	39	20	30
00	103	83	131	224	249	272	137	68	62	43	41	21
Hr Total	**379**	**379**	**438**	**688**	**969**	**1,120**	**743**	**377**	**239**	**179**	**128**	**98**

24 Hour Total:	7,649					
AM Peak Hour begins:	11:45	AM Peak Volume:	364	AM Peak Hour Factor:	0.87
PM Peak Hour begins:	17:00	PM Peak Volume:	1,120	PM PeaK Hour Factor:	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**

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

24 Hour Total:	7,639					
AM Peak Hour begins:	6:30	AM Peak Volume:	1,086	AM Peak Hour Factor:	0.90
PM Peak Hour begins:	12:00	PM Peak Volume:	383	PM PeaK Hour Factor:	0.83

Total Volume for All Lanes

Wednesday, June 10, 2015

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**

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:	7:00	AM Peak Volume:	1,348	AM Peak Hour Factor:	0.91
PM Peak Hour begins:	16:45	PM Peak Volume:	1,478	PM PeaK Hour Factor:	0.97

Volume Count Report

Start Date:	June 11, 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 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:	7,831					
AM Peak Hour begins:	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

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:	6:45	AM Peak Volume:	1,093	AM Peak Hour Factor:	0.89	
PM Peak Hour begins:	17:15	PM Peak Volume:	409	PM PeaK Hour Factor:	0.87	

Total Volume for All Lanes

Thursday, June 11, 2015

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**

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:	6:45	AM Peak Volume:	1,340	AM Peak Hour Factor:	0.89	
PM Peak Hour begins:	17:15	PM Peak Volume:	1,544	PM PeaK Hour Factor:	0.93	

Volume Count Report

3-Day Average

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	Stacy Road south (east) of US 301				

Northbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	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:	96	PM PeaK Hour Factor:	0.91	

Southbound Volume for Lane 2

3-Day Average

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

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

24 Hour Total:	1,755					
AM Peak Hour begins:	11:45	AM Peak Volume:	76	AM Peak Hour Factor:	0.91	
PM Peak Hour begins:	17:00	PM Peak Volume:	302	PM PeaK Hour Factor:	0.91	

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	2	4	4	3	9	28	65	65	44	38	35
30	5	3	5	2	4	10	45	76	70	45	44	36
45	2	2	3	2	8	16	62	75	66	33	38	37
00	2	3	3	2	7	25	58	83	55	39	34	40
Hr Total	**15**	**10**	**15**	**10**	**21**	**61**	**192**	**299**	**255**	**162**	**154**	**148**

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

24 Hour Total:	3,381					
AM Peak Hour begins:	7:00	AM Peak Volume:	299	AM Peak Hour Factor:	0.90	
PM Peak Hour begins:	17:00	PM Peak Volume:	396	PM PeaK Hour Factor:	0.91	

Volume Count Report

Start Date:	June 9, 2015	Start Time:	00:00	Station:	0
Stop Date:	June 9, 2015	Stop Time:	24:00	ID:	0
City:	Thonotosassa	County:	Hillsborough		
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**

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

24 Hour Total:	1,613					
AM Peak Hour begins:	7:00	AM Peak Volume:	261	AM Peak Hour Factor:	0.91	
PM Peak Hour begins:	17:15	PM Peak Volume:	98	PM PeaK Hour Factor:	0.74	

Southbound Volume for Lane 2

Tuesday, 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:	11:15	AM Peak Volume:	75	AM Peak Hour Factor:	0.94	
PM Peak Hour begins:	17:00	PM Peak Volume:	289	PM PeaK Hour Factor:	0.86	

Total Volume for All Lanes

Tuesday, 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**

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

24 Hour Total:	3,281					
AM Peak Hour begins:	7:00	AM Peak Volume:	317	AM Peak Hour Factor:	0.93	
PM Peak Hour begins:	17:00	PM Peak Volume:	380	PM PeaK Hour Factor:	0.81	

Volume Count Report

Start Date:	June 10, 2015	Start Time:	00:00	Station:	0
Stop Date:	June 10, 2015	Stop Time:	24:00	ID:	0
City:	Thonotosassa	County:	Hillsborough		
Location	Stacy 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	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**

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

24 Hour Total:	1,559					
AM Peak Hour begins:	7:00	AM Peak Volume:	230	AM Peak Hour Factor:	0.88	
PM Peak Hour begins:	17:00	PM Peak Volume:	95	PM PeaK Hour Factor:	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:	11:45	AM Peak Volume:	86	AM Peak Hour Factor:	0.80	
PM Peak Hour begins:	16:45	PM Peak Volume:	313	PM PeaK Hour Factor:	0.97	

Total Volume for All Lanes

Wednesday, June 10, 2015

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:	3,367					
AM Peak Hour begins:	7:00	AM Peak Volume:	286	AM Peak Hour Factor:	0.94	
PM Peak Hour begins:	16:45	PM Peak Volume:	400	PM PeaK Hour Factor:	0.94	

Volume Count Report

Start Date:	June 11, 2015	Start Time:	00:00	Station:	0
Stop Date:	June 11, 2015	Stop Time:	24:00	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**

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

24 Hour Total:	1,705					
AM Peak Hour begins:	7:15	AM Peak Volume:	255	AM Peak Hour Factor:	0.94	
PM Peak Hour begins:	17:15	PM Peak Volume:	101	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	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

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

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:	7:30	AM Peak Volume:	321	AM Peak Hour Factor:	0.84	
PM Peak Hour begins:	17:15	PM Peak Volume:	443	PM PeaK Hour Factor:	0.95	

Volume Count Report

3-Day Average

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 Stacy Road				

Northbound Volume for Lane 1

3-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:	10:15	AM Peak Volume:	283	AM Peak Hour Factor:	0.87	
PM Peak Hour begins:	17:00	PM Peak Volume:	844	PM PeaK Hour Factor:	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:	6:30	AM Peak Volume:	926	AM Peak Hour Factor:	0.91	
PM Peak Hour begins:	17:00	PM Peak Volume:	316	PM PeaK Hour Factor:	0.77	

Total Volume for All Lanes

3-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**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	137	145	141	191	248	270	238	129	84	75	45	32
30	154	143	164	191	271	307	205	117	83	70	56	38
45	152	148	166	188	248	302	175	101	77	65	44	33
00	147	153	165	235	244	281	155	84	75	56	47	35
Hr Total	**590**	**589**	**636**	**805**	**1,011**	**1,160**	**774**	**432**	**319**	**265**	**193**	**138**

24 Hour Total:	12,551					
AM Peak Hour begins:	6:45	AM Peak Volume:	1,149	AM Peak Hour Factor:	0.90	
PM Peak Hour begins:	17:00	PM Peak Volume:	1,160	PM PeaK Hour Factor:	0.94	

Volume Count Report

Start Date:	June 9, 2015	Start Time:	00:00	Station:	0
Stop Date:	June 9, 2015	Stop Time:	24:00	ID:	0
City:	Thonotosassa	County:	Hillsborough		
Location	US 301 north of Stacy 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	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

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

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

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

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

Volume Count Report

Start Date:	June 10, 2015	Start Time:	00:00	Station:	0
Stop Date:	June 10, 2015	Stop Time:	24:00	ID:	0
City:	Thonotosassa	County:	Hillsborough		
Location	US 301 north of Stacy 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	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

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

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

24 Hour Total:	6,362					
AM Peak Hour begins:	6:30	AM Peak Volume:	904	AM Peak Hour Factor:	0.88	
PM Peak Hour begins:	12:00	PM Peak Volume:	322	PM PeaK Hour Factor:	0.95	

Total Volume for All Lanes

Wednesday, June 10, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	32	24	17	13	20	74	175	251	210	164	127	187
30	24	13	15	25	29	109	243	319	176	142	148	165
45	28	12	8	10	60	164	289	279	172	119	138	131
00	20	22	26	23	48	148	260	253	156	162	136	165
Hr Total	**104**	**71**	**66**	**71**	**157**	**495**	**967**	**1,102**	**714**	**587**	**549**	**648**

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

24 Hour Total:	12,438					
AM Peak Hour begins:	6:30	AM Peak Volume:	1,119	AM Peak Hour Factor:	0.88	
PM Peak Hour begins:	17:00	PM Peak Volume:	1,160	PM PeaK Hour Factor:	0.91	

Volume Count Report

Start Date:	June 11, 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 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	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

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**

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

24 Hour Total:	6,425					
AM Peak Hour begins:	6:30	AM Peak Volume:	915	AM Peak Hour Factor:	0.93	
PM Peak Hour begins:	15:00	PM Peak Volume:	330	PM PeaK Hour Factor:	0.90	

Total Volume for All Lanes

Thursday, June 11, 2015

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

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					
AM Peak Hour begins:	6:45	AM Peak Volume:	1,119	AM Peak Hour Factor:	0.92	
PM Peak Hour begins:	17:00	PM Peak Volume:	1,164	PM PeaK Hour Factor:	0.88	

US 301 at McIntosh Road

Volume Count Report

3-Day Average

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 south of McIntosh Road				

Northbound Volume for Lane 1

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	AM Peak Hour Factor:	0.92	
PM Peak Hour begins:	17:00	PM Peak Volume:	838	PM PeaK Hour Factor:	0.95	

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

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	70	69	67	70	74	75	65	45	26	32	19	9
30	75	66	73	78	74	84	55	43	26	21	20	16
45	85	72	70	70	60	79	43	28	27	22	19	11
00	70	79	75	76	73	60	51	28	27	21	18	10
Hr Total	**299**	**286**	**286**	**293**	**282**	**298**	**214**	**144**	**105**	**97**	**76**	**46**

24 Hour Total:	6,311					
AM Peak Hour begins:	6:30	AM Peak Volume:	918	AM Peak Hour Factor:	0.94	
PM Peak Hour begins:	16:45	PM Peak Volume:	311	PM PeaK Hour Factor:	0.92	

Total Volume for All Lanes

3-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:	12,340					
AM Peak Hour begins:	6:45	AM Peak Volume:	1,121	AM Peak Hour Factor:	0.92	
PM Peak Hour begins:	17:00	PM Peak Volume:	1,135	PM PeaK Hour Factor:	0.93	

Volume Count Report

Start Date:	June 9, 2015	Start Time:	00:00	Station:	0
Stop Date:	June 9, 2015	Stop Time:	24:00	ID:	0
City:	Thonotosassa	County:	Hillsborough		
Location	US 301 south of McIntosh 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	21	10	10	6	4	24	26	47	66	56	60	77
30	15	10	7	5	5	33	43	74	66	59	48	47
45	16	14	14	9	22	21	32	83	54	68	71	69
00	7	13	7	6	17	28	31	82	67	69	68	57
Hr Total	**59**	**47**	**38**	**26**	**48**	**106**	**132**	**286**	**253**	**252**	**247**	**250**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	58	59	86	111	166	208	153	77	42	35	32	23
30	59	68	77	113	192	213	122	70	36	42	24	21
45	62	85	97	109	176	211	121	74	53	41	29	22
00	73	63	92	142	184	211	121	50	49	36	25	33
Hr Total	**252**	**275**	**352**	**475**	**718**	**843**	**517**	**271**	**180**	**154**	**110**	**99**

24 Hour Total:	5,990					
AM Peak Hour begins:	7:15	AM Peak Volume:	305	AM Peak Hour Factor:	0.92
PM Peak Hour begins:	17:00	PM Peak Volume:	843	PM PeaK Hour Factor:	0.99

Southbound Volume for Lane 2

Tuesday, June 09, 2015

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

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

Total Volume for All Lanes

Tuesday, 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:	6:45	AM Peak Volume:	1,199	AM Peak Hour Factor:	0.91
PM Peak Hour begins:	17:00	PM Peak Volume:	1,150	PM PeaK Hour Factor:	0.96

Volume Count Report

Start Date:	June 10, 2015	Start Time:	00:00	Station:	0
Stop Date:	June 10, 2015	Stop Time:	24:00	ID:	0
City:	Thonotosassa	County:	Hillsborough		
Location	US 301 south 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	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

Wednesday, June 10, 2015

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:	6:30	AM Peak Volume:	890	AM Peak Hour Factor:	0.89	
PM Peak Hour begins:	16:45	PM Peak Volume:	319	PM PeaK Hour Factor:	0.93	

Total Volume for All Lanes

Wednesday, June 10, 2015

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**

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

24 Hour Total:	12,185					
AM Peak Hour begins:	6:45	AM Peak Volume:	1,083	AM Peak Hour Factor:	0.87	
PM Peak Hour begins:	17:15	PM Peak Volume:	1,117	PM PeaK Hour Factor:	0.97	

Volume Count Report

Start Date:	June 11, 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 south of McIntosh 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	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:	6,160					
AM Peak Hour begins:	10:15	AM Peak Volume:	295	AM Peak Hour Factor:	0.83	
PM Peak Hour begins:	17:00	PM Peak Volume:	853	PM PeaK Hour Factor:	0.86	

Southbound Volume for Lane 2

Thursday, June 11, 2015

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

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:	6:30	AM Peak Volume:	909	AM Peak Hour Factor:	0.95	
PM Peak Hour begins:	15:00	PM Peak Volume:	337	PM PeaK Hour Factor:	0.89	

Total Volume for All Lanes

Thursday, June 11, 2015

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:	6:45	AM Peak Volume:	1,082	AM Peak Hour Factor:	0.93	
PM Peak Hour begins:	17:15	PM Peak Volume:	1,155	PM PeaK Hour Factor:	0.86	

Volume Count Report

3-Day Average

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

3-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
00	2	1	2	1	1	7	15	22	8	11	9	10
Hr Total	**4**	**4**	**6**	**6**	**5**	**21**	**50**	**81**	**58**	**48**	**43**	**46**

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

24 Hour Total:	963					
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

3-Day 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	

Volume Count Report

Start Date:	June 9, 2015	Start Time:	00:00	Station:	0
Stop Date:	June 9, 2015	Stop Time:	24:00	ID:	0
City:	Thonotosassa	County:	Hillsborough		
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	08	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**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	10	6	15	12	13	20	18	17	10	9	4	4
30	16	14	14	12	24	33	23	10	8	5	6	3
45	4	16	11	16	18	17	19	9	6	6	5	7
00	11	13	10	21	27	22	14	6	9	6	1	1
Hr Total	**41**	**49**	**50**	**61**	**82**	**92**	**74**	**42**	**33**	**26**	**16**	**15**

24 Hour Total:	958					
AM Peak Hour begins:	7:30	AM Peak Volume:	85	AM Peak Hour Factor:	0.92	
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

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:	6:45	AM Peak Volume:	56	AM Peak Hour Factor:	0.78	
PM Peak Hour begins:	17:00	PM Peak Volume:	110	PM PeaK Hour Factor:	0.89	

Total Volume for All Lanes

Tuesday, 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**

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

24 Hour Total:	1,884					
AM Peak Hour begins:	7:30	AM Peak Volume:	141	AM Peak Hour Factor:	0.93	
PM Peak Hour begins:	17:00	PM Peak Volume:	202	PM PeaK Hour Factor:	0.79	

Volume Count Report

Start Date:	June 10, 2015	Start Time:	00:00	Station:	0
Stop Date:	June 10, 2015	Stop Time:	24:00	ID:	0
City:	Thonotosassa	County:	Hillsborough		
Location	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**

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

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:	6:30	AM Peak Volume:	67	AM Peak Hour Factor:	0.88	
PM Peak Hour begins:	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	08	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**

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

24 Hour Total:	1,888					
AM Peak Hour begins:	7:00	AM Peak Volume:	144	AM Peak Hour Factor:	0.97	
PM Peak Hour begins:	16:45	PM Peak Volume:	197	PM PeaK Hour Factor:	0.85	

Volume Count Report

Start Date:	June 11, 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

Thursday, June 11, 2015

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**

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

24 Hour Total:	979					
AM Peak Hour begins:	7:15	AM Peak Volume:	80	AM Peak Hour Factor:	0.95	
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

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	2	1	1	0	3	6	14	15	13	11	6
30	2	4	0	2	3	6	14	14	12	16	15	9
45	1	0	1	0	1	6	12	18	8	19	13	10
00	0	1	0	1	1	4	15	20	16	6	9	14
Hr Total	**3**	**7**	**2**	**4**	**5**	**19**	**47**	**66**	**51**	**54**	**48**	**39**

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:	7:15	AM Peak Volume:	67	AM Peak Hour Factor:	0.84	
PM Peak Hour begins:	17:00	PM Peak Volume:	100	PM PeaK Hour Factor:	0.96	

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	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					
AM Peak Hour begins:	7:15	AM Peak Volume:	147	AM Peak Hour Factor:	0.90	
PM Peak Hour begins:	17:00	PM Peak Volume:	192	PM PeaK Hour Factor:	0.89	

Volume Count Report

3-Day Average

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-Day Average

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	

Volume Count Report

Start Date:	June 9, 2015	Start Time:	00:00	Station:	0
Stop Date:	June 9, 2015	Stop Time:	24:00	ID:	0
City:	Thonotosassa	County:	Hillsborough		
Location	US 301 north of McIntosh 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	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**

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

24 Hour Total:	6,372					
AM Peak Hour begins:	10:15	AM Peak Volume:	287	AM Peak Hour Factor:	0.92	
PM Peak Hour begins:	17:00	PM Peak Volume:	871	PM PeaK Hour Factor:	0.97	

Southbound Volume for Lane 2

Tuesday, June 09, 2015

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**

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

24 Hour Total:	6,767					
AM Peak Hour begins:	6:45	AM Peak Volume:	963	AM Peak Hour Factor:	0.94	
PM Peak Hour begins:	16:45	PM Peak Volume:	361	PM PeaK Hour Factor:	0.87	

Total Volume for All Lanes

Tuesday, June 09, 2015

End Time	00	01	02	03	04	05	06	07	08	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:	6:45	AM Peak Volume:	1,224	AM Peak Hour Factor:	0.94	
PM Peak Hour begins:	16:45	PM Peak Volume:	1,224	PM PeaK Hour Factor:	0.94	

Volume Count Report

Start Date:	June 10, 2015	Start Time:	00:00	Station:	0
Stop Date:	June 10, 2015	Stop Time:	24:00	ID:	0
City:	Thonotosassa	County:	Hillsborough		
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:	11:45	AM Peak Volume:	313	AM Peak Hour Factor:	0.91	
PM Peak Hour begins:	17:15	PM Peak Volume:	864	PM PeaK Hour Factor:	0.92	

Southbound Volume for Lane 2

Wednesday, June 10, 2015

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

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

24 Hour Total:	6,624					
AM Peak Hour begins:	6:30	AM Peak Volume:	929	AM Peak Hour Factor:	0.91	
PM Peak Hour begins:	12:00	PM Peak Volume:	354	PM PeaK Hour Factor:	0.82	

Total Volume for All Lanes

Wednesday, June 10, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
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**

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	AM Peak Volume:	1,160	AM Peak Hour Factor:	0.88	
PM Peak Hour begins:	17:15	PM Peak Volume:	1,178	PM PeaK Hour Factor:	0.92	

Volume Count Report

Start Date:	June 11, 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

Thursday, June 11, 2015

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**

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

24 Hour Total:	6,643					
AM Peak Hour begins:	10:45	AM Peak Volume:	330	AM Peak Hour Factor:	0.85	
PM Peak Hour begins:	17:00	PM Peak Volume:	903	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	2	10	8	11	14	60	163	223	153	129	89	94
30	7	9	2	11	28	87	230	240	165	99	95	78
45	10	9	7	12	27	115	255	233	110	109	84	84
00	6	3	11	9	35	128	216	159	117	85	103	76
Hr Total	**25**	**31**	**28**	**43**	**104**	**390**	**864**	**855**	**545**	**422**	**371**	**332**

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

24 Hour Total:	6,746					
AM Peak Hour begins:	6:30	AM Peak Volume:	934	AM Peak Hour Factor:	0.92	
PM Peak Hour begins:	15:00	PM Peak Volume:	369	PM PeaK Hour Factor:	0.91	

Total Volume for All Lanes

Thursday, June 11, 2015

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:	6:45	AM Peak Volume:	1,136	AM Peak Hour Factor:	0.93	
PM Peak Hour begins:	17:00	PM Peak Volume:	1,233	PM PeaK Hour Factor:	0.85	

APPENDIX B

2014 Weekly and Axle Adjustment Factors

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

MOCF: 0.96

WEEK	DATES	SF	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
* 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	0.99
*14	03/30/2014 - 04/05/2014	0.96	1.00
*15	04/06/2014 - 04/12/2014	0.96	1.00
*16	04/13/2014 - 04/19/2014	0.97	1.01
*17	04/20/2014 - 04/26/2014	0.98	1.02
*18	04/27/2014 - 05/03/2014	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
34	08/17/2014 - 08/23/2014	1.02	1.06
35	08/24/2014 - 08/30/2014	1.02	1.06
36	08/31/2014 - 09/06/2014	1.03	1.07
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

* PEAK SEASON

2014 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 10 - HILLSBOROUGH

WEEK	DATES	1055 SR589, SR60 - SR580	1056 SR45, US41 - I-4	1057 US41B(SB),SR585-SR45	1058 * US301, SR600-HARNEY
1	01/01/2014 - 01/04/2014	0.00	0.96	0.00	0.94
2	01/05/2014 - 01/11/2014	0.00	0.96	0.00	0.94
3	01/12/2014 - 01/18/2014	0.00	0.96	0.00	0.94
4	01/19/2014 - 01/25/2014	0.00	0.96	0.00	0.94
5	01/26/2014 - 02/01/2014	0.00	0.96	0.00	0.94
6	02/02/2014 - 02/08/2014	0.00	0.96	0.00	0.94
7	02/09/2014 - 02/15/2014	0.00	0.96	0.00	0.94
8	02/16/2014 - 02/22/2014	0.00	0.96	0.00	0.94
9	02/23/2014 - 03/01/2014	0.00	0.96	0.00	0.94
10	03/02/2014 - 03/08/2014	0.00	0.96	0.00	0.94
11	03/09/2014 - 03/15/2014	0.00	0.96	0.00	0.94
12	03/16/2014 - 03/22/2014	0.00	0.96	0.00	0.94
13	03/23/2014 - 03/29/2014	0.00	0.96	0.00	0.94
14	03/30/2014 - 04/05/2014	0.00	0.96	0.00	0.94
15	04/06/2014 - 04/12/2014	0.00	0.96	0.00	0.94
16	04/13/2014 - 04/19/2014	0.00	0.96	0.00	0.94
17	04/20/2014 - 04/26/2014	0.00	0.96	0.00	0.94
18	04/27/2014 - 05/03/2014	0.00	0.96	0.00	0.94
19	05/04/2014 - 05/10/2014	0.00	0.96	0.00	0.94
20	05/11/2014 - 05/17/2014	0.00	0.96	0.00	0.94
21	05/18/2014 - 05/24/2014	0.00	0.96	0.00	0.94
22	05/25/2014 - 05/31/2014	0.00	0.96	0.00	0.94
23	06/01/2014 - 06/07/2014	0.00	0.96	0.00	0.94
24	06/08/2014 - 06/14/2014	0.00	0.96	0.00	0.94
25	06/15/2014 - 06/21/2014	0.00	0.96	0.00	0.94
26	06/22/2014 - 06/28/2014	0.00	0.96	0.00	0.94
27	06/29/2014 - 07/05/2014	0.00	0.96	0.00	0.94
28	07/06/2014 - 07/12/2014	0.00	0.96	0.00	0.94
29	07/13/2014 - 07/19/2014	0.00	0.96	0.00	0.94
30	07/20/2014 - 07/26/2014	0.00	0.96	0.00	0.94
31	07/27/2014 - 08/02/2014	0.00	0.96	0.00	0.94
32	08/03/2014 - 08/09/2014	0.00	0.96	0.00	0.94
33	08/10/2014 - 08/16/2014	0.00	0.96	0.00	0.94
34	08/17/2014 - 08/23/2014	0.00	0.96	0.00	0.94
35	08/24/2014 - 08/30/2014	0.00	0.96	0.00	0.94
36	08/31/2014 - 09/06/2014	0.00	0.96	0.00	0.94
37	09/07/2014 - 09/13/2014	0.00	0.96	0.00	0.94
38	09/14/2014 - 09/20/2014	0.00	0.96	0.00	0.94
39	09/21/2014 - 09/27/2014	0.00	0.96	0.00	0.94
40	09/28/2014 - 10/04/2014	0.00	0.96	0.00	0.94
41	10/05/2014 - 10/11/2014	0.00	0.96	0.00	0.94
42	10/12/2014 - 10/18/2014	0.00	0.96	0.00	0.94
43	10/19/2014 - 10/25/2014	0.00	0.96	0.00	0.94
44	10/26/2014 - 11/01/2014	0.00	0.96	0.00	0.94
45	11/02/2014 - 11/08/2014	0.00	0.96	0.00	0.94
46	11/09/2014 - 11/15/2014	0.00	0.96	0.00	0.94
47	11/16/2014 - 11/22/2014	0.00	0.96	0.00	0.94
48	11/23/2014 - 11/29/2014	0.00	0.96	0.00	0.94
49	11/30/2014 - 12/06/2014	0.00	0.96	0.00	0.94
50	12/07/2014 - 12/13/2014	0.00	0.96	0.00	0.94
51	12/14/2014 - 12/20/2014	0.00	0.96	0.00	0.94
52	12/21/2014 - 12/27/2014	0.00	0.96	0.00	0.94
53	12/28/2014 - 12/31/2014	0.00	0.96	0.00	0.94

2014 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 10 - HILLSBOROUGH

WEEK	DATES	1075 SR580, SR600-SR583	1076 US301, HARNEY-PASCO	1077 SR585, I-4 - SR 600	1078 I-275, I-4 - SR 580
1	01/01/2014 - 01/04/2014	0.00	0.93	0.00	0.96
2	01/05/2014 - 01/11/2014	0.00	0.93	0.00	0.96
3	01/12/2014 - 01/18/2014	0.00	0.93	0.00	0.96
4	01/19/2014 - 01/25/2014	0.00	0.93	0.00	0.96
5	01/26/2014 - 02/01/2014	0.00	0.93	0.00	0.96
6	02/02/2014 - 02/08/2014	0.00	0.93	0.00	0.96
7	02/09/2014 - 02/15/2014	0.00	0.93	0.00	0.96
8	02/16/2014 - 02/22/2014	0.00	0.93	0.00	0.96
9	02/23/2014 - 03/01/2014	0.00	0.93	0.00	0.96
10	03/02/2014 - 03/08/2014	0.00	0.93	0.00	0.96
11	03/09/2014 - 03/15/2014	0.00	0.93	0.00	0.96
12	03/16/2014 - 03/22/2014	0.00	0.93	0.00	0.96
13	03/23/2014 - 03/29/2014	0.00	0.93	0.00	0.96
14	03/30/2014 - 04/05/2014	0.00	0.93	0.00	0.96
15	04/06/2014 - 04/12/2014	0.00	0.93	0.00	0.96
16	04/13/2014 - 04/19/2014	0.00	0.93	0.00	0.96
17	04/20/2014 - 04/26/2014	0.00	0.93	0.00	0.96
18	04/27/2014 - 05/03/2014	0.00	0.93	0.00	0.97
19	05/04/2014 - 05/10/2014	0.00	0.93	0.00	0.97
20	05/11/2014 - 05/17/2014	0.00	0.93	0.00	0.97
21	05/18/2014 - 05/24/2014	0.00	0.93	0.00	0.97
22	05/25/2014 - 05/31/2014	0.00	0.93	0.00	0.97
23	06/01/2014 - 06/07/2014	0.00	0.93	0.00	0.96
24	06/08/2014 - 06/14/2014	0.00	0.93	0.00	0.96
25	06/15/2014 - 06/21/2014	0.00	0.93	0.00	0.96
26	06/22/2014 - 06/28/2014	0.00	0.93	0.00	0.96
27	06/29/2014 - 07/05/2014	0.00	0.93	0.00	0.96
28	07/06/2014 - 07/12/2014	0.00	0.93	0.00	0.96
29	07/13/2014 - 07/19/2014	0.00	0.93	0.00	0.96
30	07/20/2014 - 07/26/2014	0.00	0.93	0.00	0.96
31	07/27/2014 - 08/02/2014	0.00	0.93	0.00	0.96
32	08/03/2014 - 08/09/2014	0.00	0.93	0.00	0.96
33	08/10/2014 - 08/16/2014	0.00	0.93	0.00	0.96
34	08/17/2014 - 08/23/2014	0.00	0.93	0.00	0.96
35	08/24/2014 - 08/30/2014	0.00	0.93	0.00	0.96
36	08/31/2014 - 09/06/2014	0.00	0.93	0.00	0.96
37	09/07/2014 - 09/13/2014	0.00	0.93	0.00	0.96
38	09/14/2014 - 09/20/2014	0.00	0.93	0.00	0.96
39	09/21/2014 - 09/27/2014	0.00	0.93	0.00	0.96
40	09/28/2014 - 10/04/2014	0.00	0.93	0.00	0.96
41	10/05/2014 - 10/11/2014	0.00	0.93	0.00	0.96
42	10/12/2014 - 10/18/2014	0.00	0.93	0.00	0.96
43	10/19/2014 - 10/25/2014	0.00	0.93	0.00	0.96
44	10/26/2014 - 11/01/2014	0.00	0.93	0.00	0.97
45	11/02/2014 - 11/08/2014	0.00	0.93	0.00	0.97
46	11/09/2014 - 11/15/2014	0.00	0.93	0.00	0.97
47	11/16/2014 - 11/22/2014	0.00	0.93	0.00	0.97
48	11/23/2014 - 11/29/2014	0.00	0.93	0.00	0.97
49	11/30/2014 - 12/06/2014	0.00	0.93	0.00	0.96
50	12/07/2014 - 12/13/2014	0.00	0.93	0.00	0.96
51	12/14/2014 - 12/20/2014	0.00	0.93	0.00	0.96
52	12/21/2014 - 12/27/2014	0.00	0.93	0.00	0.96
53	12/28/2014 - 12/31/2014	0.00	0.93	0.00	0.96

2014 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 10 - HILLSBOROUGH

WEEK	DATES	1000 HILLSBOROUGH - COUNTY WID	1001 HILLSBOROUGH RURAL	1002 HILLSBOROUGH URBAN	1003 I75, MANATEE-US301
1	01/01/2014 - 01/04/2014	0.95	0.00	0.00	0.92
2	01/05/2014 - 01/11/2014	0.96	0.00	0.00	0.92
3	01/12/2014 - 01/18/2014	0.96	0.00	0.00	0.92
4	01/19/2014 - 01/25/2014	0.96	0.00	0.00	0.92
5	01/26/2014 - 02/01/2014	0.96	0.00	0.00	0.92
6	02/02/2014 - 02/08/2014	0.96	0.00	0.00	0.92
7	02/09/2014 - 02/15/2014	0.96	0.00	0.00	0.92
8	02/16/2014 - 02/22/2014	0.96	0.00	0.00	0.92
9	02/23/2014 - 03/01/2014	0.96	0.00	0.00	0.92
10	03/02/2014 - 03/08/2014	0.96	0.00	0.00	0.92
11	03/09/2014 - 03/15/2014	0.96	0.00	0.00	0.92
12	03/16/2014 - 03/22/2014	0.96	0.00	0.00	0.92
13	03/23/2014 - 03/29/2014	0.96	0.00	0.00	0.92
14	03/30/2014 - 04/05/2014	0.96	0.00	0.00	0.92
15	04/06/2014 - 04/12/2014	0.96	0.00	0.00	0.92
16	04/13/2014 - 04/19/2014	0.96	0.00	0.00	0.92
17	04/20/2014 - 04/26/2014	0.96	0.00	0.00	0.92
18	04/27/2014 - 05/03/2014	0.96	0.00	0.00	0.92
19	05/04/2014 - 05/10/2014	0.96	0.00	0.00	0.92
20	05/11/2014 - 05/17/2014	0.96	0.00	0.00	0.92
21	05/18/2014 - 05/24/2014	0.95	0.00	0.00	0.92
22	05/25/2014 - 05/31/2014	0.95	0.00	0.00	0.92
23	06/01/2014 - 06/07/2014	0.94	0.00	0.00	0.92
24	06/08/2014 - 06/14/2014	0.94	0.00	0.00	0.92
25	06/15/2014 - 06/21/2014	0.93	0.00	0.00	0.92
26	06/22/2014 - 06/28/2014	0.93	0.00	0.00	0.92
27	06/29/2014 - 07/05/2014	0.94	0.00	0.00	0.92
28	07/06/2014 - 07/12/2014	0.94	0.00	0.00	0.92
29	07/13/2014 - 07/19/2014	0.94	0.00	0.00	0.92
30	07/20/2014 - 07/26/2014	0.94	0.00	0.00	0.92
31	07/27/2014 - 08/02/2014	0.95	0.00	0.00	0.92
32	08/03/2014 - 08/09/2014	0.95	0.00	0.00	0.92
33	08/10/2014 - 08/16/2014	0.95	0.00	0.00	0.92
34	08/17/2014 - 08/23/2014	0.95	0.00	0.00	0.92
35	08/24/2014 - 08/30/2014	0.95	0.00	0.00	0.92
36	08/31/2014 - 09/06/2014	0.94	0.00	0.00	0.92
37	09/07/2014 - 09/13/2014	0.94	0.00	0.00	0.92
38	09/14/2014 - 09/20/2014	0.94	0.00	0.00	0.92
39	09/21/2014 - 09/27/2014	0.94	0.00	0.00	0.92
40	09/28/2014 - 10/04/2014	0.94	0.00	0.00	0.92
41	10/05/2014 - 10/11/2014	0.94	0.00	0.00	0.92
42	10/12/2014 - 10/18/2014	0.94	0.00	0.00	0.92
43	10/19/2014 - 10/25/2014	0.94	0.00	0.00	0.92
44	10/26/2014 - 11/01/2014	0.95	0.00	0.00	0.92
45	11/02/2014 - 11/08/2014	0.95	0.00	0.00	0.92
46	11/09/2014 - 11/15/2014	0.95	0.00	0.00	0.92
47	11/16/2014 - 11/22/2014	0.95	0.00	0.00	0.92
48	11/23/2014 - 11/29/2014	0.95	0.00	0.00	0.92
49	11/30/2014 - 12/06/2014	0.95	0.00	0.00	0.92
50	12/07/2014 - 12/13/2014	0.95	0.00	0.00	0.92
51	12/14/2014 - 12/20/2014	0.95	0.00	0.00	0.92
52	12/21/2014 - 12/27/2014	0.96	0.00	0.00	0.92
53	12/28/2014 - 12/31/2014	0.96	0.00	0.00	0.92

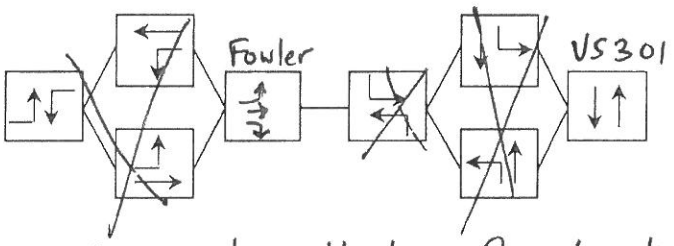
APPENDIX C

Peak Hour Intersection Turning Movement Counts

Turning Movement Count
Field Data Sheet & Sketch

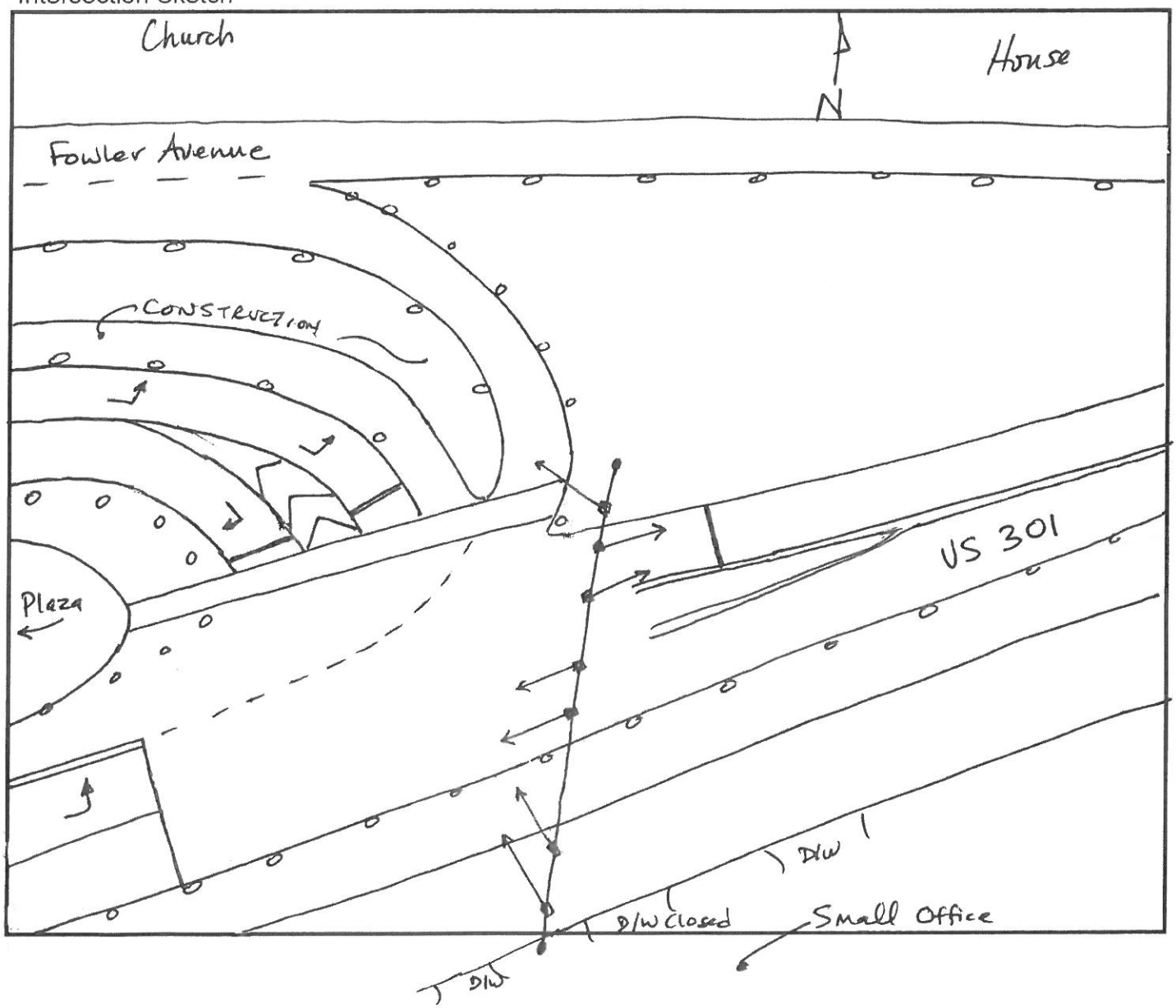
Date:	6/30/15	Count Times:	6-9am & 2-7pm
Major Street:	US 301	Direction: N-S	Speed Limit: 50 mph
Minor Street:	Fowler Avenue	Direction: E-W	Speed Limit: 45 mph
City/County:	Thonotosassa/Hillsborough	Weather:	Clear

Phasing:



* Intersection Under Construction *

Intersection Sketch



Intersection Turning Movement Count

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

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

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	US 301 Southbound				DRIVEWAY Westbound				US 301 Northbound					FOWLER AVENUE 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. Total
06:00 AM	0	80	72	152	0	0	0	0	1	18	0	0	19	35	0	7	1	43	214
06:15 AM	0	109	108	217	0	0	0	0	4	23	0	0	27	46	0	5	1	52	296
06:30 AM	0	166	114	280	0	0	0	0	2	28	0	0	30	57	0	10	0	67	377
06:45 AM	0	135	114	249	0	0	0	0	7	49	0	0	56	65	0	16	2	83	388
Total	0	490	408	898	0	0	0	0	14	118	0	0	132	203	0	38	4	245	1275
07:00 AM	0	150	116	266	0	0	0	0	2	43	0	0	45	58	0	11	2	71	382
07:15 AM	0	154	160	314	0	0	0	0	4	45	0	0	49	66	0	11	2	79	442
07:30 AM	0	137	139	276	0	0	0	0	5	26	0	0	31	77	0	12	3	92	399
07:45 AM	0	148	130	278	0	0	0	0	10	38	0	0	48	67	0	26	3	96	422
Total	0	589	545	1134	0	0	0	0	21	152	0	0	173	268	0	60	10	338	1645
08:00 AM	0	127	105	232	0	0	0	0	10	35	1	0	46	53	0	13	4	70	348
08:15 AM	0	97	152	249	0	0	0	0	9	34	0	0	43	60	0	6	2	68	360
08:30 AM	0	106	163	269	0	0	0	0	8	43	0	0	51	38	0	4	2	44	364
08:45 AM	0	75	140	215	0	0	0	0	7	37	0	0	44	44	0	5	3	52	311
Total	0	405	560	965	0	0	0	0	34	149	1	0	184	195	0	28	11	234	1383
*** BREAK ***																			
02:00 PM	0	65	77	142	0	0	0	0	5	73	0	0	78	93	0	3	3	99	319
02:15 PM	0	55	81	136	0	0	0	0	11	80	0	0	91	113	0	8	0	121	348
02:30 PM	0	55	65	120	0	0	0	0	5	70	0	0	75	79	0	1	0	80	275
02:45 PM	0	65	56	121	0	0	0	0	9	73	0	0	82	101	0	4	3	108	311
Total	0	240	279	519	0	0	0	0	30	296	0	0	326	386	0	16	6	408	1253
03:00 PM	0	49	68	117	0	0	0	0	14	99	0	0	113	97	0	6	0	103	333
03:15 PM	0	51	64	115	0	0	0	0	5	90	0	0	95	151	0	8	1	160	370
03:30 PM	0	61	74	135	0	0	0	0	8	101	0	0	109	151	0	5	0	156	400
03:45 PM	0	62	75	137	0	0	0	0	10	130	0	0	140	134	0	11	2	147	424
Total	0	223	281	504	0	0	0	0	37	420	0	0	457	533	0	30	3	566	1527
04:00 PM	0	56	91	147	0	0	0	0	20	125	0	0	145	134	0	9	1	144	436
04:15 PM	0	62	80	142	0	0	0	0	11	134	0	0	145	125	0	4	3	132	419
04:30 PM	0	68	78	146	0	0	0	0	19	150	0	0	169	165	0	8	5	178	493
04:45 PM	0	56	81	137	0	0	0	0	11	131	0	0	142	161	0	6	9	176	455
Total	0	242	330	572	0	0	0	0	61	540	0	0	601	585	0	27	18	630	1803
05:00 PM	0	57	92	149	0	0	0	0	27	140	0	0	167	187	0	12	8	207	523
05:15 PM	0	53	69	122	0	0	0	0	18	154	0	0	172	196	0	17	7	220	514
05:30 PM	0	57	95	152	0	0	0	0	24	155	0	0	179	204	0	14	10	228	559
05:45 PM	0	42	93	135	0	0	0	0	20	159	0	0	179	179	0	10	5	194	508
Total	0	209	349	558	0	0	0	0	89	608	0	0	697	766	0	53	30	849	2104

Intersection Turning Movement Count

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

File Name : US301&Fowler
Site Code : 15006
Start Date : 6/30/2015
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Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	US 301 Southbound				DRIVEWAY Westbound				US 301 Northbound					FOWLER AVENUE 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. Total
06:00 PM	0	31	85	116	0	0	0	0	10	106	0	0	116	131	0	6	2	139	371
06:15 PM	0	50	78	128	0	0	0	0	9	120	0	0	129	161	0	10	6	177	434
06:30 PM	0	41	80	121	0	0	0	0	10	107	0	0	117	102	0	4	3	109	347
06:45 PM	0	47	81	128	0	0	0	0	6	81	0	0	87	92	0	1	3	96	311
Total	0	169	324	493	0	0	0	0	35	414	0	0	449	486	0	21	14	521	1463
Grand Total	0	2567	3076	5643	0	0	0	0	321	2697	1	0	3019	3422	0	273	96	3791	12453
Apprch %	0	45.5	54.5		0	0	0		10.6	89.3	0	0		90.3	0	7.2	2.5		
Total %	0	20.6	24.7	45.3	0	0	0	0	2.6	21.7	0	0	24.2	27.5	0	2.2	0.8	30.4	
Passenger Vehicles	0	2347	2979	5326	0	0	0	0	282	2480	1	0	2763	3270	0	232	83	3585	11674
% Passenger Vehicles	0	91.4	96.8	94.4	0	0	0	0	87.9	92	100	0	91.5	95.6	0	85	86.5	94.6	93.7
Heavy Vehicles	0	220	97	317	0	0	0	0	39	217	0	0	256	149	0	41	13	203	776
% Heavy Vehicles	0	8.6	3.2	5.6	0	0	0	0	12.1	8	0	0	8.5	4.4	0	15	13.5	5.4	6.2
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	0	0	0	0.1	0

	US 301 Southbound				DRIVEWAY Westbound				US 301 Northbound					FOWLER AVENUE 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. Total
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	0	150	116	266	0	0	0	0	2	43	0	0	45	58	0	11	2	71	382
07:15 AM	0	154	160	314	0	0	0	0	4	45	0	0	49	66	0	11	2	79	442
07:30 AM	0	137	139	276	0	0	0	0	5	26	0	0	31	77	0	12	3	92	399
07:45 AM	0	148	130	278	0	0	0	0	10	38	0	0	48	67	0	26	3	96	422
Total Volume	0	589	545	1134	0	0	0	0	21	152	0	0	173	268	0	60	10	338	1645
% App. Total	0	51.9	48.1		0	0	0		12.1	87.9	0	0		79.3	0	17.8	3		
PHF	.000	.956	.852	.903	.000	.000	.000	.000	.525	.844	.000	.000	.883	.870	.000	.577	.833	.880	.930
Passenger Vehicles	0	552	528	1080	0	0	0	0	15	127	0	0	142	247	0	54	10	311	1533
% Passenger Vehicles	0	93.7	96.9	95.2	0	0	0	0	71.4	83.6	0	0	82.1	92.2	0	90.0	100	92.0	93.2
Heavy Vehicles	0	37	17	54	0	0	0	0	6	25	0	0	31	21	0	6	0	27	112
% Heavy Vehicles	0	6.3	3.1	4.8	0	0	0	0	28.6	16.4	0	0	17.9	7.8	0	10.0	0	8.0	6.8
UTurns	0	0	0	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	0	0	0

Intersection Turning Movement Count

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

File Name : US301&Fowler
Site Code : 15006
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	US 301 Southbound				DRIVEWAY Westbound				US 301 Northbound					FOWLER AVENUE 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. Total
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																			
Peak Hour for Each Approach Begins at:																			
	07:00 AM				06:00 AM				07:45 AM					07:00 AM					
+0 mins.	0	150	116	266	0	0	0	0	10	38	0	0	48	58	0	11	2	71	
+15 mins.	0	154	160	314	0	0	0	0	10	35	1	0	46	66	0	11	2	79	
+30 mins.	0	137	139	276	0	0	0	0	9	34	0	0	43	77	0	12	3	92	
+45 mins.	0	148	130	278	0	0	0	0	8	43	0	0	51	67	0	26	3	96	
Total Volume	0	589	545	1134	0	0	0	0	37	150	1	0	188	268	0	60	10	338	
% App. Total	0	51.9	48.1		0	0	0		19.7	79.8	0.5	0		79.3	0	17.8	3		
PHF	.000	.956	.852	.903	.000	.000	.000	.000	.925	.872	.250	.000	.922	.870	.000	.577	.833	.880	
Passenger Vehicles	0	552	528	1080	0	0	0	0	26	124	1	0	151	247	0	54	10	311	
% Passenger Vehicles	0	93.7	96.9	95.2	0	0	0	0	70.3	82.7	100	0	80.3	92.2	0	90	100	92	
Heavy Vehicles	0	37	17	54	0	0	0	0	11	26	0	0	37	21	0	6	0	27	
% Heavy Vehicles	0	6.3	3.1	4.8	0	0	0	0	29.7	17.3	0	0	19.7	7.8	0	10	0	8	
UTurns	0	0	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	0	0	
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	0	57	92	149	0	0	0	0	27	140	0	0	167	187	0	12	8	207	523
05:15 PM	0	53	69	122	0	0	0	0	18	154	0	0	172	196	0	17	7	220	514
05:30 PM	0	57	95	152	0	0	0	0	24	155	0	0	179	204	0	14	10	228	559
05:45 PM	0	42	93	135	0	0	0	0	20	159	0	0	179	179	0	10	5	194	508
Total Volume	0	209	349	558	0	0	0	0	89	608	0	0	697	766	0	53	30	849	2104
% App. Total	0	37.5	62.5		0	0	0		12.8	87.2	0	0		90.2	0	6.2	3.5		
PHF	.000	.917	.918	.918	.000	.000	.000	.000	.824	.956	.000	.000	.973	.939	.000	.779	.750	.931	.941
Passenger Vehicles	0	193	345	538	0	0	0	0	84	579	0	0	663	741	0	48	30	819	2020
% Passenger Vehicles	0	92.3	98.9	96.4	0	0	0	0	94.4	95.2	0	0	95.1	96.7	0	90.6	100	96.5	96.0
Heavy Vehicles	0	16	4	20	0	0	0	0	5	29	0	0	34	23	0	5	0	28	82
% Heavy Vehicles	0	7.7	1.1	3.6	0	0	0	0	5.6	4.8	0	0	4.9	3.0	0	9.4	0	3.3	3.9
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	0	0	0	0.2	0.1

Intersection Turning Movement Count

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

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Site Code : 15006
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	US 301 Southbound				DRIVEWAY Westbound				US 301 Northbound					FOWLER AVENUE 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. Total
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																			
Peak Hour for Each Approach Begins at:																			
	04:15 PM				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	8	207	
+15 mins.	0	68	78	146	0	0	0	0	18	154	0	0	172	196	0	17	7	220	
+30 mins.	0	56	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	89	608	0	0	697	766	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	.899	.963	.000	.000	.000	.000	.824	.956	.000	.000	.973	.939	.000	.779	.750	.931	
Passenger Vehicles	0	224	323	547	0	0	0	0	84	579	0	0	663	741	0	48	30	819	
% Passenger Vehicles	0	92.2	97.6	95.3	0	0	0	0	94.4	95.2	0	0	95.1	96.7	0	90.6	100	96.5	
Heavy Vehicles	0	19	8	27	0	0	0	0	5	29	0	0	34	23	0	5	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	
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	0	0	0	0.2	

Intersection Turning Movement Count

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

File Name : US301&Fowler
Site Code : 15006
Start Date : 6/30/2015
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Groups Printed- Passenger Vehicles

	US 301 Southbound				DRIVEWAY Westbound				US 301 Northbound					FOWLER AVENUE 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. Total
06:00 AM	0	76	67	143	0	0	0	0	0	16	0	0	16	29	0	5	0	34	193
06:15 AM	0	108	107	215	0	0	0	0	3	18	0	0	21	45	0	3	1	49	285
06:30 AM	0	156	109	265	0	0	0	0	1	24	0	0	25	48	0	6	0	54	344
06:45 AM	0	129	109	238	0	0	0	0	4	42	0	0	46	60	0	14	0	74	358
Total	0	469	392	861	0	0	0	0	8	100	0	0	108	182	0	28	1	211	1180
07:00 AM	0	143	111	254	0	0	0	0	1	36	0	0	37	56	0	11	2	69	360
07:15 AM	0	149	155	304	0	0	0	0	4	37	0	0	41	61	0	10	2	73	418
07:30 AM	0	125	137	262	0	0	0	0	4	21	0	0	25	72	0	11	3	86	373
07:45 AM	0	135	125	260	0	0	0	0	6	33	0	0	39	58	0	22	3	83	382
Total	0	552	528	1080	0	0	0	0	15	127	0	0	142	247	0	54	10	311	1533
08:00 AM	0	115	101	216	0	0	0	0	7	31	1	0	39	42	0	10	3	55	310
08:15 AM	0	88	147	235	0	0	0	0	6	27	0	0	33	57	0	3	2	62	330
08:30 AM	0	98	160	258	0	0	0	0	7	33	0	0	40	35	0	4	1	40	338
08:45 AM	0	64	131	195	0	0	0	0	6	27	0	0	33	43	0	5	2	50	278
Total	0	365	539	904	0	0	0	0	26	118	1	0	145	177	0	22	8	207	1256
*** BREAK ***																			
02:00 PM	0	50	74	124	0	0	0	0	5	71	0	0	76	91	0	2	2	95	295
02:15 PM	0	50	77	127	0	0	0	0	11	68	0	0	79	107	0	8	0	115	321
02:30 PM	0	47	64	111	0	0	0	0	4	62	0	0	66	74	0	1	0	75	252
02:45 PM	0	55	51	106	0	0	0	0	8	61	0	0	69	98	0	2	3	103	278
Total	0	202	266	468	0	0	0	0	28	262	0	0	290	370	0	13	5	388	1146
03:00 PM	0	45	66	111	0	0	0	0	11	91	0	0	102	93	0	6	0	99	312
03:15 PM	0	42	62	104	0	0	0	0	5	81	0	0	86	145	0	6	1	152	342
03:30 PM	0	50	71	121	0	0	0	0	8	95	0	0	103	145	0	5	0	150	374
03:45 PM	0	49	72	121	0	0	0	0	10	122	0	0	132	131	0	10	2	143	396
Total	0	186	271	457	0	0	0	0	34	389	0	0	423	514	0	27	3	544	1424
04:00 PM	0	46	91	137	0	0	0	0	19	117	0	0	136	126	0	8	0	134	407
04:15 PM	0	58	79	137	0	0	0	0	11	129	0	0	140	123	0	3	3	129	406
04:30 PM	0	65	75	140	0	0	0	0	18	144	0	0	162	158	0	8	4	170	472
04:45 PM	0	51	79	130	0	0	0	0	10	123	0	0	133	161	0	6	8	175	438
Total	0	220	324	544	0	0	0	0	58	513	0	0	571	568	0	25	15	608	1723
05:00 PM	0	50	90	140	0	0	0	0	24	131	0	0	155	177	0	11	8	196	491
05:15 PM	0	51	69	120	0	0	0	0	17	147	0	0	164	186	0	16	7	209	493
05:30 PM	0	53	94	147	0	0	0	0	24	145	0	0	169	200	0	12	10	222	538
05:45 PM	0	39	92	131	0	0	0	0	19	156	0	0	175	178	0	9	5	192	498
Total	0	193	345	538	0	0	0	0	84	579	0	0	663	741	0	48	30	819	2020

Intersection Turning Movement Count

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

File Name : US301&Fowler
Site Code : 15006
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Groups Printed- Passenger Vehicles

	US 301 Southbound				DRIVEWAY Westbound				US 301 Northbound					FOWLER AVENUE 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. Total
06:00 PM	0	28	81	109	0	0	0	0	9	101	0	0	110	123	0	5	2	130	349
06:15 PM	0	48	76	124	0	0	0	0	7	114	0	0	121	158	0	8	5	171	416
06:30 PM	0	40	79	119	0	0	0	0	7	103	0	0	110	99	0	1	2	102	331
06:45 PM	0	44	78	122	0	0	0	0	6	74	0	0	80	91	0	1	2	94	296
Total	0	160	314	474	0	0	0	0	29	392	0	0	421	471	0	15	11	497	1392
Grand Total	0	2347	2979	5326	0	0	0	0	282	2480	1	0	2763	3270	0	232	83	3585	11674
Apprch %	0	44.1	55.9		0	0	0		10.2	89.8	0	0		91.2	0	6.5	2.3		
Total %	0	20.1	25.5	45.6	0	0	0	0	2.4	21.2	0	0	23.7	28	0	2	0.7	30.7	

	US 301 Southbound				DRIVEWAY Westbound				US 301 Northbound					FOWLER AVENUE 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. Total
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	0	143	111	254	0	0	0	0	1	36	0	0	37	56	0	11	2	69	360
07:15 AM	0	149	155	304	0	0	0	0	4	37	0	0	41	61	0	10	2	73	418
07:30 AM	0	125	137	262	0	0	0	0	4	21	0	0	25	72	0	11	3	86	373
07:45 AM	0	135	125	260	0	0	0	0	6	33	0	0	39	58	0	22	3	83	382
Total Volume	0	552	528	1080	0	0	0	0	15	127	0	0	142	247	0	54	10	311	1533
% App. Total	0	51.1	48.9		0	0	0		10.6	89.4	0	0		79.4	0	17.4	3.2		
PHF	.000	.926	.852	.888	.000	.000	.000	.000	.625	.858	.000	.000	.866	.858	.000	.614	.833	.904	.917
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																			
Peak Hour for Each Approach Begins at:																			
	07:00 AM				06:00 AM				07:45 AM					07:00 AM					
+0 mins.	0	143	111	254	0	0	0	0	6	33	0	0	39	56	0	11	2	69	
+15 mins.	0	149	155	304	0	0	0	0	7	31	1	0	39	61	0	10	2	73	
+30 mins.	0	125	137	262	0	0	0	0	6	27	0	0	33	72	0	11	3	86	
+45 mins.	0	135	125	260	0	0	0	0	7	33	0	0	40	58	0	22	3	83	
Total Volume	0	552	528	1080	0	0	0	0	26	124	1	0	151	247	0	54	10	311	
% App. Total	0	51.1	48.9		0	0	0		17.2	82.1	0.7	0		79.4	0	17.4	3.2		
PHF	.000	.926	.852	.888	.000	.000	.000	.000	.929	.939	.250	.000	.944	.858	.000	.614	.833	.904	
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	0	50	90	140	0	0	0	0	24	131	0	0	155	177	0	11	8	196	491
05:15 PM	0	51	69	120	0	0	0	0	17	147	0	0	164	186	0	16	7	209	493
05:30 PM	0	53	94	147	0	0	0	0	24	145	0	0	169	200	0	12	10	222	538
05:45 PM	0	39	92	131	0	0	0	0	19	156	0	0	175	178	0	9	5	192	498
Total Volume	0	193	345	538	0	0	0	0	84	579	0	0	663	741	0	48	30	819	2020
% App. Total	0	35.9	64.1		0	0	0		12.7	87.3	0	0		90.5	0	5.9	3.7		
PHF	.000	.910	.918	.915	.000	.000	.000	.000	.875	.928	.000	.000	.947	.926	.000	.750	.750	.922	.939

Intersection Turning Movement Count

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

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

	US 301 Southbound				DRIVEWAY Westbound				US 301 Northbound					FOWLER AVENUE 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. Total
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																			
Peak Hour for Each Approach Begins 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	11	8	196	
+15 mins.	0	65	75	140	0	0	0	0	17	147	0	0	164	186	0	16	7	209	
+30 mins.	0	51	79	130	0	0	0	0	24	145	0	0	169	200	0	12	10	222	
+45 mins.	0	50	90	140	0	0	0	0	19	156	0	0	175	178	0	9	5	192	
Total Volume	0	224	323	547	0	0	0	0	84	579	0	0	663	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	.897	.977	.000	.000	.000	.000	.875	.928	.000	.000	.947	.926	.000	.750	.750	.922	

Intersection Turning Movement Count

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

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

Groups Printed- Heavy Vehicles

	US 301 Southbound				DRIVEWAY Westbound				US 301 Northbound					FOWLER AVENUE 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. Total
06:00 AM	0	4	5	9	0	0	0	0	1	2	0	0	3	6	0	2	1	9	21
06:15 AM	0	1	1	2	0	0	0	0	1	5	0	0	6	1	0	2	0	3	11
06:30 AM	0	10	5	15	0	0	0	0	1	4	0	0	5	9	0	4	0	13	33
06:45 AM	0	6	5	11	0	0	0	0	3	7	0	0	10	5	0	2	2	9	30
Total	0	21	16	37	0	0	0	0	6	18	0	0	24	21	0	10	3	34	95
07:00 AM	0	7	5	12	0	0	0	0	1	7	0	0	8	2	0	0	0	2	22
07:15 AM	0	5	5	10	0	0	0	0	0	8	0	0	8	5	0	1	0	6	24
07:30 AM	0	12	2	14	0	0	0	0	1	5	0	0	6	5	0	1	0	6	26
07:45 AM	0	13	5	18	0	0	0	0	4	5	0	0	9	9	0	4	0	13	40
Total	0	37	17	54	0	0	0	0	6	25	0	0	31	21	0	6	0	27	112
08:00 AM	0	12	4	16	0	0	0	0	3	4	0	0	7	10	0	3	1	14	37
08:15 AM	0	9	5	14	0	0	0	0	3	7	0	0	10	3	0	3	0	6	30
08:30 AM	0	8	3	11	0	0	0	0	1	10	0	0	11	3	0	0	1	4	26
08:45 AM	0	11	9	20	0	0	0	0	1	10	0	0	11	1	0	0	1	2	33
Total	0	40	21	61	0	0	0	0	8	31	0	0	39	17	0	6	3	26	126
*** BREAK ***																			
02:00 PM	0	15	3	18	0	0	0	0	0	2	0	0	2	2	0	1	1	4	24
02:15 PM	0	5	4	9	0	0	0	0	0	12	0	0	12	6	0	0	0	6	27
02:30 PM	0	8	1	9	0	0	0	0	1	8	0	0	9	5	0	0	0	5	23
02:45 PM	0	10	5	15	0	0	0	0	1	12	0	0	13	3	0	2	0	5	33
Total	0	38	13	51	0	0	0	0	2	34	0	0	36	16	0	3	1	20	107
03:00 PM	0	4	2	6	0	0	0	0	3	8	0	0	11	4	0	0	0	4	21
03:15 PM	0	9	2	11	0	0	0	0	0	9	0	0	9	6	0	2	0	8	28
03:30 PM	0	11	3	14	0	0	0	0	0	6	0	0	6	6	0	0	0	6	26
03:45 PM	0	13	3	16	0	0	0	0	0	8	0	0	8	3	0	1	0	4	28
Total	0	37	10	47	0	0	0	0	3	31	0	0	34	19	0	3	0	22	103
04:00 PM	0	10	0	10	0	0	0	0	1	8	0	0	9	8	0	1	1	10	29
04:15 PM	0	4	1	5	0	0	0	0	0	5	0	0	5	2	0	1	0	3	13
04:30 PM	0	3	3	6	0	0	0	0	1	6	0	0	7	7	0	0	1	8	21
04:45 PM	0	5	2	7	0	0	0	0	1	8	0	0	9	0	0	0	1	1	17
Total	0	22	6	28	0	0	0	0	3	27	0	0	30	17	0	2	3	22	80
05:00 PM	0	7	2	9	0	0	0	0	3	9	0	0	12	10	0	1	0	11	32
05:15 PM	0	2	0	2	0	0	0	0	1	7	0	0	8	9	0	1	0	10	20
05:30 PM	0	4	1	5	0	0	0	0	0	10	0	0	10	3	0	2	0	5	20
05:45 PM	0	3	1	4	0	0	0	0	1	3	0	0	4	1	0	1	0	2	10
Total	0	16	4	20	0	0	0	0	5	29	0	0	34	23	0	5	0	28	82

Intersection Turning Movement Count

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

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

Groups Printed- Heavy Vehicles

	US 301 Southbound				DRIVEWAY Westbound				US 301 Northbound					FOWLER AVENUE 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. Total
06:00 PM	0	3	4	7	0	0	0	0	1	5	0	0	6	8	0	1	0	9	22
06:15 PM	0	2	2	4	0	0	0	0	2	6	0	0	8	3	0	2	1	6	18
06:30 PM	0	1	1	2	0	0	0	0	3	4	0	0	7	3	0	3	1	7	16
06:45 PM	0	3	3	6	0	0	0	0	0	7	0	0	7	1	0	0	1	2	15
Total	0	9	10	19	0	0	0	0	6	22	0	0	28	15	0	6	3	24	71
Grand Total	0	220	97	317	0	0	0	0	39	217	0	0	256	149	0	41	13	203	776
Apprch %	0	69.4	30.6		0	0	0		15.2	84.8	0	0		73.4	0	20.2	6.4		
Total %	0	28.4	12.5	40.9	0	0	0	0	5	28	0	0	33	19.2	0	5.3	1.7	26.2	

	US 301 Southbound				DRIVEWAY Westbound				US 301 Northbound					FOWLER AVENUE 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. Total
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	0	12	2	14	0	0	0	0	1	5	0	0	6	5	0	1	0	6	26
07:45 AM	0	13	5	18	0	0	0	0	4	5	0	0	9	9	0	4	0	13	40
08:00 AM	0	12	4	16	0	0	0	0	3	4	0	0	7	10	0	3	1	14	37
08:15 AM	0	9	5	14	0	0	0	0	3	7	0	0	10	3	0	3	0	6	30
Total Volume	0	46	16	62	0	0	0	0	11	21	0	0	32	27	0	11	1	39	133
% App. Total	0	74.2	25.8		0	0	0		34.4	65.6	0	0		69.2	0	28.2	2.6		
PHF	.000	.885	.800	.861	.000	.000	.000	.000	.688	.750	.000	.000	.800	.675	.000	.688	.250	.696	.831

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

	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	1	0	6	
+15 mins.	0	13	5	18	0	0	0	0	3	7	0	0	10	5	0	1	0	6	
+30 mins.	0	12	4	16	0	0	0	0	1	10	0	0	11	9	0	4	0	13	
+45 mins.	0	9	5	14	0	0	0	0	1	10	0	0	11	10	0	3	1	14	
Total Volume	0	46	16	62	0	0	0	0	8	31	0	0	39	29	0	9	1	39	
% App. Total	0	74.2	25.8		0	0	0		20.5	79.5	0	0		74.4	0	23.1	2.6		
PHF	.000	.885	.800	.861	.000	.000	.000	.000	.667	.775	.000	.000	.886	.725	.000	.563	.250	.696	
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																			
Peak Hour for Entire Intersection Begins at 03:15 PM																			
03:15 PM	0	9	2	11	0	0	0	0	0	9	0	0	9	6	0	2	0	8	28
03:30 PM	0	11	3	14	0	0	0	0	0	6	0	0	6	6	0	0	0	6	26
03:45 PM	0	13	3	16	0	0	0	0	0	8	0	0	8	3	0	1	0	4	28
04:00 PM	0	10	0	10	0	0	0	0	1	8	0	0	9	8	0	1	1	10	29
Total Volume	0	43	8	51	0	0	0	0	1	31	0	0	32	23	0	4	1	28	111
% App. Total	0	84.3	15.7		0	0	0		3.1	96.9	0	0		82.1	0	14.3	3.6		
PHF	.000	.827	.667	.797	.000	.000	.000	.000	.250	.861	.000	.000	.889	.719	.000	.500	.250	.700	.957

Intersection Turning Movement Count

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

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

	US 301 Southbound				DRIVEWAY Westbound				US 301 Northbound					FOWLER AVENUE 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. Total
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				02:00 PM				02:15 PM					04:30 PM					
+0 mins.	0	15	3	18	0	0	0	0	0	12	0	0	12	7	0	0	1	8	
+15 mins.	0	5	4	9	0	0	0	0	1	8	0	0	9	0	0	0	1	1	
+30 mins.	0	8	1	9	0	0	0	0	1	12	0	0	13	10	0	1	0	11	
+45 mins.	0	10	5	15	0	0	0	0	3	8	0	0	11	9	0	1	0	10	
Total Volume	0	38	13	51	0	0	0	0	5	40	0	0	45	26	0	2	2	30	
% App. Total	0	74.5	25.5		0	0	0		11.1	88.9	0	0		86.7	0	6.7	6.7		
PHF	.000	.633	.650	.708	.000	.000	.000	.000	.417	.833	.000	.000	.865	.650	.000	.500	.500	.682	

Intersection Turning Movement Count

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

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

Groups Printed- UTurns

	US 301 Southbound				DRIVEWAY Westbound				US 301 Northbound					FOWLER AVENUE 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. Total
*** BREAK ***																			
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
*** BREAK ***																			
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
*** BREAK ***																			
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
*** BREAK ***																			
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
Apprch %	0	0	0		0	0	0		0	0	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	

	US 301 Southbound				DRIVEWAY Westbound				US 301 Northbound					FOWLER AVENUE 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. Total
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
% 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	.250	.000	.000	.000	.250	.250

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					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	1	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
% 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	.250	.000	.000	.000	.250

Intersection Turning Movement Count

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

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

	US 301 Southbound				DRIVEWAY Westbound				US 301 Northbound					FOWLER AVENUE 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. Total
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	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	.500	.500

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				02:00 PM				02:00 PM					04:45 PM					
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	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	1	0	0	0	1	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	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	.500	.500

Intersection Pedestrian & Bicycle Count

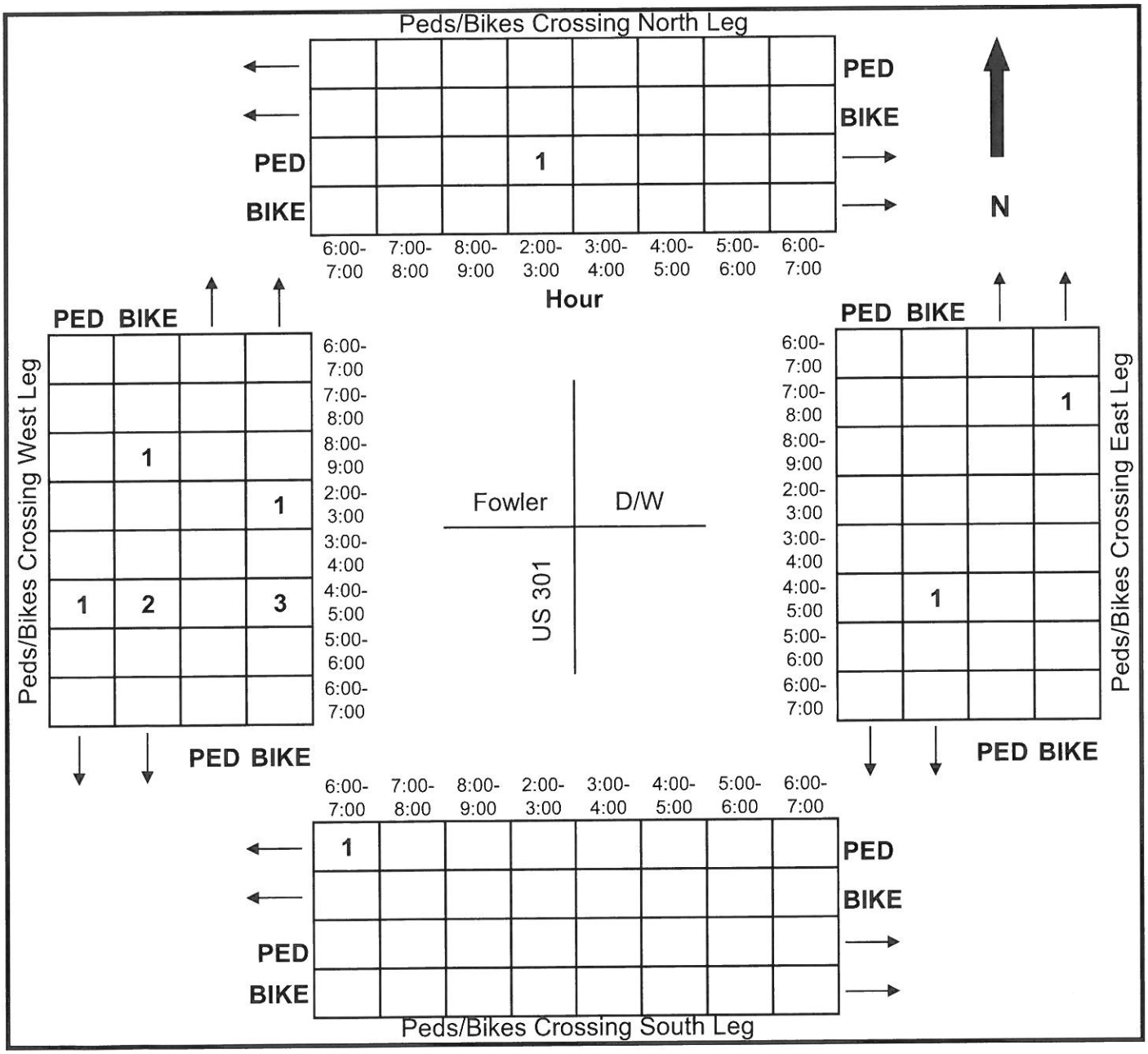
Date: 6/30/15 Day: Tuesday

Count Times: 6-9am & 2-7pm Weather: Clear

Intersection: US 301 at Fowler Avenue

Comments:

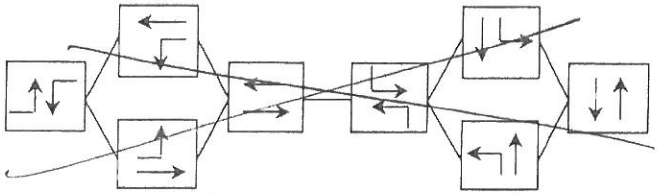
C - Children under 12; S - Seniors 65 or over; D - Physical Disability



Turning Movement Count
Field Data Sheet & Sketch

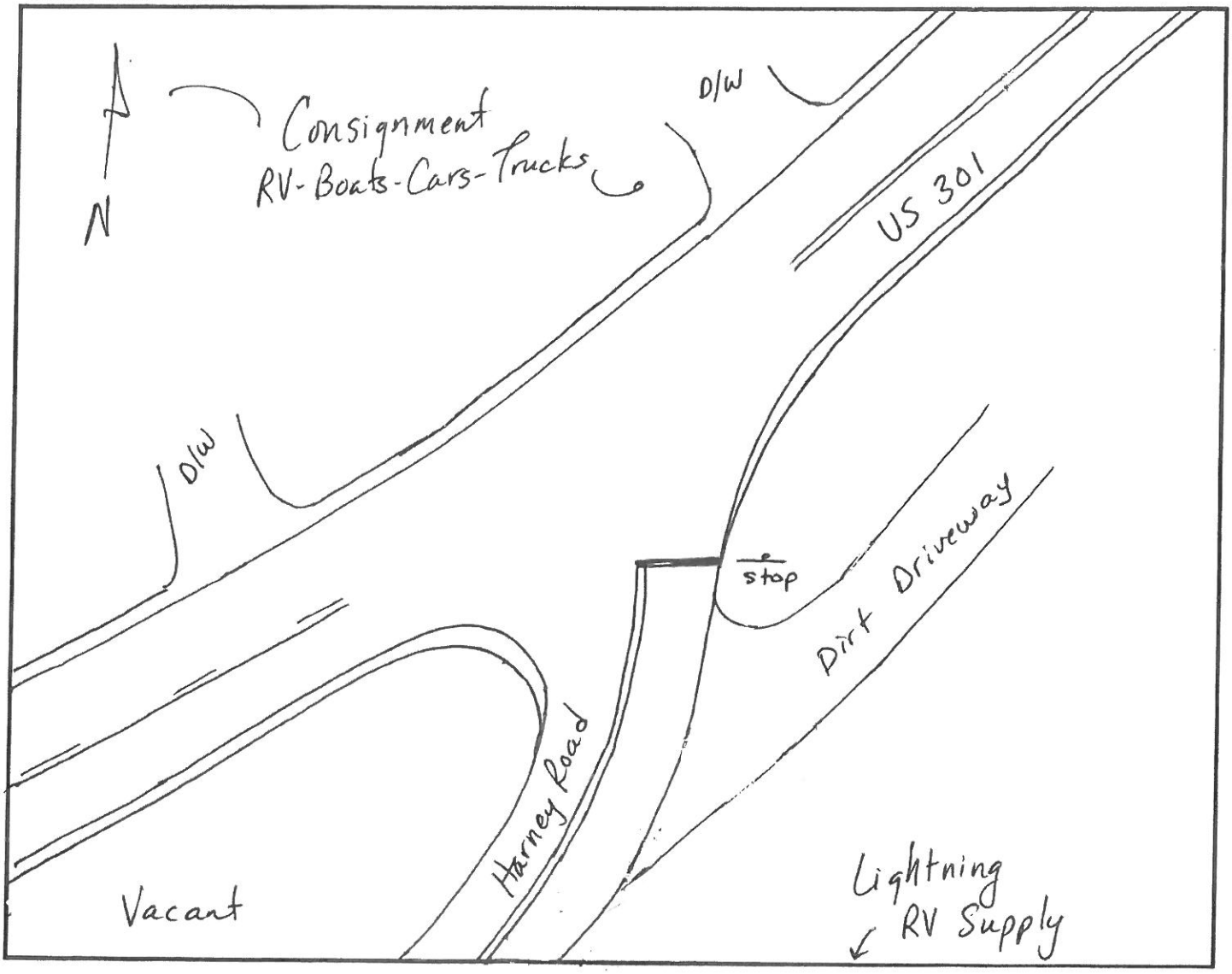
Date:	7/1/15	Count Times:	6-9am & 2-7pm
Major Street:	US 301	Direction: N-S	Speed Limit: 55 mph
Minor Street:	Harney Road	Direction: E-W	Speed Limit: 35 mph
City/County:	Thonotosassa/Hillsborough	Weather:	Clear

Phasing:



Unsignalized

Intersection Sketch



Intersection Turning Movement Count

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

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

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	US 301 Southbound				HARNEY ROAD Westbound				US 301 Northbound				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
06:00 AM	2	169	0	171	0	0	0	0	0	41	0	41	0	0	0	0	212
06:15 AM	6	215	0	221	0	0	4	4	0	51	1	52	0	0	0	0	277
06:30 AM	9	271	0	280	1	0	2	3	0	65	1	66	0	0	0	0	349
06:45 AM	2	238	0	240	0	0	1	1	0	76	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	3	213	0	216	1	0	6	7	0	60	3	63	0	0	0	0	286
07:15 AM	6	297	0	303	1	0	2	3	0	75	0	75	0	0	1	1	382
07:30 AM	9	307	0	316	3	0	5	8	0	66	0	66	0	0	0	0	390
07:45 AM	5	230	0	235	0	0	6	6	0	61	0	61	0	0	0	0	302
Total	23	1047	0	1070	5	0	19	24	0	262	3	265	0	0	1	1	1360
08:00 AM	3	214	0	217	1	0	1	2	0	66	0	66	0	0	0	0	285
08:15 AM	2	211	0	213	0	0	1	1	0	76	1	77	0	0	0	0	291
08:30 AM	4	202	0	206	1	0	2	3	0	60	2	62	0	0	0	0	271
08:45 AM	6	162	0	168	0	0	3	3	0	66	1	67	0	0	0	0	238
Total	15	789	0	804	2	0	7	9	0	268	4	272	0	0	0	0	1085
*** BREAK ***																	
02:00 PM	0	102	0	102	3	0	2	5	0	119	1	120	0	0	0	0	227
02:15 PM	1	111	0	112	0	0	1	1	0	101	0	101	0	0	0	0	214
02:30 PM	1	102	0	103	0	0	0	0	0	123	1	124	0	0	0	0	227
02:45 PM	0	78	0	78	3	0	7	10	1	134	3	138	0	0	1	1	227
Total	2	393	0	395	6	0	10	16	1	477	5	483	0	0	1	1	895
03:00 PM	3	86	0	89	2	0	6	8	0	157	1	158	0	0	0	0	255
03:15 PM	2	94	0	96	0	0	3	3	0	154	0	154	0	0	0	0	253
03:30 PM	1	110	0	111	0	0	8	8	0	148	0	148	0	0	0	0	267
03:45 PM	1	91	0	92	0	0	12	12	0	181	1	182	0	0	3	3	289
Total	7	381	0	388	2	0	29	31	0	640	2	642	0	0	3	3	1064
04:00 PM	2	102	0	104	1	0	7	8	0	195	2	197	0	0	0	0	309
04:15 PM	3	91	0	94	2	0	10	12	1	214	4	219	1	0	0	1	326
04:30 PM	1	89	0	90	1	0	10	11	1	231	4	236	0	0	2	2	339
04:45 PM	3	99	0	102	1	0	14	15	0	263	1	264	0	0	1	1	382
Total	9	381	0	390	5	0	41	46	2	903	11	916	1	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	1	96	1	98	3	0	18	21	1	291	6	298	0	0	2	2	419
05:30 PM	2	133	0	135	0	0	15	15	0	278	1	279	0	0	0	0	429
05:45 PM	2	83	0	85	0	0	11	11	0	247	0	247	0	0	0	0	343
Total	5	419	1	425	7	0	55	62	1	1079	7	1087	0	0	2	2	1576

Intersection Turning Movement Count

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

File Name : US301&Harney
Site Code : 15006
Start Date : 7/1/2015
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Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	US 301 Southbound				HARNEY ROAD Westbound				US 301 Northbound				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
06:00 PM	1	105	0	106	2	0	9	11	0	221	1	222	0	0	1	1	340
06:15 PM	0	105	0	105	0	0	6	6	1	203	1	205	0	0	0	0	316
06:30 PM	4	94	0	98	2	0	9	11	0	150	0	150	0	0	0	0	259
06:45 PM	1	82	0	83	2	0	3	5	0	147	2	149	0	0	0	0	237
Total	6	386	0	392	6	0	27	33	1	721	4	726	0	0	1	1	1152
Grand Total	86	4689	1	4776	34	0	195	229	5	4583	40	4628	1	0	11	12	9645
Apprch %	1.8	98.2	0		14.8	0	85.2		0.1	99	0.9		8.3	0	91.7		
Total %	0.9	48.6	0	49.5	0.4	0	2	2.4	0.1	47.5	0.4	48	0	0	0.1	0.1	
Passenger Vehicles	85	4391	1	4477	34	0	190	224	5	4272	35	4312	1	0	9	10	9023
% Passenger Vehicles	98.8	93.6	100	93.7	100	0	97.4	97.8	100	93.2	87.5	93.2	100	0	81.8	83.3	93.6
Heavy Vehicles	1	298	0	299	0	0	5	5	0	311	5	316	0	0	2	2	622
% Heavy Vehicles	1.2	6.4	0	6.3	0	0	2.6	2.2	0	6.8	12.5	6.8	0	0	18.2	16.7	6.4
UTurns	0	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	0

	US 301 Southbound				HARNEY ROAD Westbound				US 301 Northbound				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
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	2	238	0	240	0	0	1	1	0	76	2	78	0	0	0	0	319
07:00 AM	3	213	0	216	1	0	6	7	0	60	3	63	0	0	0	0	286
07:15 AM	6	297	0	303	1	0	2	3	0	75	0	75	0	0	1	1	382
07:30 AM	9	307	0	316	3	0	5	8	0	66	0	66	0	0	0	0	390
Total Volume	20	1055	0	1075	5	0	14	19	0	277	5	282	0	0	1	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	.904	.000	.000	.250	.250	.883
Passenger Vehicles	19	997	0	1016	5	0	11	16	0	242	5	247	0	0	1	1	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	1	58	0	59	0	0	3	3	0	35	0	35	0	0	0	0	97
% 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
UTurns	0	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	0

Intersection Turning Movement Count

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

File Name : US301&Harney
Site Code : 15006
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	US 301 Southbound				HARNEY ROAD Westbound				US 301 Northbound				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
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				07:00 AM				06:30 AM				06:30 AM				
+0 mins.	2	238	0	240	1	0	6	7	0	65	1	66	0	0	0	0	
+15 mins.	3	213	0	216	1	0	2	3	0	76	2	78	0	0	0	0	
+30 mins.	6	297	0	303	3	0	5	8	0	60	3	63	0	0	0	0	
+45 mins.	9	307	0	316	0	0	6	6	0	75	0	75	0	0	1	1	
Total Volume	20	1055	0	1075	5	0	19	24	0	276	6	282	0	0	1	1	
% App. Total	1.9	98.1	0		20.8	0	79.2		0	97.9	2.1		0	0	100		
PHF	.556	.859	.000	.850	.417	.000	.792	.750	.000	.908	.500	.904	.000	.000	.250	.250	
Passenger Vehicles	19	997	0	1016	5	0	16	21	0	242	6	248	0	0	1	1	
% Passenger Vehicles	95	94.5	0	94.5	100	0	84.2	87.5	0	87.7	100	87.9	0	0	100	100	
Heavy Vehicles	1	58	0	59	0	0	3	3	0	34	0	34	0	0	0	0	
% Heavy Vehicles	5	5.5	0	5.5	0	0	15.8	12.5	0	12.3	0	12.1	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	
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	3	99	0	102	1	0	14	15	0	263	1	264	0	0	1	1	382
05:00 PM	0	107	0	107	4	0	11	15	0	263	0	263	0	0	0	0	385
05:15 PM	1	96	1	98	3	0	18	21	1	291	6	298	0	0	2	2	419
05:30 PM	2	133	0	135	0	0	15	15	0	278	1	279	0	0	0	0	429
Total Volume	6	435	1	442	8	0	58	66	1	1095	8	1104	0	0	3	3	1615
% App. Total	1.4	98.4	0.2		12.1	0	87.9		0.1	99.2	0.7		0	0	100		
PHF	.500	.818	.250	.819	.500	.000	.806	.786	.250	.941	.333	.926	.000	.000	.375	.375	.941
Passenger Vehicles	6	409	1	416	8	0	58	66	1	1052	7	1060	0	0	3	3	1545
% Passenger Vehicles	100	94.0	100	94.1	100	0	100	100	100	96.1	87.5	96.0	0	0	100	100	95.7
Heavy Vehicles	0	26	0	26	0	0	0	0	0	43	1	44	0	0	0	0	70
% Heavy Vehicles	0	6.0	0	5.9	0	0	0	0	0	3.9	12.5	4.0	0	0	0	0	4.3
UTurns	0	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	0
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:45 PM				04:45 PM				04:45 PM				03:45 PM				
+0 mins.	3	99	0	102	1	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.	1	96	1	98	3	0	18	21	1	291	6	298	1	0	0	1	
+45 mins.	2	133	0	135	0	0	15	15	0	278	1	279	0	0	2	2	
Total Volume	6	435	1	442	8	0	58	66	1	1095	8	1104	1	0	5	6	
% 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	.819	.500	.000	.806	.786	.250	.941	.333	.926	.250	.000	.417	.500	
Passenger Vehicles	6	409	1	416	8	0	58	66	1	1052	7	1060	1	0	3	4	

Intersection Turning Movement Count

% Passenger Vehicles	100	94	100	94.1	100	0	100	100	100	96.1	87.5	96	100	0	60	66.7
Heavy Vehicles	0	26	0	26	0	0	0	0	0	43	1	44	0	0	2	2
% Heavy Vehicles	0	6	0	5.9	0	0	0	0	0	3.9	12.5	4	0	0	40	33.3
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

Intersection Turning Movement Count

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

File Name : US301&Harney
Site Code : 15006
Start Date : 7/1/2015
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Groups Printed- Passenger Vehicles

	US 301 Southbound				HARNEY ROAD Westbound				US 301 Northbound				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
06:00 AM	2	159	0	161	0	0	0	0	0	36	0	36	0	0	0	0	197
06:15 AM	6	204	0	210	0	0	3	3	0	43	1	44	0	0	0	0	257
06:30 AM	9	250	0	259	1	0	2	3	0	58	1	59	0	0	0	0	321
06:45 AM	2	224	0	226	0	0	1	1	0	65	2	67	0	0	0	0	294
Total	19	837	0	856	1	0	6	7	0	202	4	206	0	0	0	0	1069
07:00 AM	3	202	0	205	1	0	3	4	0	49	3	52	0	0	0	0	261
07:15 AM	6	285	0	291	1	0	2	3	0	70	0	70	0	0	1	1	365
07:30 AM	8	286	0	294	3	0	5	8	0	58	0	58	0	0	0	0	360
07:45 AM	5	219	0	224	0	0	6	6	0	52	0	52	0	0	0	0	282
Total	22	992	0	1014	5	0	16	21	0	229	3	232	0	0	1	1	1268
08:00 AM	3	195	0	198	1	0	1	2	0	57	0	57	0	0	0	0	257
08:15 AM	2	198	0	200	0	0	1	1	0	62	1	63	0	0	0	0	264
08:30 AM	4	189	0	193	1	0	2	3	0	49	2	51	0	0	0	0	247
08:45 AM	6	144	0	150	0	0	3	3	0	52	1	53	0	0	0	0	206
Total	15	726	0	741	2	0	7	9	0	220	4	224	0	0	0	0	974
*** BREAK ***																	
02:00 PM	0	96	0	96	3	0	2	5	0	107	1	108	0	0	0	0	209
02:15 PM	1	103	0	104	0	0	1	1	0	94	0	94	0	0	0	0	199
02:30 PM	1	94	0	95	0	0	0	0	0	114	1	115	0	0	0	0	210
02:45 PM	0	71	0	71	3	0	7	10	1	121	3	125	0	0	1	1	207
Total	2	364	0	366	6	0	10	16	1	436	5	442	0	0	1	1	825
03:00 PM	3	77	0	80	2	0	6	8	0	145	1	146	0	0	0	0	234
03:15 PM	2	83	0	85	0	0	3	3	0	147	0	147	0	0	0	0	235
03:30 PM	1	101	0	102	0	0	8	8	0	136	0	136	0	0	0	0	246
03:45 PM	1	85	0	86	0	0	11	11	0	173	1	174	0	0	2	2	273
Total	7	346	0	353	2	0	28	30	0	601	2	603	0	0	2	2	988
04:00 PM	2	96	0	98	1	0	7	8	0	186	2	188	0	0	0	0	294
04:15 PM	3	84	0	87	2	0	10	12	1	206	4	211	1	0	0	1	311
04:30 PM	1	82	0	83	1	0	10	11	1	222	1	224	0	0	1	1	319
04:45 PM	3	92	0	95	1	0	14	15	0	254	1	255	0	0	1	1	366
Total	9	354	0	363	5	0	41	46	2	868	8	878	1	0	2	3	1290
05:00 PM	0	102	0	102	4	0	11	15	0	250	0	250	0	0	0	0	367
05:15 PM	1	91	1	93	3	0	18	21	1	282	5	288	0	0	2	2	404
05:30 PM	2	124	0	126	0	0	15	15	0	266	1	267	0	0	0	0	408
05:45 PM	2	82	0	84	0	0	11	11	0	231	0	231	0	0	0	0	326
Total	5	399	1	405	7	0	55	62	1	1029	6	1036	0	0	2	2	1505

Intersection Turning Movement Count

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

File Name : US301&Harney
Site Code : 15006
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Groups Printed- Passenger Vehicles

	US 301 Southbound				HARNEY ROAD Westbound				US 301 Northbound				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
06:00 PM	1	103	0	104	2	0	9	11	0	210	1	211	0	0	1	1	327
06:15 PM	0	101	0	101	0	0	6	6	1	193	1	195	0	0	0	0	302
06:30 PM	4	91	0	95	2	0	9	11	0	142	0	142	0	0	0	0	248
06:45 PM	1	78	0	79	2	0	3	5	0	142	1	143	0	0	0	0	227
Total	6	373	0	379	6	0	27	33	1	687	3	691	0	0	1	1	1104
Grand Total	85	4391	1	4477	34	0	190	224	5	4272	35	4312	1	0	9	10	9023
Apprch %	1.9	98.1	0		15.2	0	84.8		0.1	99.1	0.8		10	0	90		
Total %	0.9	48.7	0	49.6	0.4	0	2.1	2.5	0.1	47.3	0.4	47.8	0	0	0.1	0.1	

	US 301 Southbound				HARNEY ROAD Westbound				US 301 Northbound				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
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	2	224	0	226	0	0	1	1	0	65	2	67	0	0	0	0	294
07:00 AM	3	202	0	205	1	0	3	4	0	49	3	52	0	0	0	0	261
07:15 AM	6	285	0	291	1	0	2	3	0	70	0	70	0	0	1	1	365
07:30 AM	8	286	0	294	3	0	5	8	0	58	0	58	0	0	0	0	360
Total Volume	19	997	0	1016	5	0	11	16	0	242	5	247	0	0	1	1	1280
% App. Total	1.9	98.1	0		31.2	0	68.8		0	98	2		0	0	100		
PHF	.594	.872	.000	.864	.417	.000	.550	.500	.000	.864	.417	.882	.000	.000	.250	.250	.877

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				07:00 AM				06:30 AM				06:30 AM				
+0 mins.	2	224	0	226	1	0	3	4	0	58	1	59	0	0	0	0	
+15 mins.	3	202	0	205	1	0	2	3	0	65	2	67	0	0	0	0	
+30 mins.	6	285	0	291	3	0	5	8	0	49	3	52	0	0	0	0	
+45 mins.	8	286	0	294	0	0	6	6	0	70	0	70	0	0	1	1	
Total Volume	19	997	0	1016	5	0	16	21	0	242	6	248	0	0	1	1	
% App. Total	1.9	98.1	0		23.8	0	76.2		0	97.6	2.4		0	0	100		
PHF	.594	.872	.000	.864	.417	.000	.667	.656	.000	.864	.500	.886	.000	.000	.250	.250	
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	3	92	0	95	1	0	14	15	0	254	1	255	0	0	1	1	366
05:00 PM	0	102	0	102	4	0	11	15	0	250	0	250	0	0	0	0	367
05:15 PM	1	91	1	93	3	0	18	21	1	282	5	288	0	0	2	2	404
05:30 PM	2	124	0	126	0	0	15	15	0	266	1	267	0	0	0	0	408
Total Volume	6	409	1	416	8	0	58	66	1	1052	7	1060	0	0	3	3	1545
% App. Total	1.4	98.3	0.2		12.1	0	87.9		0.1	99.2	0.7		0	0	100		
PHF	.500	.825	.250	.825	.500	.000	.806	.786	.250	.933	.350	.920	.000	.000	.375	.375	.947

Intersection Turning Movement Count

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

File Name : US301&Harney
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	US 301 Southbound				HARNEY ROAD Westbound				US 301 Northbound				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
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:45 PM				04:45 PM				04:45 PM				03:45 PM				
+0 mins.	3	92	0	95	1	0	14	15	0	254	1	255	0	0	2	2	
+15 mins.	0	102	0	102	4	0	11	15	0	250	0	250	0	0	0	0	
+30 mins.	1	91	1	93	3	0	18	21	1	282	5	288	1	0	0	1	
+45 mins.	2	124	0	126	0	0	15	15	0	266	1	267	0	0	1	1	
Total Volume	6	409	1	416	8	0	58	66	1	1052	7	1060	1	0	3	4	
% App. Total	1.4	98.3	0.2		12.1	0	87.9		0.1	99.2	0.7		25	0	75		
PHF	.500	.825	.250	.825	.500	.000	.806	.786	.250	.933	.350	.920	.250	.000	.375	.500	

Intersection Turning Movement Count

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

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

Groups Printed- Heavy Vehicles

	US 301 Southbound				HARNEY ROAD Westbound				US 301 Northbound				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
06:00 AM	0	10	0	10	0	0	0	0	0	5	0	5	0	0	0	0	15
06:15 AM	0	11	0	11	0	0	1	1	0	8	0	8	0	0	0	0	20
06:30 AM	0	21	0	21	0	0	0	0	0	7	0	7	0	0	0	0	28
06:45 AM	0	14	0	14	0	0	0	0	0	11	0	11	0	0	0	0	25
Total	0	56	0	56	0	0	1	1	0	31	0	31	0	0	0	0	88
07:00 AM	0	11	0	11	0	0	3	3	0	11	0	11	0	0	0	0	25
07:15 AM	0	12	0	12	0	0	0	0	0	5	0	5	0	0	0	0	17
07:30 AM	1	21	0	22	0	0	0	0	0	8	0	8	0	0	0	0	30
07:45 AM	0	11	0	11	0	0	0	0	0	9	0	9	0	0	0	0	20
Total	1	55	0	56	0	0	3	3	0	33	0	33	0	0	0	0	92
08:00 AM	0	19	0	19	0	0	0	0	0	9	0	9	0	0	0	0	28
08:15 AM	0	13	0	13	0	0	0	0	0	14	0	14	0	0	0	0	27
08:30 AM	0	13	0	13	0	0	0	0	0	11	0	11	0	0	0	0	24
08:45 AM	0	18	0	18	0	0	0	0	0	14	0	14	0	0	0	0	32
Total	0	63	0	63	0	0	0	0	0	48	0	48	0	0	0	0	111
*** BREAK ***																	
02:00 PM	0	6	0	6	0	0	0	0	0	12	0	12	0	0	0	0	18
02:15 PM	0	8	0	8	0	0	0	0	0	7	0	7	0	0	0	0	15
02:30 PM	0	8	0	8	0	0	0	0	0	9	0	9	0	0	0	0	17
02:45 PM	0	7	0	7	0	0	0	0	0	13	0	13	0	0	0	0	20
Total	0	29	0	29	0	0	0	0	0	41	0	41	0	0	0	0	70
03:00 PM	0	9	0	9	0	0	0	0	0	12	0	12	0	0	0	0	21
03:15 PM	0	11	0	11	0	0	0	0	0	7	0	7	0	0	0	0	18
03:30 PM	0	9	0	9	0	0	0	0	0	12	0	12	0	0	0	0	21
03:45 PM	0	6	0	6	0	0	1	1	0	8	0	8	0	0	1	1	16
Total	0	35	0	35	0	0	1	1	0	39	0	39	0	0	1	1	76
04:00 PM	0	6	0	6	0	0	0	0	0	9	0	9	0	0	0	0	15
04:15 PM	0	7	0	7	0	0	0	0	0	8	0	8	0	0	0	0	15
04:30 PM	0	7	0	7	0	0	0	0	0	9	3	12	0	0	1	1	20
04:45 PM	0	7	0	7	0	0	0	0	0	9	0	9	0	0	0	0	16
Total	0	27	0	27	0	0	0	0	0	35	3	38	0	0	1	1	66
05:00 PM	0	5	0	5	0	0	0	0	0	13	0	13	0	0	0	0	18
05:15 PM	0	5	0	5	0	0	0	0	0	9	1	10	0	0	0	0	15
05:30 PM	0	9	0	9	0	0	0	0	0	12	0	12	0	0	0	0	21
05:45 PM	0	1	0	1	0	0	0	0	0	16	0	16	0	0	0	0	17
Total	0	20	0	20	0	0	0	0	0	50	1	51	0	0	0	0	71

Intersection Turning Movement Count

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

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

Groups Printed- Heavy Vehicles

	US 301 Southbound				HARNEY ROAD Westbound				US 301 Northbound				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
06:00 PM	0	2	0	2	0	0	0	0	0	11	0	11	0	0	0	0	13
06:15 PM	0	4	0	4	0	0	0	0	0	10	0	10	0	0	0	0	14
06:30 PM	0	3	0	3	0	0	0	0	0	8	0	8	0	0	0	0	11
06:45 PM	0	4	0	4	0	0	0	0	0	5	1	6	0	0	0	0	10
Total	0	13	0	13	0	0	0	0	0	34	1	35	0	0	0	0	48
Grand Total	1	298	0	299	0	0	5	5	0	311	5	316	0	0	2	2	622
Apprch %	0.3	99.7	0		0	0	100		0	98.4	1.6		0	0	100		
Total %	0.2	47.9	0	48.1	0	0	0.8	0.8	0	50	0.8	50.8	0	0	0.3	0.3	

	US 301 Southbound				HARNEY ROAD Westbound				US 301 Northbound				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
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	19	0	19	0	0	0	0	0	9	0	9	0	0	0	0	28
08:15 AM	0	13	0	13	0	0	0	0	0	14	0	14	0	0	0	0	27
08:30 AM	0	13	0	13	0	0	0	0	0	11	0	11	0	0	0	0	24
08:45 AM	0	18	0	18	0	0	0	0	0	14	0	14	0	0	0	0	32
Total Volume	0	63	0	63	0	0	0	0	0	48	0	48	0	0	0	0	111
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.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:

	07:30 AM				06:15 AM				08:00 AM				06:00 AM				
+0 mins.	1	21	0	22	0	0	1	1	0	9	0	9	0	0	0	0	
+15 mins.	0	11	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	11	0	11	0	0	0	0	
+45 mins.	0	13	0	13	0	0	3	3	0	14	0	14	0	0	0	0	
Total Volume	1	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																	
Peak Hour for Entire Intersection Begins at 02:45 PM																	
02:45 PM	0	7	0	7	0	0	0	0	0	13	0	13	0	0	0	0	20
03:00 PM	0	9	0	9	0	0	0	0	0	12	0	12	0	0	0	0	21
03:15 PM	0	11	0	11	0	0	0	0	0	7	0	7	0	0	0	0	18
03:30 PM	0	9	0	9	0	0	0	0	0	12	0	12	0	0	0	0	21
Total Volume	0	36	0	36	0	0	0	0	0	44	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

Intersection Turning Movement Count

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

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

	US 301 Southbound				HARNEY ROAD Westbound				US 301 Northbound				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
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	02:45 PM				03:00 PM				05:00 PM				03:45 PM				
+0 mins.	0	7	0	7	0	0	0	0	0	13	0	13	0	0	1	1	
+15 mins.	0	9	0	9	0	0	0	0	0	9	1	10	0	0	0	0	
+30 mins.	0	11	0	11	0	0	0	0	0	12	0	12	0	0	0	0	
+45 mins.	0	9	0	9	0	0	1	1	0	16	0	16	0	0	1	1	
Total Volume	0	36	0	36	0	0	1	1	0	50	1	51	0	0	2	2	
% App. Total	0	100	0		0	0	100		0	98	2		0	0	100		
PHF	.000	.818	.000	.818	.000	.000	.250	.250	.000	.781	.250	.797	.000	.000	.500	.500	

Intersection Turning Movement Count

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

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

Groups Printed- UTurns

	US 301 Southbound				HARNEY ROAD Westbound				US 301 Northbound				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 %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	US 301 Southbound				HARNEY ROAD Westbound				US 301 Northbound				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
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	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	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	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	.000

	06:00 AM				06:00 AM				06:00 AM				06:00 AM			
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																
Peak Hour for Each Approach Begins at:																
+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 Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	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	0
02:30 PM	0	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	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	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Intersection Turning Movement Count

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

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

	US 301 Southbound				HARNEY ROAD Westbound				US 301 Northbound				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
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				02:00 PM				02:00 PM				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		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	

Intersection Pedestrian & Bicycle Count

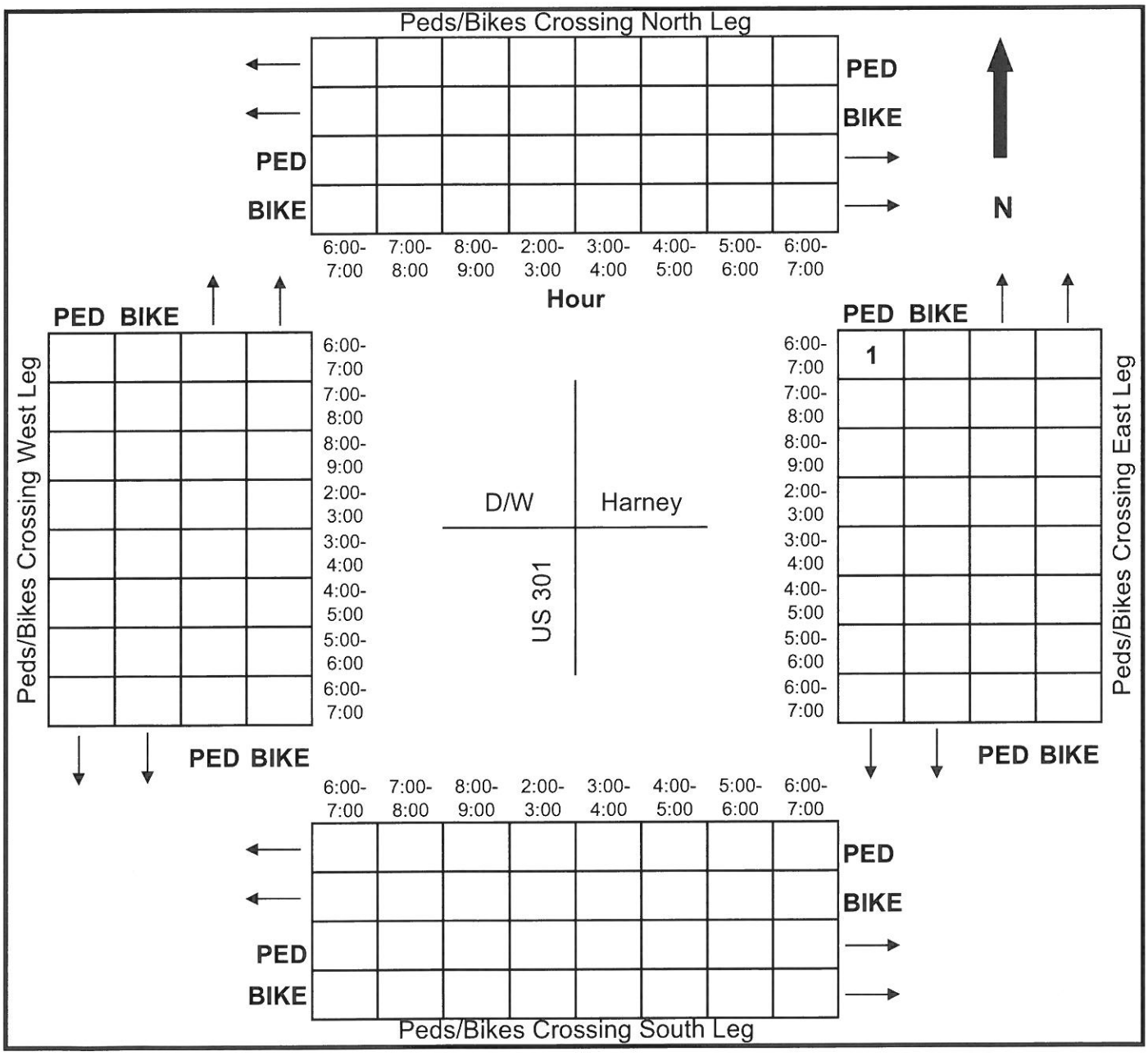
Date: 7/1/15 Day: Wednesday

Count Times: 6-9am & 2-7pm Weather: Clear

Intersection: US 301 at Harney Road

Comments:

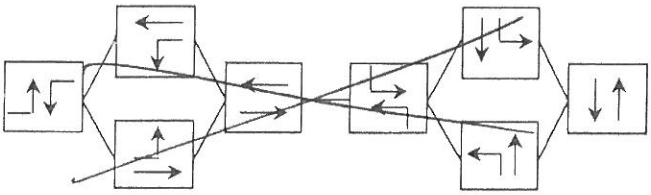
C - Children under 12; S - Seniors 65 or over; D - Physical Disability



Turning Movement Count
Field Data Sheet & Sketch

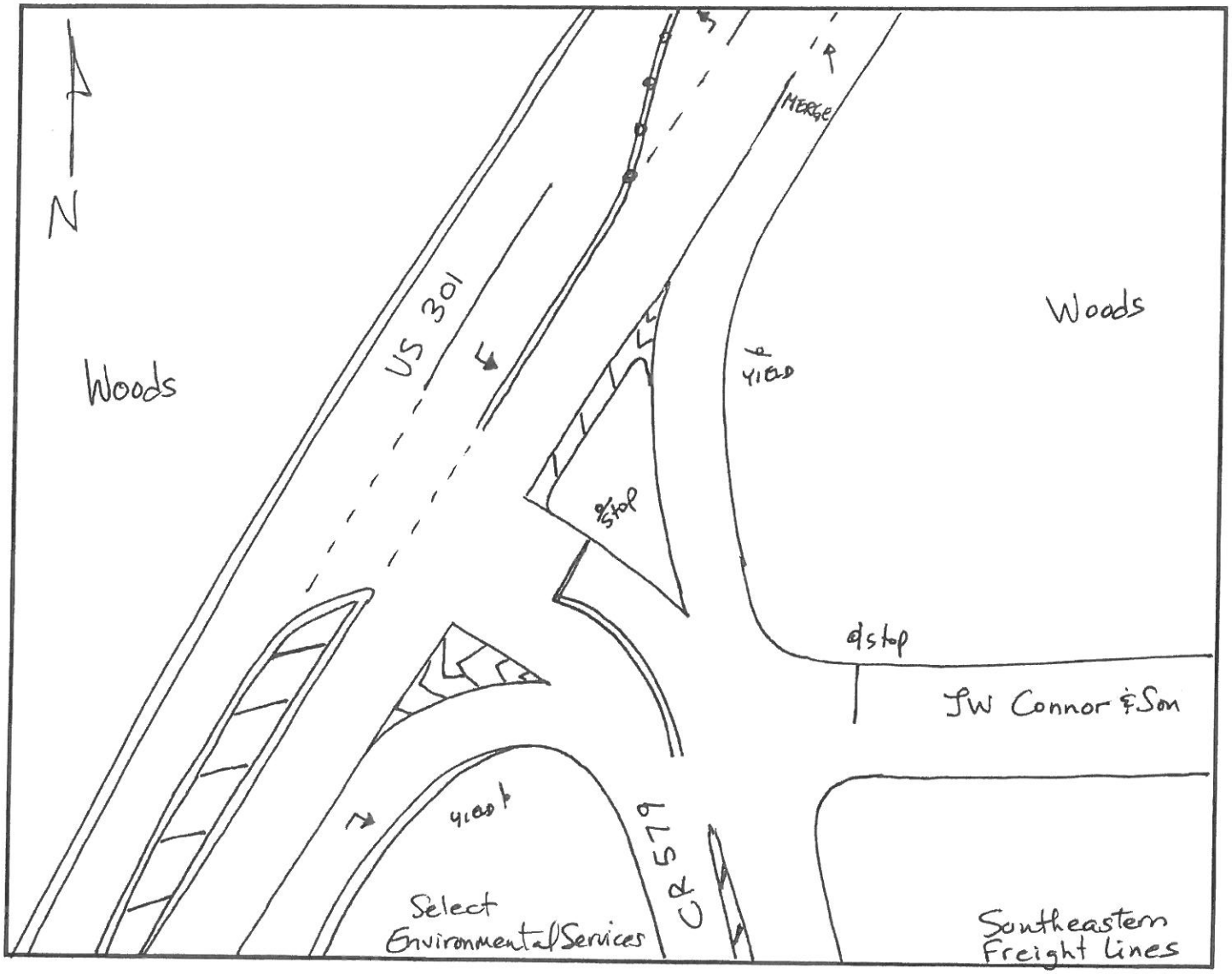
Date:	7/2/14	Count Times:	6-9am & 2-7pm
Major Street:	US 301	Direction: N-S	Speed Limit: 55 mph
Minor Street:	CR 579	Direction: E-W	Speed Limit: 50 mph
City/County:	Thonotosassa/Hillsborough	Weather:	Rain 2:15-2:30pm

Phasing:



Unsignalized

Intersection Sketch



Intersection Turning Movement Count

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

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	US 301 Southbound				CR 579 Westbound				US 301 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:00 AM	6	150	0	156	2	0	5	7	0	25	5	30	193
06:15 AM	17	207	0	224	4	0	9	13	0	45	5	50	287
06:30 AM	17	221	0	238	6	0	5	11	0	41	9	50	299
06:45 AM	18	224	0	242	3	0	6	9	0	33	11	44	295
Total	58	802	0	860	15	0	25	40	0	144	30	174	1074
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	11	22	0	60	4	64	359
07:30 AM	29	226	0	255	5	0	17	22	0	57	7	64	341
07:45 AM	27	173	0	200	11	0	7	18	0	47	5	52	270
Total	107	850	0	957	27	0	42	69	0	209	19	228	1254
08:00 AM	16	180	0	196	8	0	13	21	0	44	4	48	265
08:15 AM	8	171	0	179	5	0	6	11	0	41	5	46	236
08:30 AM	13	135	0	148	8	0	4	12	0	70	5	75	235
08:45 AM	15	128	0	143	4	0	6	10	0	54	5	59	212
Total	52	614	0	666	25	0	29	54	0	209	19	228	948
*** BREAK ***													
02:00 PM	9	93	0	102	5	0	18	23	0	92	8	100	225
02:15 PM	5	92	0	97	5	0	12	17	0	100	5	105	219
02:30 PM	6	72	0	78	1	0	10	11	0	122	5	127	216
02:45 PM	8	83	0	91	4	0	7	11	0	110	6	116	218
Total	28	340	0	368	15	0	47	62	0	424	24	448	878
03:00 PM	6	79	0	85	2	0	11	13	0	122	4	126	224
03:15 PM	7	78	0	85	2	0	17	19	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	67	79	0	588	15	603	1038
04:00 PM	6	81	0	87	4	0	21	25	0	173	5	178	290
04:15 PM	7	72	0	79	6	0	24	30	0	237	1	238	347
04:30 PM	13	78	0	91	6	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	98	0	116	6	0	19	25	0	233	8	241	382
05:15 PM	9	90	0	99	8	0	30	38	0	228	8	236	373
05:30 PM	9	87	0	96	11	0	25	36	0	224	7	231	363
05:45 PM	14	89	0	103	9	0	32	41	0	194	12	206	350
Total	50	364	0	414	34	0	106	140	0	879	35	914	1468
06:00 PM	10	90	0	100	11	0	31	42	0	187	8	195	337
06:15 PM	10	62	0	72	12	0	18	30	0	149	7	156	258
06:30 PM	6	74	0	80	5	0	16	21	0	130	5	135	236
06:45 PM	4	62	0	66	6	0	10	16	0	103	6	109	191
Total	30	288	0	318	34	0	75	109	0	569	26	595	1022

Intersection Turning Movement Count

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

File Name : US301&CR579
Site Code : 15006
Start Date : 7/2/2015

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	US 301 Southbound				CR 579 Westbound				US 301 Northbound				
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Grand Total	393	3890	0	4283	182	0	482	664	0	3847	181	4028	8975
Apprch %	9.2	90.8	0		27.4	0	72.6		0	95.5	4.5		
Total %	4.4	43.3	0	47.7	2	0	5.4	7.4	0	42.9	2	44.9	
Passenger Vehicles	372	3656	0	4028	165	0	466	631	0	3631	115	3746	8405
% Passenger Vehicles	94.7	94	0	94	90.7	0	96.7	95	0	94.4	63.5	93	93.6
Heavy Vehicles	21	234	0	255	17	0	16	33	0	216	66	282	570
% Heavy Vehicles	5.3	6	0	6	9.3	0	3.3	5	0	5.6	36.5	7	6.4
UTurns	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

	US 301 Southbound				CR 579 Westbound				US 301 Northbound				
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													
Peak Hour for Entire Intersection Begins at 06:45 AM													
06:45 AM	18	224	0	242	3	0	6	9	0	33	11	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	11	22	0	60	4	64	359
07:30 AM	29	226	0	255	5	0	17	22	0	57	7	64	341
Total Volume	98	901	0	999	19	0	41	60	0	195	25	220	1279
% App. Total	9.8	90.2	0		31.7	0	68.3		0	88.6	11.4		
PHF	.845	.919	.000	.915	.432	.000	.603	.682	.000	.813	.568	.859	.891
Passenger Vehicles	96	862	0	958	13	0	37	50	0	167	18	185	1193
% Passenger Vehicles	98.0	95.7	0	95.9	68.4	0	90.2	83.3	0	85.6	72.0	84.1	93.3
Heavy Vehicles	2	39	0	41	6	0	4	10	0	28	7	35	86
% Heavy Vehicles	2.0	4.3	0	4.1	31.6	0	9.8	16.7	0	14.4	28.0	15.9	6.7
UTurns	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
Peak Hour for Each Approach Begins at:

	06:45 AM				07:15 AM				07:00 AM			
+0 mins.	18	224	0	242	11	0	11	22	0	45	3	48
+15 mins.	23	206	0	229	5	0	17	22	0	60	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	5	52
Total Volume	98	901	0	999	35	0	48	83	0	209	19	228
% App. Total	9.8	90.2	0		42.2	0	57.8		0	91.7	8.3	
PHF	.845	.919	.000	.915	.795	.000	.706	.943	.000	.871	.679	.891
Passenger Vehicles	96	862	0	958	28	0	45	73	0	172	11	183
% Passenger Vehicles	98	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	3	10	0	37	8	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

Intersection Turning Movement Count

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

File Name : US301&CR579
Site Code : 15006
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	US 301 Southbound				CR 579 Westbound				US 301 Northbound				
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													
Peak Hour for Entire Intersection Begins at 05:00 PM													
05:00 PM	18	98	0	116	6	0	19	25	0	233	8	241	382
05:15 PM	9	90	0	99	8	0	30	38	0	228	8	236	373
05:30 PM	9	87	0	96	11	0	25	36	0	224	7	231	363
05:45 PM	14	89	0	103	9	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	98.6	0	96.2	48.6	94.4	95.0
Heavy Vehicles	4	17	0	21	1	0	1	2	0	33	18	51	74
% Heavy Vehicles	8.0	4.7	0	5.1	2.9	0	0.9	1.4	0	3.8	51.4	5.6	5.0
UTurns	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
Peak Hour for Each Approach Begins at:

	05:00 PM				05:15 PM				04:45 PM			
+0 mins.	18	98	0	116	8	0	30	38	0	219	4	223
+15 mins.	9	90	0	99	11	0	25	36	0	233	8	241
+30 mins.	9	87	0	96	9	0	32	41	0	228	8	236
+45 mins.	14	89	0	103	11	0	31	42	0	224	7	231
Total Volume	50	364	0	414	39	0	118	157	0	904	27	931
% App. Total	12.1	87.9	0		24.8	0	75.2		0	97.1	2.9	
PHF	.694	.929	.000	.892	.886	.000	.922	.935	.000	.970	.844	.966
Passenger Vehicles	46	347	0	393	38	0	117	155	0	875	14	889
% Passenger Vehicles	92	95.3	0	94.9	97.4	0	99.2	98.7	0	96.8	51.9	95.5
Heavy Vehicles	4	17	0	21	1	0	1	2	0	29	13	42
% Heavy Vehicles	8	4.7	0	5.1	2.6	0	0.8	1.3	0	3.2	48.1	4.5
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

Intersection Turning Movement Count

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

File Name : US301&CR579
Site Code : 15006
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Groups Printed- Passenger Vehicles

	US 301 Southbound				CR 579 Westbound				US 301 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:00 AM	6	140	0	146	1	0	5	6	0	22	1	23	175
06:15 AM	17	199	0	216	3	0	8	11	0	39	2	41	268
06:30 AM	17	206	0	223	5	0	4	9	0	35	8	43	275
06:45 AM	17	209	0	226	2	0	5	7	0	30	10	40	273
Total	57	754	0	811	11	0	22	33	0	126	21	147	991
07:00 AM	23	199	0	222	0	0	6	6	0	38	1	39	267
07:15 AM	28	237	0	265	9	0	10	19	0	52	1	53	337
07:30 AM	28	217	0	245	2	0	16	18	0	47	6	53	316
07:45 AM	26	167	0	193	10	0	6	16	0	35	3	38	247
Total	105	820	0	925	21	0	38	59	0	172	11	183	1167
08:00 AM	16	167	0	183	7	0	13	20	0	32	3	35	238
08:15 AM	7	154	0	161	3	0	6	9	0	33	3	36	206
08:30 AM	11	128	0	139	8	0	4	12	0	63	4	67	218
08:45 AM	15	122	0	137	4	0	4	8	0	42	4	46	191
Total	49	571	0	620	22	0	27	49	0	170	14	184	853
*** BREAK ***													
02:00 PM	9	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	201
02:30 PM	4	58	0	62	1	0	10	11	0	116	5	121	194
02:45 PM	6	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	6	77	0	83	2	0	11	13	0	113	4	117	213
03:15 PM	7	72	0	79	2	0	16	18	0	126	4	130	227
03:30 PM	11	87	0	98	2	0	16	18	0	141	1	142	258
03:45 PM	1	69	0	70	5	0	22	27	0	180	4	184	281
Total	25	305	0	330	11	0	65	76	0	560	13	573	979
04:00 PM	6	72	0	78	3	0	21	24	0	165	3	168	270
04:15 PM	7	68	0	75	6	0	24	30	0	229	1	230	335
04:30 PM	10	73	0	83	6	0	16	22	0	189	3	192	297
04:45 PM	14	65	0	79	4	0	30	34	0	213	2	215	328
Total	37	278	0	315	19	0	91	110	0	796	9	805	1230
05:00 PM	17	88	0	105	6	0	19	25	0	221	4	225	355
05:15 PM	9	87	0	96	8	0	29	37	0	219	5	224	357
05:30 PM	8	85	0	93	10	0	25	35	0	222	3	225	353
05:45 PM	12	87	0	99	9	0	32	41	0	184	5	189	329
Total	46	347	0	393	33	0	105	138	0	846	17	863	1394
06:00 PM	10	88	0	98	11	0	31	42	0	187	5	192	332
06:15 PM	10	59	0	69	12	0	17	29	0	146	4	150	248
06:30 PM	5	69	0	74	5	0	16	21	0	126	1	127	222
06:45 PM	4	60	0	64	5	0	10	15	0	101	1	102	181
Total	29	276	0	305	33	0	74	107	0	560	11	571	983

Intersection Turning Movement Count

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

File Name : US301&CR579
Site Code : 15006
Start Date : 7/2/2015

Groups Printed- Passenger Vehicles

	US 301 Southbound				CR 579 Westbound				US 301 Northbound				
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Grand Total	372	3656	0	4028	165	0	466	631	0	3631	115	3746	8405
Apprch %	9.2	90.8	0		26.1	0	73.9		0	96.9	3.1		
Total %	4.4	43.5	0	47.9	2	0	5.5	7.5	0	43.2	1.4	44.6	

	US 301 Southbound				CR 579 Westbound				US 301 Northbound				
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													
Peak Hour for Entire Intersection Begins at 06:45 AM													
06:45 AM	17	209	0	226	2	0	5	7	0	30	10	40	273
07:00 AM	23	199	0	222	0	0	6	6	0	38	1	39	267
07:15 AM	28	237	0	265	9	0	10	19	0	52	1	53	337
07:30 AM	28	217	0	245	2	0	16	18	0	47	6	53	316
Total Volume	96	862	0	958	13	0	37	50	0	167	18	185	1193
% App. Total	10	90	0		26	0	74		0	90.3	9.7		
PHF	.857	.909	.000	.904	.361	.000	.578	.658	.000	.803	.450	.873	.885
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				07:15 AM				06:45 AM				
+0 mins.	17	209	0	226	9	0	10	19	0	30	10	40	
+15 mins.	23	199	0	222	2	0	16	18	0	38	1	39	
+30 mins.	28	237	0	265	10	0	6	16	0	52	1	53	
+45 mins.	28	217	0	245	7	0	13	20	0	47	6	53	
Total Volume	96	862	0	958	28	0	45	73	0	167	18	185	
% App. Total	10	90	0		38.4	0	61.6		0	90.3	9.7		
PHF	.857	.909	.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													
Peak Hour for Entire Intersection Begins at 05:00 PM													
05:00 PM	17	88	0	105	6	0	19	25	0	221	4	225	355
05:15 PM	9	87	0	96	8	0	29	37	0	219	5	224	357
05:30 PM	8	85	0	93	10	0	25	35	0	222	3	225	353
05:45 PM	12	87	0	99	9	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	98	2		
PHF	.676	.986	.000	.936	.825	.000	.820	.841	.000	.953	.850	.959	.976

Intersection Turning Movement Count

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

	US 301 Southbound				CR 579 Westbound				US 301 Northbound				
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													
Peak Hour for Each Approach Begins at:													
	05:00 PM				05:15 PM				04:45 PM				
+0 mins.	17	88	0	105	8	0	29	37	0	213	2	215	
+15 mins.	9	87	0	96	10	0	25	35	0	221	4	225	
+30 mins.	8	85	0	93	9	0	32	41	0	219	5	224	
+45 mins.	12	87	0	99	11	0	31	42	0	222	3	225	
Total Volume	46	347	0	393	38	0	117	155	0	875	14	889	
% App. Total	11.7	88.3	0		24.5	0	75.5		0	98.4	1.6		
PHF	.676	.986	.000	.936	.864	.000	.914	.923	.000	.985	.700	.988	

Intersection Turning Movement Count

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

Groups Printed- Heavy Vehicles

	US 301 Southbound				CR 579 Westbound				US 301 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	10	0	10	1	0	0	1	0	3	4	7	18
06:15 AM	0	8	0	8	1	0	1	2	0	6	3	9	19
06:30 AM	0	15	0	15	1	0	1	2	0	6	1	7	24
06:45 AM	1	15	0	16	1	0	1	2	0	3	1	4	22
Total	1	48	0	49	4	0	3	7	0	18	9	27	83
07:00 AM	0	7	0	7	0	0	1	1	0	7	2	9	17
07:15 AM	0	8	0	8	2	0	1	3	0	8	3	11	22
07:30 AM	1	9	0	10	3	0	1	4	0	10	1	11	25
07:45 AM	1	6	0	7	1	0	1	2	0	12	2	14	23
Total	2	30	0	32	6	0	4	10	0	37	8	45	87
08:00 AM	0	13	0	13	1	0	0	1	0	12	1	13	27
08:15 AM	1	17	0	18	2	0	0	2	0	8	2	10	30
08:30 AM	2	7	0	9	0	0	0	0	0	7	1	8	17
08:45 AM	0	6	0	6	0	0	2	2	0	12	1	13	21
Total	3	43	0	46	3	0	2	5	0	39	5	44	95
*** BREAK ***													
02:00 PM	0	6	0	6	0	0	3	3	0	4	1	5	14
02:15 PM	0	9	0	9	0	0	0	0	0	7	2	9	18
02:30 PM	2	14	0	16	0	0	0	0	0	6	0	6	22
02:45 PM	2	6	0	8	0	0	0	0	0	6	2	8	16
Total	4	35	0	39	0	0	3	3	0	23	5	28	70
03:00 PM	0	2	0	2	0	0	0	0	0	9	0	9	11
03:15 PM	0	6	0	6	0	0	1	1	0	4	0	4	11
03:30 PM	1	8	0	9	1	0	0	1	0	6	1	7	17
03:45 PM	1	8	0	9	0	0	1	1	0	9	1	10	20
Total	2	24	0	26	1	0	2	3	0	28	2	30	59
04:00 PM	0	9	0	9	1	0	0	1	0	8	2	10	20
04:15 PM	0	4	0	4	0	0	0	0	0	8	0	8	12
04:30 PM	3	5	0	8	0	0	0	0	0	7	0	7	15
04:45 PM	1	7	0	8	0	0	0	0	0	6	2	8	16
Total	4	25	0	29	1	0	0	1	0	29	4	33	63
05:00 PM	1	10	0	11	0	0	0	0	0	12	4	16	27
05:15 PM	0	3	0	3	0	0	1	1	0	9	3	12	16
05:30 PM	1	2	0	3	1	0	0	1	0	2	4	6	10
05:45 PM	2	2	0	4	0	0	0	0	0	10	7	17	21
Total	4	17	0	21	1	0	1	2	0	33	18	51	74
06:00 PM	0	2	0	2	0	0	0	0	0	0	3	3	5
06:15 PM	0	3	0	3	0	0	1	1	0	3	3	6	10
06:30 PM	1	5	0	6	0	0	0	0	0	4	4	8	14
06:45 PM	0	2	0	2	1	0	0	1	0	2	5	7	10
Total	1	12	0	13	1	0	1	2	0	9	15	24	39

Intersection Turning Movement Count

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

Groups Printed- Heavy Vehicles

	US 301 Southbound				CR 579 Westbound				US 301 Northbound				
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Grand Total	21	234	0	255	17	0	16	33	0	216	66	282	570
Apprch %	8.2	91.8	0		51.5	0	48.5		0	76.6	23.4		
Total %	3.7	41.1	0	44.7	3	0	2.8	5.8	0	37.9	11.6	49.5	

	US 301 Southbound				CR 579 Westbound				US 301 Northbound				
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													
Peak Hour for Entire Intersection Begins at 07:30 AM													
07:30 AM	1	9	0	10	3	0	1	4	0	10	1	11	25
07:45 AM	1	6	0	7	1	0	1	2	0	12	2	14	23
08:00 AM	0	13	0	13	1	0	0	1	0	12	1	13	27
08:15 AM	1	17	0	18	2	0	0	2	0	8	2	10	30
Total Volume	3	45	0	48	7	0	2	9	0	42	6	48	105
% App. Total	6.2	93.8	0		77.8	0	22.2		0	87.5	12.5		
PHF	.750	.662	.000	.667	.583	.000	.500	.563	.000	.875	.750	.857	.875
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				06:45 AM				07:15 AM				
+0 mins.	0	10	0	10	1	0	1	2	0	8	3	11	
+15 mins.	0	8	0	8	0	0	1	1	0	10	1	11	
+30 mins.	0	15	0	15	2	0	1	3	0	12	2	14	
+45 mins.	1	15	0	16	3	0	1	4	0	12	1	13	
Total Volume	1	48	0	49	6	0	4	10	0	42	7	49	
% App. Total	2	98	0		60	0	40		0	85.7	14.3		
PHF	.250	.800	.000	.766	.500	.000	1.000	.625	.000	.875	.583	.875	
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 04:30 PM													
04:30 PM	3	5	0	8	0	0	0	0	0	7	0	7	15
04:45 PM	1	7	0	8	0	0	0	0	0	6	2	8	16
05:00 PM	1	10	0	11	0	0	0	0	0	12	4	16	27
05:15 PM	0	3	0	3	0	0	1	1	0	9	3	12	16
Total Volume	5	25	0	30	0	0	1	1	0	34	9	43	74
% 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

Intersection Turning Movement Count

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

	US 301 Southbound				CR 579 Westbound				US 301 Northbound				
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													
Peak Hour for Each Approach Begins at:													
	02:00 PM				03:15 PM				05:00 PM				
+0 mins.	0	6	0	6	0	0	1	1	0	12	4	16	
+15 mins.	0	9	0	9	1	0	0	1	0	9	3	12	
+30 mins.	2	14	0	16	0	0	1	1	0	2	4	6	
+45 mins.	2	6	0	8	1	0	0	1	0	10	7	17	
Total Volume	4	35	0	39	2	0	2	4	0	33	18	51	
% App. Total	10.3	89.7	0		50	0	50		0	64.7	35.3		
PHF	.500	.625	.000	.609	.500	.000	.500	1.000	.000	.688	.643	.750	

Intersection Turning Movement Count

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

Groups Printed- UTurns

	US 301 Southbound				CR 579 Westbound				US 301 Northbound				
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 %	0	0	0		0	0	0		0	0	0		
Total %													

	US 301 Southbound				CR 579 Westbound				US 301 Northbound				
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													
Peak Hour for Entire Intersection Begins at 06:00 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 Approach Begins at:													
	06:00 AM				06:00 AM				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													
Peak Hour for Entire Intersection Begins at 02:00 PM													
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

Intersection Turning Movement Count

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 Southbound				CR 579 Westbound				US 301 Northbound				
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													
Peak Hour for Each Approach Begins at:													
	02:00 PM				02:00 PM				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

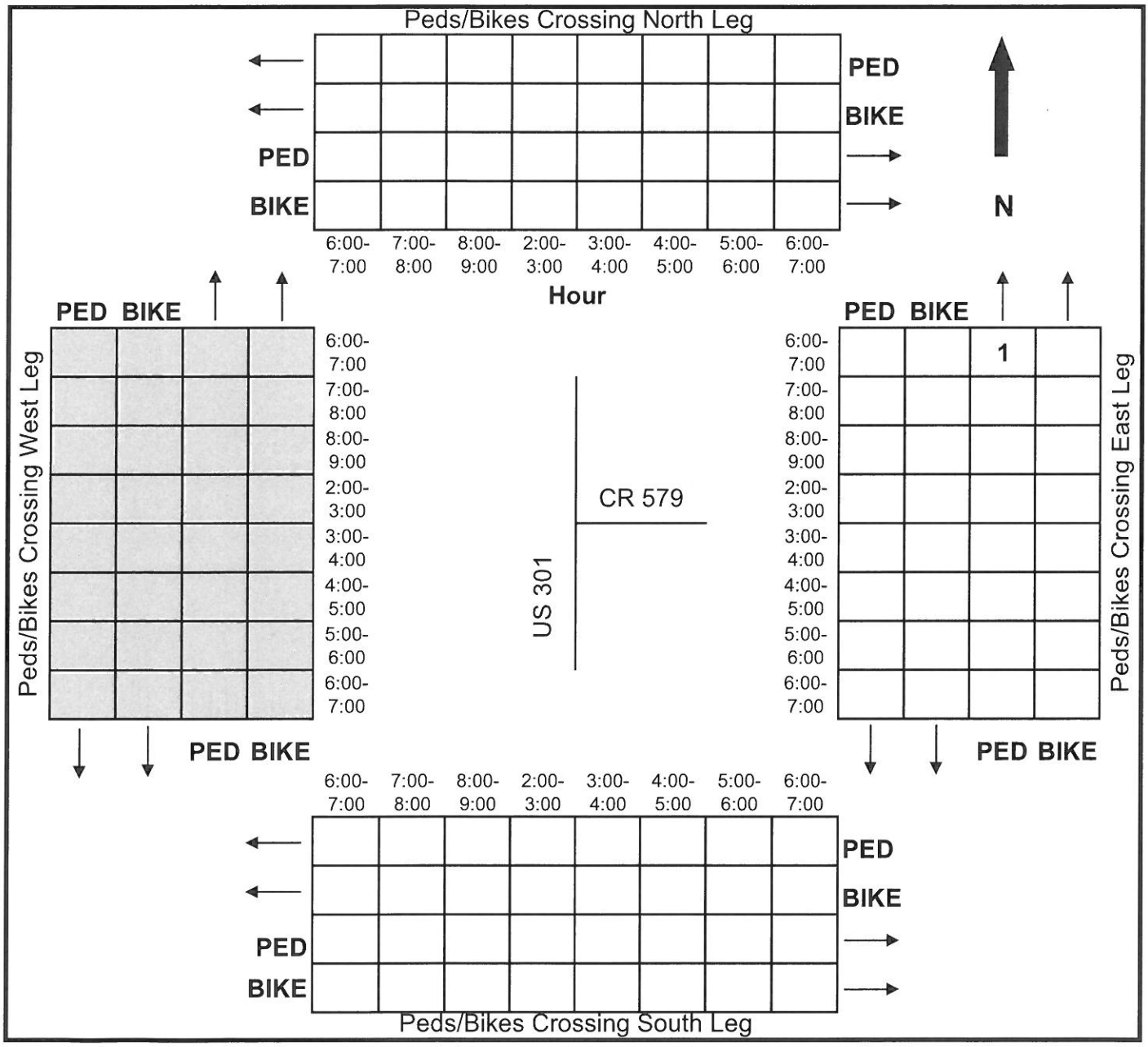
Date: 7/2/15 Day: Thursday

Count Times: 6-9am & 2-7pm Weather: Rain 2:15-2:30pm

Intersection: US 301 at CR 579

Comments:

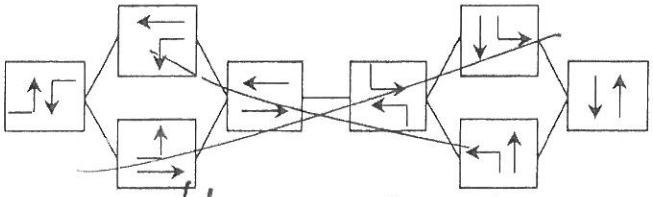
C - Children under 12; S - Seniors 65 or over; D - Physical Disability



Turning Movement Count
Field Data Sheet & Sketch

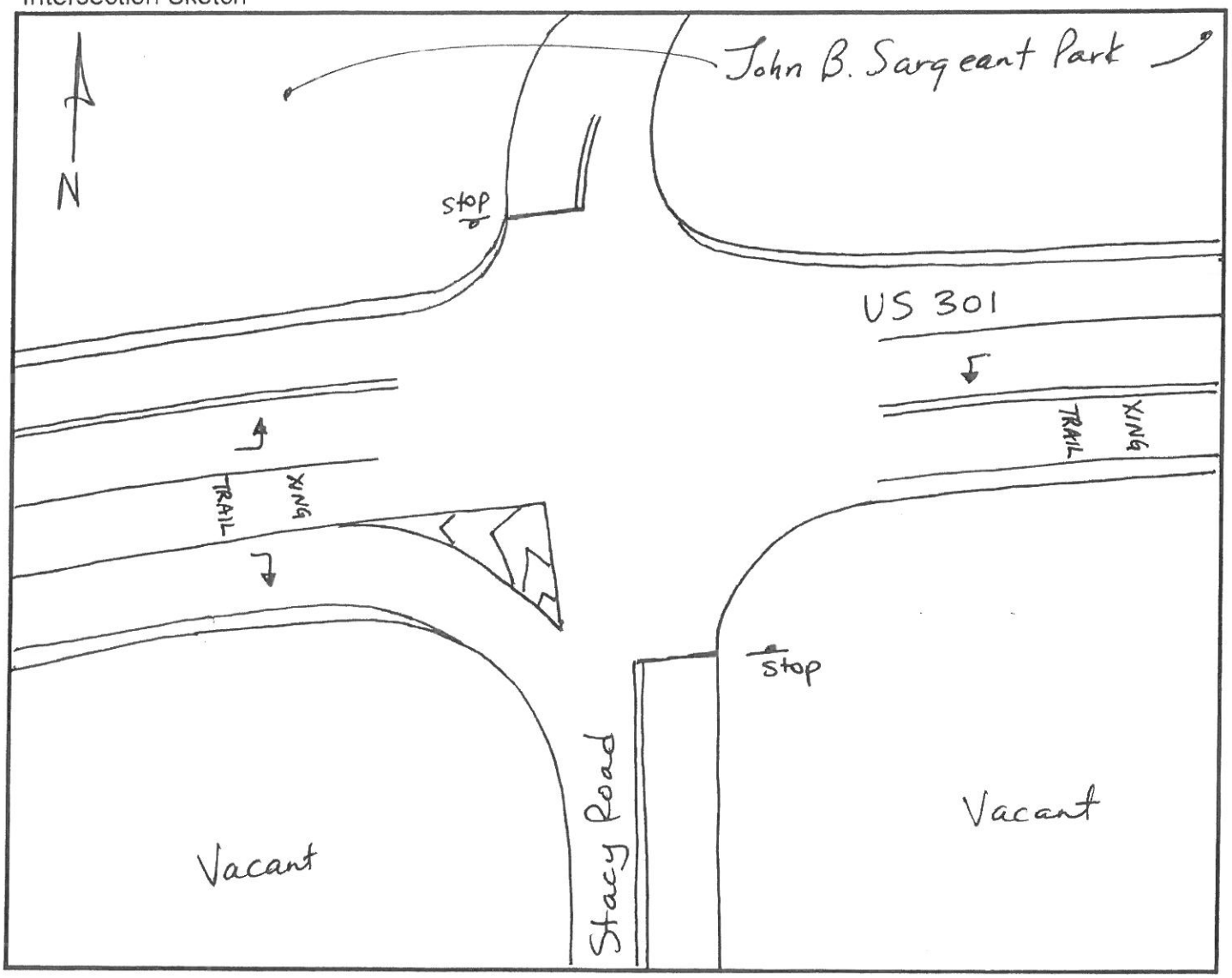
Date:	7/1/15	Count Times:	6-9AM & 2-7PM
Major Street:	US 301	Direction: N-S	Speed Limit: 55 mph
Minor Street:	Stacy Road	Direction: E-W	Speed Limit: NOT POSTED mph
City/County:	Thonotosassa/Hillsborough	Weather:	Clear

Phasing:



Unsignalized

Intersection Sketch



Intersection Turning Movement Count

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

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

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	US 301 Southbound				STACY ROAD Westbound				US 301 Northbound				JOHN B SARGEANT PARK 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
06:00 AM	2	130	0	132	27	0	0	27	0	24	6	30	0	0	0	0	189
06:15 AM	1	184	0	185	28	0	2	30	0	39	4	43	0	0	0	0	258
06:30 AM	3	224	0	227	53	0	3	56	0	33	6	39	0	0	1	1	323
06:45 AM	5	185	0	190	43	0	5	48	0	37	5	42	0	0	0	0	280
Total	11	723	0	734	151	0	10	161	0	133	21	154	0	0	1	1	1050
07:00 AM	7	174	0	181	41	0	1	42	0	49	9	58	0	0	0	0	281
07:15 AM	1	228	0	229	55	0	1	56	0	49	11	60	1	0	0	1	346
07:30 AM	1	223	0	224	48	0	1	49	0	45	4	49	0	0	0	0	322
07:45 AM	6	179	0	185	49	0	1	50	1	37	12	50	0	0	0	0	285
Total	15	804	0	819	193	0	4	197	1	180	36	217	1	0	0	1	1234
08:00 AM	4	125	0	129	46	0	0	46	1	41	6	48	0	0	0	0	223
08:15 AM	5	147	0	152	50	0	3	53	1	61	7	69	0	0	1	1	275
08:30 AM	1	117	0	118	50	0	2	52	0	38	13	51	0	0	0	0	221
08:45 AM	1	78	0	79	40	0	1	41	1	36	13	50	0	0	0	0	170
Total	11	467	0	478	186	0	6	192	3	176	39	218	0	0	1	1	889
*** BREAK ***																	
02:00 PM	1	63	1	65	17	2	3	22	1	66	21	88	0	0	1	1	176
02:15 PM	4	58	2	64	17	1	0	18	0	54	20	74	0	1	1	2	158
02:30 PM	0	72	1	73	14	1	2	17	0	75	27	102	0	1	1	2	194
02:45 PM	2	47	0	49	9	1	3	13	0	80	24	104	0	1	1	2	168
Total	7	240	4	251	57	5	8	70	1	275	92	368	0	3	4	7	696
03:00 PM	3	53	0	56	14	0	2	16	1	109	30	140	1	0	2	3	215
03:15 PM	3	60	1	64	7	1	1	9	0	116	26	142	0	0	2	2	217
03:30 PM	2	69	0	71	13	1	4	18	0	101	24	125	0	0	1	1	215
03:45 PM	2	55	0	57	15	0	2	17	4	143	33	180	0	0	1	1	255
Total	10	237	1	248	49	2	9	60	5	469	113	587	1	0	6	7	902
04:00 PM	3	65	0	68	9	0	6	15	1	137	35	173	1	0	5	6	262
04:15 PM	1	64	0	65	15	0	1	16	0	144	38	182	0	0	1	1	264
04:30 PM	2	50	1	53	12	0	7	19	0	153	60	213	0	0	0	0	285
04:45 PM	2	61	0	63	19	0	3	22	0	185	63	248	0	1	0	1	334
Total	8	240	1	249	55	0	17	72	1	619	196	816	1	1	6	8	1145
05:00 PM	1	58	0	59	25	0	1	26	1	191	70	262	1	0	4	5	352
05:15 PM	2	78	0	80	21	0	3	24	1	222	73	296	0	0	4	4	404
05:30 PM	2	77	1	80	16	0	2	18	0	173	70	243	0	1	0	1	342
05:45 PM	3	49	1	53	13	0	3	16	0	198	76	274	0	0	0	0	343
Total	8	262	2	272	75	0	9	84	2	784	289	1075	1	1	8	10	1441

Intersection Turning Movement Count

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

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

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	US 301 Southbound				STACY ROAD Westbound				US 301 Northbound				JOHN B SARGEANT PARK 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
06:00 PM	2	53	0	55	14	1	6	21	1	151	43	195	0	0	2	2	273
06:15 PM	1	50	0	51	28	0	0	28	0	115	46	161	0	0	1	1	241
06:30 PM	5	55	0	60	11	0	2	13	0	138	39	177	0	2	5	7	257
06:45 PM	5	34	0	39	14	0	1	15	0	89	37	126	0	0	0	0	180
Total	13	192	0	205	67	1	9	77	1	493	165	659	0	2	8	10	951
Grand Total	83	3165	8	3256	833	8	72	913	14	3129	951	4094	4	7	34	45	8308
Apprch %	2.5	97.2	0.2		91.2	0.9	7.9		0.3	76.4	23.2		8.9	15.6	75.6		
Total %	1	38.1	0.1	39.2	10	0.1	0.9	11	0.2	37.7	11.4	49.3	0	0.1	0.4	0.5	
Passenger Vehicles	83	2958	8	3049	813	8	66	887	11	2957	932	3900	4	7	30	41	7877
% Passenger Vehicles	100	93.5	100	93.6	97.6	100	91.7	97.2	78.6	94.5	98	95.3	100	100	88.2	91.1	94.8
Heavy Vehicles	0	207	0	207	20	0	6	26	3	172	19	194	0	0	4	4	431
% Heavy Vehicles	0	6.5	0	6.4	2.4	0	8.3	2.8	21.4	5.5	2	4.7	0	0	11.8	8.9	5.2
UTurns	0	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	0

	US 301 Southbound				STACY ROAD Westbound				US 301 Northbound				JOHN B SARGEANT PARK 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
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	7	174	0	181	41	0	1	42	0	49	9	58	0	0	0	0	281
07:15 AM	1	228	0	229	55	0	1	56	0	49	11	60	1	0	0	1	346
07:30 AM	1	223	0	224	48	0	1	49	0	45	4	49	0	0	0	0	322
07:45 AM	6	179	0	185	49	0	1	50	1	37	12	50	0	0	0	0	285
Total Volume	15	804	0	819	193	0	4	197	1	180	36	217	1	0	0	1	1234
% App. Total	1.8	98.2	0		98	0	2		0.5	82.9	16.6		100	0	0		
PHF	.536	.882	.000	.894	.877	.000	1.00	.879	.250	.918	.750	.904	.250	.000	.000	.250	.892
Passenger Vehicles	15	775	0	790	187	0	3	190	1	157	33	191	1	0	0	1	1172
% Passenger Vehicles	100	96.4	0	96.5	96.9	0	75.0	96.4	100	87.2	91.7	88.0	100	0	0	100	95.0
Heavy Vehicles	0	29	0	29	6	0	1	7	0	23	3	26	0	0	0	0	62
% Heavy Vehicles	0	3.6	0	3.5	3.1	0	25.0	3.6	0	12.8	8.3	12.0	0	0	0	0	5.0
UTurns	0	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	0

Intersection Turning Movement Count

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

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

	US 301 Southbound				STACY ROAD Westbound				US 301 Northbound				JOHN B SARGEANT PARK 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
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	06:30 AM				06:30 AM				07:45 AM				06:30 AM				
+0 mins.	3	224	0	227	53	0	3	56	1	37	12	50	0	0	1	1	
+15 mins.	5	185	0	190	43	0	5	48	1	41	6	48	0	0	0	0	
+30 mins.	7	174	0	181	41	0	1	42	1	61	7	69	0	0	0	0	
+45 mins.	1	228	0	229	55	0	1	56	0	38	13	51	1	0	0	1	
Total Volume	16	811	0	827	192	0	10	202	3	177	38	218	1	0	1	2	
% App. Total	1.9	98.1	0		95	0	5		1.4	81.2	17.4		50	0	50		
PHF	.571	.889	.000	.903	.873	.000	.500	.902	.750	.725	.731	.790	.250	.000	.250	.500	
Passenger Vehicles	16	777	0	793	186	0	10	196	3	154	36	193	1	0	1	2	
% Passenger Vehicles	100	95.8	0	95.9	96.9	0	100	97	100	87	94.7	88.5	100	0	100	100	
Heavy Vehicles	0	34	0	34	6	0	0	6	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	
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	
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	1	58	0	59	25	0	1	26	1	191	70	262	1	0	4	5	352
05:15 PM	2	78	0	80	21	0	3	24	1	222	73	296	0	0	4	4	404
05:30 PM	2	77	1	80	16	0	2	18	0	173	70	243	0	1	0	1	342
05:45 PM	3	49	1	53	13	0	3	16	0	198	76	274	0	0	0	0	343
Total Volume	8	262	2	272	75	0	9	84	2	784	289	1075	1	1	8	10	1441
% 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	.908	.250	.250	.500	.500	.892
Passenger Vehicles	8	243	2	253	74	0	9	83	1	764	288	1053	1	1	8	10	1399
% Passenger Vehicles	100	92.7	100	93.0	98.7	0	100	98.8	50.0	97.4	99.7	98.0	100	100	100	100	97.1
Heavy Vehicles	0	19	0	19	1	0	0	1	1	20	1	22	0	0	0	0	42
% 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	2.9
UTurns	0	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	0
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:45 PM				04:30 PM				05:00 PM				04:45 PM				
+0 mins.	2	61	0	63	12	0	7	19	1	191	70	262	0	1	0	1	
+15 mins.	1	58	0	59	19	0	3	22	1	222	73	296	1	0	4	5	
+30 mins.	2	78	0	80	25	0	1	26	0	173	70	243	0	0	4	4	
+45 mins.	2	77	1	80	21	0	3	24	0	198	76	274	0	1	0	1	
Total Volume	7	274	1	282	77	0	14	91	2	784	289	1075	1	2	8	11	
% 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	.908	.250	.500	.500	.550	
Passenger Vehicles	7	251	1	259	76	0	12	88	1	764	288	1053	1	2	8	11	

Intersection Turning Movement Count

% Passenger Vehicles	100	91.6	100	91.8	98.7	0	85.7	96.7	50	97.4	99.7	98	100	100	100	100
Heavy Vehicles	0	23	0	23	1	0	2	3	1	20	1	22	0	0	0	0
% Heavy Vehicles	0	8.4	0	8.2	1.3	0	14.3	3.3	50	2.6	0.3	2	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

Intersection Turning Movement Count

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

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

Groups Printed- Passenger Vehicles

	US 301 Southbound				STACY ROAD Westbound				US 301 Northbound				JOHN B SARGEANT PARK 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
06:00 AM	2	119	0	121	27	0	0	27	0	19	6	25	0	0	0	0	173
06:15 AM	1	178	0	179	28	0	2	30	0	33	4	37	0	0	0	0	246
06:30 AM	3	211	0	214	52	0	3	55	0	31	6	37	0	0	1	1	307
06:45 AM	5	176	0	181	41	0	5	46	0	30	5	35	0	0	0	0	262
Total	11	684	0	695	148	0	10	158	0	113	21	134	0	0	1	1	988
07:00 AM	7	166	0	173	39	0	1	40	0	41	8	49	0	0	0	0	262
07:15 AM	1	224	0	225	54	0	1	55	0	43	9	52	1	0	0	1	333
07:30 AM	1	210	0	211	47	0	0	47	0	40	4	44	0	0	0	0	302
07:45 AM	6	175	0	181	47	0	1	48	1	33	12	46	0	0	0	0	275
Total	15	775	0	790	187	0	3	190	1	157	33	191	1	0	0	1	1172
08:00 AM	4	111	0	115	44	0	0	44	1	37	6	44	0	0	0	0	203
08:15 AM	5	142	0	147	46	0	3	49	1	54	5	60	0	0	1	1	257
08:30 AM	1	107	0	108	49	0	2	51	0	30	13	43	0	0	0	0	202
08:45 AM	1	69	0	70	38	0	1	39	1	29	12	42	0	0	0	0	151
Total	11	429	0	440	177	0	6	183	3	150	36	189	0	0	1	1	813
*** BREAK ***																	
02:00 PM	1	59	1	61	17	2	2	21	1	59	19	79	0	0	0	0	161
02:15 PM	4	54	2	60	17	1	0	18	0	51	20	71	0	1	1	2	151
02:30 PM	0	64	1	65	14	1	2	17	0	69	26	95	0	1	1	2	179
02:45 PM	2	38	0	40	9	1	3	13	0	74	23	97	0	1	0	1	151
Total	7	215	4	226	57	5	7	69	1	253	88	342	0	3	2	5	642
03:00 PM	3	43	0	46	14	0	2	16	1	103	29	133	1	0	1	2	197
03:15 PM	3	54	1	58	7	1	1	9	0	111	24	135	0	0	2	2	204
03:30 PM	2	62	0	64	12	1	4	17	0	92	24	116	0	0	1	1	198
03:45 PM	2	47	0	49	15	0	2	17	2	137	33	172	0	0	1	1	239
Total	10	206	1	217	48	2	9	59	3	443	110	556	1	0	5	6	838
04:00 PM	3	62	0	65	9	0	5	14	1	134	34	169	1	0	4	5	253
04:15 PM	1	60	0	61	15	0	0	15	0	138	38	176	0	0	1	1	253
04:30 PM	2	44	1	47	12	0	7	19	0	146	59	205	0	0	0	0	271
04:45 PM	2	56	0	58	19	0	1	20	0	177	63	240	0	1	0	1	319
Total	8	222	1	231	55	0	13	68	1	595	194	790	1	1	5	7	1096
05:00 PM	1	51	0	52	25	0	1	26	0	185	70	255	1	0	4	5	338
05:15 PM	2	72	0	74	20	0	3	23	1	218	72	291	0	0	4	4	392
05:30 PM	2	72	1	75	16	0	2	18	0	168	70	238	0	1	0	1	332
05:45 PM	3	48	1	52	13	0	3	16	0	193	76	269	0	0	0	0	337
Total	8	243	2	253	74	0	9	83	1	764	288	1053	1	1	8	10	1399

Intersection Turning Movement Count

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

File Name : US301&Stacy
Site Code : 15006
Start Date : 7/1/2015
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Groups Printed- Passenger Vehicles

	US 301 Southbound				STACY ROAD Westbound				US 301 Northbound				JOHN B SARGEANT PARK 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
06:00 PM	2	51	0	53	14	1	6	21	1	146	43	190	0	0	2	2	266
06:15 PM	1	49	0	50	28	0	0	28	0	113	46	159	0	0	1	1	238
06:30 PM	5	52	0	57	11	0	2	13	0	135	37	172	0	2	5	7	249
06:45 PM	5	32	0	37	14	0	1	15	0	88	36	124	0	0	0	0	176
Total	13	184	0	197	67	1	9	77	1	482	162	645	0	2	8	10	929
Grand Total	83	2958	8	3049	813	8	66	887	11	2957	932	3900	4	7	30	41	7877
Apprch %	2.7	97	0.3		91.7	0.9	7.4		0.3	75.8	23.9		9.8	17.1	73.2		
Total %	1.1	37.6	0.1	38.7	10.3	0.1	0.8	11.3	0.1	37.5	11.8	49.5	0.1	0.1	0.4	0.5	

	US 301 Southbound				STACY ROAD Westbound				US 301 Northbound				JOHN B SARGEANT PARK 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
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	7	166	0	173	39	0	1	40	0	41	8	49	0	0	0	0	262
07:15 AM	1	224	0	225	54	0	1	55	0	43	9	52	1	0	0	1	333
07:30 AM	1	210	0	211	47	0	0	47	0	40	4	44	0	0	0	0	302
07:45 AM	6	175	0	181	47	0	1	48	1	33	12	46	0	0	0	0	275
Total Volume	15	775	0	790	187	0	3	190	1	157	33	191	1	0	0	1	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	.866	.000	.750	.864	.250	.913	.688	.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:																	
	06:30 AM				06:30 AM				07:30 AM				06:30 AM				
+0 mins.	3	211	0	214	52	0	3	55	0	40	4	44	0	0	1	1	
+15 mins.	5	176	0	181	41	0	5	46	1	33	12	46	0	0	0	0	
+30 mins.	7	166	0	173	39	0	1	40	1	37	6	44	0	0	0	0	
+45 mins.	1	224	0	225	54	0	1	55	1	54	5	60	1	0	0	1	
Total Volume	16	777	0	793	186	0	10	196	3	164	27	194	1	0	1	2	
% App. Total	2	98	0		94.9	0	5.1		1.5	84.5	13.9		50	0	50		
PHF	.571	.867	.000	.881	.861	.000	.500	.891	.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																	
05:00 PM	1	51	0	52	25	0	1	26	0	185	70	255	1	0	4	5	338
05:15 PM	2	72	0	74	20	0	3	23	1	218	72	291	0	0	4	4	392
05:30 PM	2	72	1	75	16	0	2	18	0	168	70	238	0	1	0	1	332
05:45 PM	3	48	1	52	13	0	3	16	0	193	76	269	0	0	0	0	337
Total Volume	8	243	2	253	74	0	9	83	1	764	288	1053	1	1	8	10	1399
% App. Total	3.2	96	0.8		89.2	0	10.8		0.1	72.6	27.4		10	10	80		
PHF	.667	.844	.500	.843	.740	.000	.750	.798	.250	.876	.947	.905	.250	.250	.500	.500	.892

Intersection Turning Movement Count

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

File Name : US301&Stacy
Site Code : 15006
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	US 301 Southbound				STACY ROAD Westbound				US 301 Northbound				JOHN B SARGEANT PARK 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
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	04:45 PM				04:30 PM				05:00 PM				04:45 PM				
+0 mins.	2	56	0	58	12	0	7	19	0	185	70	255	0	1	0	1	
+15 mins.	1	51	0	52	19	0	1	20	1	218	72	291	1	0	4	5	
+30 mins.	2	72	0	74	25	0	1	26	0	168	70	238	0	0	4	4	
+45 mins.	2	72	1	75	20	0	3	23	0	193	76	269	0	1	0	1	
Total Volume	7	251	1	259	76	0	12	88	1	764	288	1053	1	2	8	11	
% App. Total	2.7	96.9	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	

Intersection Turning Movement Count

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

File Name : US301&Stacy
Site Code : 15006
Start Date : 7/1/2015
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Groups Printed- Heavy Vehicles

	US 301 Southbound				STACY ROAD Westbound				US 301 Northbound				JOHN B SARGEANT PARK 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
06:00 AM	0	11	0	11	0	0	0	0	0	5	0	5	0	0	0	0	16
06:15 AM	0	6	0	6	0	0	0	0	0	6	0	6	0	0	0	0	12
06:30 AM	0	13	0	13	1	0	0	1	0	2	0	2	0	0	0	0	16
06:45 AM	0	9	0	9	2	0	0	2	0	7	0	7	0	0	0	0	18
Total	0	39	0	39	3	0	0	3	0	20	0	20	0	0	0	0	62
07:00 AM	0	8	0	8	2	0	0	2	0	8	1	9	0	0	0	0	19
07:15 AM	0	4	0	4	1	0	0	1	0	6	2	8	0	0	0	0	13
07:30 AM	0	13	0	13	1	0	1	2	0	5	0	5	0	0	0	0	20
07:45 AM	0	4	0	4	2	0	0	2	0	4	0	4	0	0	0	0	10
Total	0	29	0	29	6	0	1	7	0	23	3	26	0	0	0	0	62
08:00 AM	0	14	0	14	2	0	0	2	0	4	0	4	0	0	0	0	20
08:15 AM	0	5	0	5	4	0	0	4	0	7	2	9	0	0	0	0	18
08:30 AM	0	10	0	10	1	0	0	1	0	8	0	8	0	0	0	0	19
08:45 AM	0	9	0	9	2	0	0	2	0	7	1	8	0	0	0	0	19
Total	0	38	0	38	9	0	0	9	0	26	3	29	0	0	0	0	76
*** BREAK ***																	
02:00 PM	0	4	0	4	0	0	1	1	0	7	2	9	0	0	1	1	15
02:15 PM	0	4	0	4	0	0	0	0	0	3	0	3	0	0	0	0	7
02:30 PM	0	8	0	8	0	0	0	0	0	6	1	7	0	0	0	0	15
02:45 PM	0	9	0	9	0	0	0	0	0	6	1	7	0	0	1	1	17
Total	0	25	0	25	0	0	1	1	0	22	4	26	0	0	2	2	54
03:00 PM	0	10	0	10	0	0	0	0	0	6	1	7	0	0	1	1	18
03:15 PM	0	6	0	6	0	0	0	0	0	5	2	7	0	0	0	0	13
03:30 PM	0	7	0	7	1	0	0	1	0	9	0	9	0	0	0	0	17
03:45 PM	0	8	0	8	0	0	0	0	2	6	0	8	0	0	0	0	16
Total	0	31	0	31	1	0	0	1	2	26	3	31	0	0	1	1	64
04:00 PM	0	3	0	3	0	0	1	1	0	3	1	4	0	0	1	1	9
04:15 PM	0	4	0	4	0	0	1	1	0	6	0	6	0	0	0	0	11
04:30 PM	0	6	0	6	0	0	0	0	0	7	1	8	0	0	0	0	14
04:45 PM	0	5	0	5	0	0	2	2	0	8	0	8	0	0	0	0	15
Total	0	18	0	18	0	0	4	4	0	24	2	26	0	0	1	1	49
05:00 PM	0	7	0	7	0	0	0	0	1	6	0	7	0	0	0	0	14
05:15 PM	0	6	0	6	1	0	0	1	0	4	1	5	0	0	0	0	12
05:30 PM	0	5	0	5	0	0	0	0	0	5	0	5	0	0	0	0	10
05:45 PM	0	1	0	1	0	0	0	0	0	5	0	5	0	0	0	0	6
Total	0	19	0	19	1	0	0	1	1	20	1	22	0	0	0	0	42

Intersection Turning Movement Count

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

File Name : US301&Stacy
Site Code : 15006
Start Date : 7/1/2015
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Groups Printed- Heavy Vehicles

	US 301 Southbound				STACY ROAD Westbound				US 301 Northbound				JOHN B SARGEANT PARK 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
06:00 PM	0	2	0	2	0	0	0	0	0	5	0	5	0	0	0	0	7
06:15 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
06:30 PM	0	3	0	3	0	0	0	0	0	3	2	5	0	0	0	0	8
06:45 PM	0	2	0	2	0	0	0	0	0	1	1	2	0	0	0	0	4
Total	0	8	0	8	0	0	0	0	0	11	3	14	0	0	0	0	22
Grand Total	0	207	0	207	20	0	6	26	3	172	19	194	0	0	4	4	431
Apprch %	0	100	0		76.9	0	23.1		1.5	88.7	9.8		0	0	100		
Total %	0	48	0	48	4.6	0	1.4	6	0.7	39.9	4.4	45	0	0	0.9	0.9	

	US 301 Southbound				STACY ROAD Westbound				US 301 Northbound				JOHN B SARGEANT PARK 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
Peak Hour Analysis From 06:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	14	0	14	2	0	0	2	0	4	0	4	0	0	0	0	20
08:15 AM	0	5	0	5	4	0	0	4	0	7	2	9	0	0	0	0	18
08:30 AM	0	10	0	10	1	0	0	1	0	8	0	8	0	0	0	0	19
08:45 AM	0	9	0	9	2	0	0	2	0	7	1	8	0	0	0	0	19
Total Volume	0	38	0	38	9	0	0	9	0	26	3	29	0	0	0	0	76
% App. Total	0	100	0		100	0	0		0	89.7	10.3		0	0	0		
PHF	.000	.679	.000	.679	.563	.000	.000	.563	.000	.813	.375	.806	.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				07:30 AM				06:45 AM				06:00 AM				
+0 mins.	0	11	0	11	1	0	1	2	0	7	0	7	0	0	0	0	
+15 mins.	0	6	0	6	2	0	0	2	0	8	1	9	0	0	0	0	
+30 mins.	0	13	0	13	2	0	0	2	0	6	2	8	0	0	0	0	
+45 mins.	0	9	0	9	4	0	0	4	0	5	0	5	0	0	0	0	
Total Volume	0	39	0	39	9	0	1	10	0	26	3	29	0	0	0	0	
% App. Total	0	100	0		90	0	10		0	89.7	10.3		0	0	0		
PHF	.000	.750	.000	.750	.563	.000	.250	.625	.000	.813	.375	.806	.000	.000	.000	.000	
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:45 PM																	
02:45 PM	0	9	0	9	0	0	0	0	0	6	1	7	0	0	1	1	17
03:00 PM	0	10	0	10	0	0	0	0	0	6	1	7	0	0	1	1	18
03:15 PM	0	6	0	6	0	0	0	0	0	5	2	7	0	0	0	0	13
03:30 PM	0	7	0	7	1	0	0	1	0	9	0	9	0	0	0	0	17
Total Volume	0	32	0	32	1	0	0	1	0	26	4	30	0	0	2	2	65
% App. Total	0	100	0		100	0	0		0	86.7	13.3		0	0	100		
PHF	.000	.800	.000	.800	.250	.000	.000	.250	.000	.722	.500	.833	.000	.000	.500	.500	.903

Intersection Turning Movement Count

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

File Name : US301&Stacy
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	US 301 Southbound				STACY ROAD Westbound				US 301 Northbound				JOHN B SARGEANT PARK 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
Peak Hour Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Each Approach Begins at:																	
	02:30 PM				04:00 PM				03:00 PM				02:00 PM				
+0 mins.	0	8	0	8	0	0	1	1	0	6	1	7	0	0	1	1	
+15 mins.	0	9	0	9	0	0	1	1	0	5	2	7	0	0	0	0	
+30 mins.	0	10	0	10	0	0	0	0	0	9	0	9	0	0	0	0	
+45 mins.	0	6	0	6	0	0	2	2	2	6	0	8	0	0	1	1	
Total Volume	0	33	0	33	0	0	4	4	2	26	3	31	0	0	2	2	
% App. Total	0	100	0		0	0	100		6.5	83.9	9.7		0	0	100		
PHF	.000	.825	.000	.825	.000	.000	.500	.500	.250	.722	.375	.861	.000	.000	.500	.500	

Intersection Turning Movement Count

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

File Name : US301&Stacy
Site Code : 15006
Start Date : 7/1/2015
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Groups Printed- UTurns

	US 301 Southbound				STACY ROAD Westbound				US 301 Northbound				JOHN B SARGEANT PARK 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 %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	US 301 Southbound				STACY ROAD Westbound				US 301 Northbound				JOHN B SARGEANT PARK 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
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	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	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	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	.000

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				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 Analysis From 02:00 PM to 06:45 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 02:00 PM

02:00 PM	0	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	0
02:30 PM	0	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	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	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Intersection Turning Movement Count

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

File Name : US301&Stacy
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Page No : 2

	US 301 Southbound				STACY ROAD Westbound				US 301 Northbound				JOHN B SARGEANT PARK 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
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				02:00 PM				02:00 PM				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		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	

Intersection Pedestrian & Bicycle Count

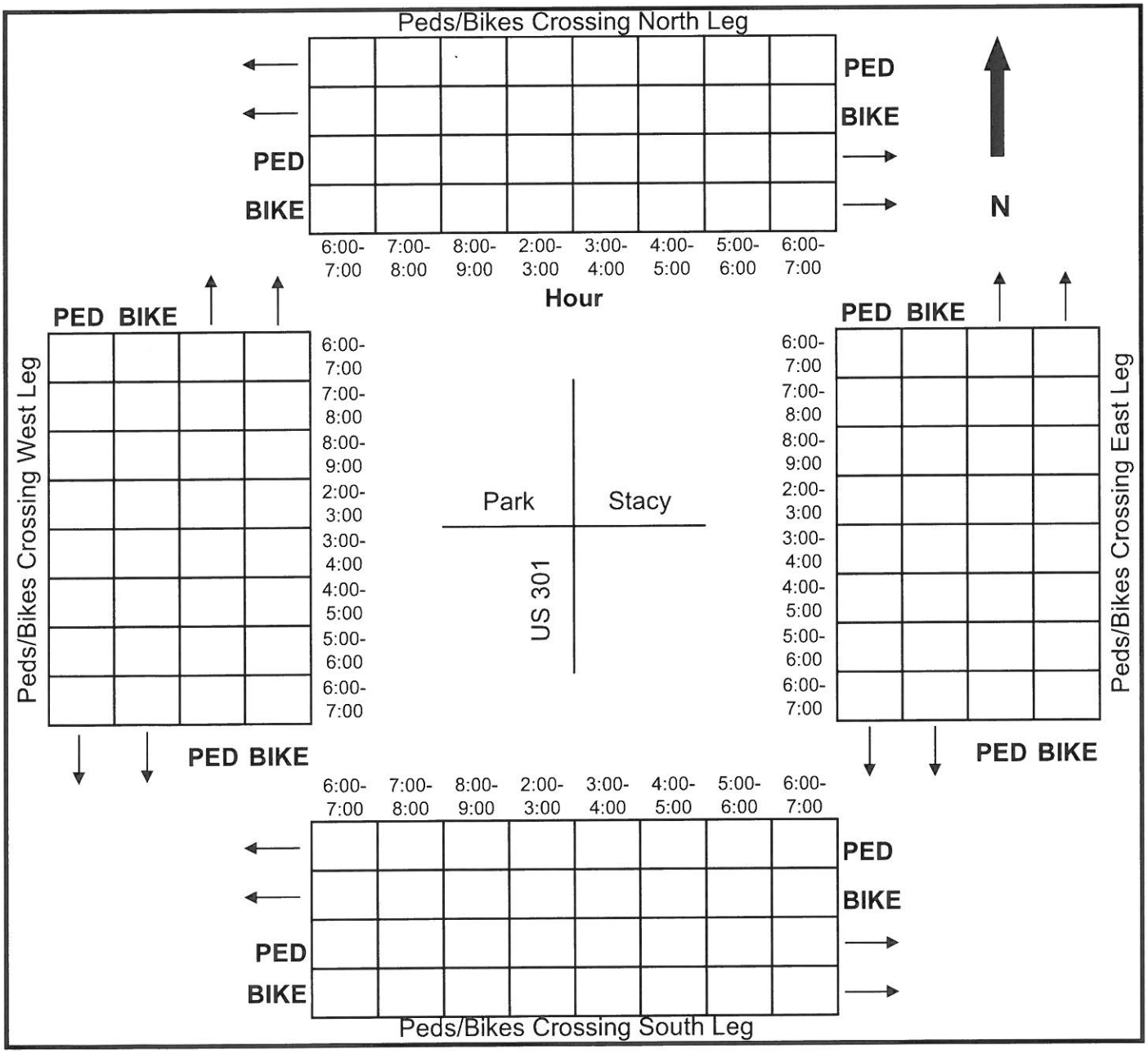
Date: 7/1/15 Day: Wednesday

Count Times: 6-9am & 2-7pm Weather: Clear

Intersection: US 301 at Stacy Road

Comments: **NO PEDS/BIKES CROSSED INTERSECTION DURING COUNT**

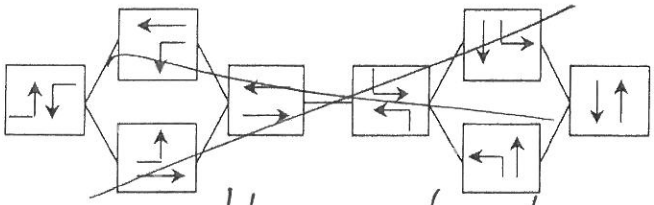
C - Children under 12; S - Seniors 65 or over; D - Physical Disability



Turning Movement Count
Field Data Sheet & Sketch

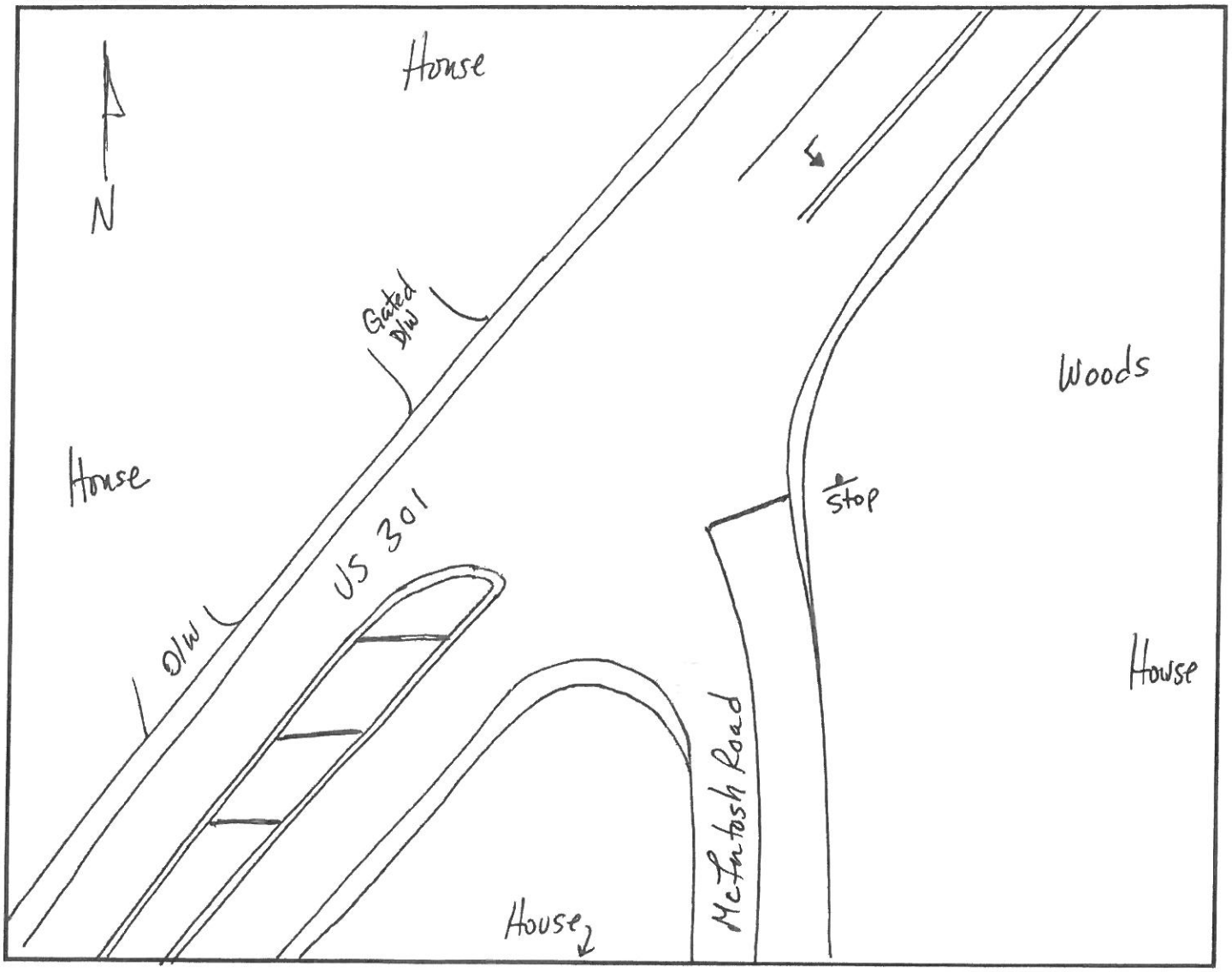
Date:	7/2/15	Count Times:	6-9am & 2-7pm
Major Street:	US 301	Direction: N-S	Speed Limit: 60 mph
Minor Street:	McIntosh Road	Direction: E-W	Speed Limit: 40 mph
City/County:	Thonotosassa/Hillsborough	Weather:	Rain 2:15-2:30pm

Phasing:



Unsignalized

Intersection Sketch



Intersection Turning Movement Count

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

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	US 301 Southbound				MCINTOSH ROAD Westbound				US 301 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:00 AM	6	128	0	134	5	0	8	13	0	18	2	20	167
06:15 AM	7	200	0	207	4	0	8	12	0	41	1	42	261
06:30 AM	16	178	0	194	2	0	9	11	0	30	3	33	238
06:45 AM	10	211	0	221	3	0	10	13	0	35	3	38	272
Total	39	717	0	756	14	0	35	49	0	124	9	133	938
07:00 AM	11	168	0	179	3	0	11	14	0	24	3	27	220
07:15 AM	18	209	0	227	9	0	4	13	0	55	1	56	296
07:30 AM	14	190	0	204	8	0	13	21	0	69	2	71	296
07:45 AM	13	126	0	139	4	0	10	14	0	51	1	52	205
Total	56	693	0	749	24	0	38	62	0	199	7	206	1017
08:00 AM	12	114	0	126	13	0	11	24	0	28	2	30	180
08:15 AM	8	126	0	134	4	0	13	17	0	41	2	43	194
08:30 AM	7	115	0	122	5	0	9	14	0	48	1	49	185
08:45 AM	7	84	0	91	4	0	10	14	0	56	2	58	163
Total	34	439	0	473	26	0	43	69	0	173	7	180	722
*** BREAK ***													
02:00 PM	6	83	0	89	1	0	13	14	0	72	6	78	181
02:15 PM	8	44	0	52	5	0	9	14	0	71	4	75	141
02:30 PM	8	65	0	73	3	0	8	11	0	101	4	105	189
02:45 PM	4	63	0	67	2	0	8	10	0	89	1	90	167
Total	26	255	0	281	11	0	38	49	0	333	15	348	678
03:00 PM	11	51	0	62	5	0	12	17	0	87	5	92	171
03:15 PM	7	65	0	72	1	0	7	8	0	99	4	103	183
03:30 PM	11	71	0	82	0	0	15	15	0	115	7	122	219
03:45 PM	15	58	0	73	3	0	16	19	0	143	3	146	238
Total	44	245	0	289	9	0	50	59	0	444	19	463	811
04:00 PM	10	60	0	70	3	0	17	20	0	138	5	143	233
04:15 PM	12	59	0	71	2	0	5	7	0	153	5	158	236
04:30 PM	17	48	0	65	6	0	22	28	0	157	5	162	255
04:45 PM	9	82	0	91	1	0	19	20	0	148	9	157	268
Total	48	249	0	297	12	0	63	75	0	596	24	620	992
05:00 PM	11	59	0	70	7	0	19	26	0	184	7	191	287
05:15 PM	19	90	0	109	7	0	21	28	0	165	11	176	313
05:30 PM	12	62	0	74	6	0	20	26	0	184	11	195	295
05:45 PM	18	77	0	95	12	0	15	27	0	160	6	166	288
Total	60	288	0	348	32	0	75	107	0	693	35	728	1183

Intersection Turning Movement Count

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

File Name : US301&McIntosh
Site Code : 15006
Start Date : 7/2/2015

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	US 301 Southbound				MCINTOSH ROAD Westbound				US 301 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:00 PM	4	75	0	79	11	0	15	26	0	152	6	158	263
06:15 PM	7	47	0	54	17	0	15	32	0	113	4	117	203
06:30 PM	6	58	0	64	12	0	18	30	0	112	5	117	211
06:45 PM	10	47	0	57	9	0	14	23	0	77	6	83	163
Total	27	227	0	254	49	0	62	111	0	454	21	475	840
Grand Total	334	3113	0	3447	177	0	404	581	0	3016	137	3153	7181
Apprch %	9.7	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	92.6	99.3	92.9	92.6
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
UTurns	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

	US 301 Southbound				MCINTOSH ROAD Westbound				US 301 Northbound				
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													
Peak Hour for Entire Intersection Begins at 06:45 AM													
06:45 AM	10	211	0	221	3	0	10	13	0	35	3	38	272
07:00 AM	11	168	0	179	3	0	11	14	0	24	3	27	220
07:15 AM	18	209	0	227	9	0	4	13	0	55	1	56	296
07:30 AM	14	190	0	204	8	0	13	21	0	69	2	71	296
Total Volume	53	778	0	831	23	0	38	61	0	183	9	192	1084
% App. Total	6.4	93.6	0		37.7	0	62.3		0	95.3	4.7		
PHF	.736	.922	.000	.915	.639	.000	.731	.726	.000	.663	.750	.676	.916
Passenger Vehicles	51	734	0	785	22	0	36	58	0	155	8	163	1006
% Passenger Vehicles	96.2	94.3	0	94.5	95.7	0	94.7	95.1	0	84.7	88.9	84.9	92.8
Heavy Vehicles	2	44	0	46	1	0	2	3	0	28	1	29	78
% 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
UTurns	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

Intersection Turning Movement Count

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 Southbound				MCINTOSH ROAD Westbound				US 301 Northbound				
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													
Peak Hour for Each Approach Begins at:													
	06:45 AM				07:30 AM				07:15 AM				
+0 mins.	10	211	0	221	8	0	13	21	0	55	1	56	
+15 mins.	11	168	0	179	4	0	10	14	0	69	2	71	
+30 mins.	18	209	0	227	13	0	11	24	0	51	1	52	
+45 mins.	14	190	0	204	4	0	13	17	0	28	2	30	
Total Volume	53	778	0	831	29	0	47	76	0	203	6	209	
% App. Total	6.4	93.6	0		38.2	0	61.8		0	97.1	2.9		
PHF	.736	.922	.000	.915	.558	.000	.904	.792	.000	.736	.750	.736	
Passenger Vehicles	51	734	0	785	27	0	45	72	0	165	6	171	
% Passenger Vehicles	96.2	94.3	0	94.5	93.1	0	95.7	94.7	0	81.3	100	81.8	
Heavy Vehicles	2	44	0	46	2	0	2	4	0	38	0	38	
% Heavy Vehicles	3.8	5.7	0	5.5	6.9	0	4.3	5.3	0	18.7	0	18.2	
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	
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	11	59	0	70	7	0	19	26	0	184	7	191	287
05:15 PM	19	90	0	109	7	0	21	28	0	165	11	176	313
05:30 PM	12	62	0	74	6	0	20	26	0	184	11	195	295
05:45 PM	18	77	0	95	12	0	15	27	0	160	6	166	288
Total Volume	60	288	0	348	32	0	75	107	0	693	35	728	1183
% App. Total	17.2	82.8	0		29.9	0	70.1		0	95.2	4.8		
PHF	.789	.800	.000	.798	.667	.000	.893	.955	.000	.942	.795	.933	.945
Passenger Vehicles	60	272	0	332	32	0	71	103	0	652	35	687	1122
% Passenger Vehicles	100	94.4	0	95.4	100	0	94.7	96.3	0	94.1	100	94.4	94.8
Heavy Vehicles	0	16	0	16	0	0	4	4	0	41	0	41	61
% Heavy Vehicles	0	5.6	0	4.6	0	0	5.3	3.7	0	5.9	0	5.6	5.2
UTurns	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													
Peak Hour for Each Approach Begins at:													
	05:15 PM				05:45 PM				05:00 PM				
+0 mins.	19	90	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	6	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	.697	.844	.000	.819	.765	.000	.875	.898	.000	.942	.795	.933	
Passenger Vehicles	53	293	0	346	52	0	62	114	0	652	35	687	
% Passenger Vehicles	100	96.4	0	96.9	100	0	98.4	99.1	0	94.1	100	94.4	
Heavy Vehicles	0	11	0	11	0	0	1	1	0	41	0	41	
% Heavy Vehicles	0	3.6	0	3.1	0	0	1.6	0.9	0	5.9	0	5.6	
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	

Intersection Turning Movement Count

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

Groups Printed- Passenger Vehicles

	US 301 Southbound				MCINTOSH ROAD Westbound				US 301 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:00 AM	4	119	0	123	5	0	8	13	0	14	2	16	152
06:15 AM	7	189	0	196	4	0	7	11	0	35	1	36	243
06:30 AM	14	159	0	173	2	0	9	11	0	25	3	28	212
06:45 AM	9	195	0	204	3	0	9	12	0	31	2	33	249
Total	34	662	0	696	14	0	33	47	0	105	8	113	856
07:00 AM	11	162	0	173	3	0	11	14	0	19	3	22	209
07:15 AM	18	193	0	211	9	0	4	13	0	48	1	49	273
07:30 AM	13	184	0	197	7	0	12	19	0	57	2	59	275
07:45 AM	13	120	0	133	3	0	9	12	0	37	1	38	183
Total	55	659	0	714	22	0	36	58	0	161	7	168	940
08:00 AM	12	101	0	113	13	0	11	24	0	23	2	25	162
08:15 AM	8	107	0	115	4	0	13	17	0	30	2	32	164
08:30 AM	6	106	0	112	5	0	9	14	0	41	1	42	168
08:45 AM	6	74	0	80	3	0	8	11	0	45	2	47	138
Total	32	388	0	420	25	0	41	66	0	139	7	146	632
*** BREAK ***													
02:00 PM	5	78	0	83	1	0	12	13	0	65	6	71	167
02:15 PM	8	35	0	43	4	0	9	13	0	68	4	72	128
02:30 PM	8	55	0	63	2	0	8	10	0	93	4	97	170
02:45 PM	3	53	0	56	2	0	7	9	0	81	1	82	147
Total	24	221	0	245	9	0	36	45	0	307	15	322	612
03:00 PM	11	48	0	59	5	0	12	17	0	80	5	85	161
03:15 PM	7	57	0	64	1	0	7	8	0	88	4	92	164
03:30 PM	10	58	0	68	0	0	14	14	0	110	7	117	199
03:45 PM	15	51	0	66	3	0	15	18	0	140	3	143	227
Total	43	214	0	257	9	0	48	57	0	418	19	437	751
04:00 PM	9	52	0	61	3	0	15	18	0	132	5	137	216
04:15 PM	11	52	0	63	2	0	5	7	0	147	5	152	222
04:30 PM	17	44	0	61	6	0	20	26	0	145	5	150	237
04:45 PM	8	71	0	79	1	0	19	20	0	144	9	153	252
Total	45	219	0	264	12	0	59	71	0	568	24	592	927
05:00 PM	11	52	0	63	7	0	17	24	0	169	7	176	263
05:15 PM	19	87	0	106	7	0	19	26	0	159	11	170	302
05:30 PM	12	60	0	72	6	0	20	26	0	176	11	187	285
05:45 PM	18	73	0	91	12	0	15	27	0	148	6	154	272
Total	60	272	0	332	32	0	71	103	0	652	35	687	1122

Intersection Turning Movement Count

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

File Name : US301&McIntosh
Site Code : 15006
Start Date : 7/2/2015

Groups Printed- Passenger Vehicles

	US 301 Southbound				MCINTOSH ROAD Westbound				US 301 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:00 PM	4	73	0	77	11	0	15	26	0	151	6	157	260
06:15 PM	6	45	0	51	17	0	14	31	0	109	4	113	195
06:30 PM	6	52	0	58	12	0	18	30	0	107	5	112	200
06:45 PM	10	44	0	54	9	0	13	22	0	75	6	81	157
Total	26	214	0	240	49	0	60	109	0	442	21	463	812
Grand Total	319	2849	0	3168	172	0	384	556	0	2792	136	2928	6652
Apprch %	10.1	89.9	0		30.9	0	69.1		0	95.4	4.6		
Total %	4.8	42.8	0	47.6	2.6	0	5.8	8.4	0	42	2	44	

	US 301 Southbound				MCINTOSH ROAD Westbound				US 301 Northbound				
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													
Peak Hour for Entire Intersection Begins at 06:45 AM													
06:45 AM	9	195	0	204	3	0	9	12	0	31	2	33	249
07:00 AM	11	162	0	173	3	0	11	14	0	19	3	22	209
07:15 AM	18	193	0	211	9	0	4	13	0	48	1	49	273
07:30 AM	13	184	0	197	7	0	12	19	0	57	2	59	275
Total Volume	51	734	0	785	22	0	36	58	0	155	8	163	1006
% App. Total	6.5	93.5	0		37.9	0	62.1		0	95.1	4.9		
PHF	.708	.941	.000	.930	.611	.000	.750	.763	.000	.680	.667	.691	.915

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				07:30 AM				07:15 AM				
+0 mins.	9	195	0	204	7	0	12	19	0	48	1	49	
+15 mins.	11	162	0	173	3	0	9	12	0	57	2	59	
+30 mins.	18	193	0	211	13	0	11	24	0	37	1	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	6	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	
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	11	52	0	63	7	0	17	24	0	169	7	176	263
05:15 PM	19	87	0	106	7	0	19	26	0	159	11	170	302
05:30 PM	12	60	0	72	6	0	20	26	0	176	11	187	285
05:45 PM	18	73	0	91	12	0	15	27	0	148	6	154	272
Total Volume	60	272	0	332	32	0	71	103	0	652	35	687	1122
% App. Total	18.1	81.9	0		31.1	0	68.9		0	94.9	5.1		
PHF	.789	.782	.000	.783	.667	.000	.888	.954	.000	.926	.795	.918	.929

Intersection Turning Movement Count

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

File Name : US301&McIntosh
Site Code : 15006
Start Date : 7/2/2015

	US 301 Southbound				MCINTOSH ROAD Westbound				US 301 Northbound				
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													
Peak Hour for Each Approach Begins at:													
	05:15 PM				05:45 PM				05:00 PM				
+0 mins.	19	87	0	106	12	0	15	27	0	169	7	176	
+15 mins.	12	60	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	6	154	
Total Volume	53	293	0	346	52	0	62	114	0	652	35	687	
% App. Total	15.3	84.7	0		45.6	0	54.4		0	94.9	5.1		
PHF	.697	.842	.000	.816	.765	.000	.861	.919	.000	.926	.795	.918	

Intersection Turning Movement Count

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

Groups Printed- Heavy Vehicles

	US 301 Southbound				MCINTOSH ROAD Westbound				US 301 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:00 AM	2	9	0	11	0	0	0	0	0	4	0	4	15
06:15 AM	0	11	0	11	0	0	1	1	0	6	0	6	18
06:30 AM	2	19	0	21	0	0	0	0	0	5	0	5	26
06:45 AM	1	16	0	17	0	0	1	1	0	4	1	5	23
Total	5	55	0	60	0	0	2	2	0	19	1	20	82
07:00 AM	0	6	0	6	0	0	0	0	0	5	0	5	11
07:15 AM	0	16	0	16	0	0	0	0	0	7	0	7	23
07:30 AM	1	6	0	7	1	0	1	2	0	12	0	12	21
07:45 AM	0	6	0	6	1	0	1	2	0	14	0	14	22
Total	1	34	0	35	2	0	2	4	0	38	0	38	77
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
08:30 AM	1	9	0	10	0	0	0	0	0	7	0	7	17
08:45 AM	1	10	0	11	1	0	2	3	0	11	0	11	25
Total	2	51	0	53	1	0	2	3	0	34	0	34	90
*** BREAK ***													
02:00 PM	1	5	0	6	0	0	1	1	0	7	0	7	14
02:15 PM	0	9	0	9	1	0	0	1	0	3	0	3	13
02:30 PM	0	10	0	10	1	0	0	1	0	8	0	8	19
02:45 PM	1	10	0	11	0	0	1	1	0	8	0	8	20
Total	2	34	0	36	2	0	2	4	0	26	0	26	66
03:00 PM	0	3	0	3	0	0	0	0	0	7	0	7	10
03:15 PM	0	8	0	8	0	0	0	0	0	11	0	11	19
03:30 PM	1	13	0	14	0	0	1	1	0	5	0	5	20
03:45 PM	0	7	0	7	0	0	1	1	0	3	0	3	11
Total	1	31	0	32	0	0	2	2	0	26	0	26	60
04:00 PM	1	8	0	9	0	0	2	2	0	6	0	6	17
04:15 PM	1	7	0	8	0	0	0	0	0	6	0	6	14
04:30 PM	0	4	0	4	0	0	2	2	0	12	0	12	18
04:45 PM	1	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	65
05:00 PM	0	7	0	7	0	0	2	2	0	15	0	15	24
05:15 PM	0	3	0	3	0	0	2	2	0	6	0	6	11
05:30 PM	0	2	0	2	0	0	0	0	0	8	0	8	10
05:45 PM	0	4	0	4	0	0	0	0	0	12	0	12	16
Total	0	16	0	16	0	0	4	4	0	41	0	41	61

Intersection Turning Movement Count

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

Groups Printed- Heavy Vehicles

	US 301 Southbound				MCINTOSH ROAD Westbound				US 301 Northbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:00 PM	0	2	0	2	0	0	0	0	0	1	0	1	3
06:15 PM	1	2	0	3	0	0	1	1	0	4	0	4	8
06:30 PM	0	6	0	6	0	0	0	0	0	5	0	5	11
06:45 PM	0	3	0	3	0	0	1	1	0	2	0	2	6
Total	1	13	0	14	0	0	2	2	0	12	0	12	28
Grand Total	15	264	0	279	5	0	20	25	0	224	1	225	529
Apprch %	5.4	94.6	0		20	0	80		0	99.6	0.4		
Total %	2.8	49.9	0	52.7	0.9	0	3.8	4.7	0	42.3	0.2	42.5	

	US 301 Southbound				MCINTOSH ROAD Westbound				US 301 Northbound				
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													
Peak Hour for Entire Intersection Begins at 07:30 AM													
07:30 AM	1	6	0	7	1	0	1	2	0	12	0	12	21
07:45 AM	0	6	0	6	1	0	1	2	0	14	0	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	1	44	0	45	2	0	2	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.	2	9	0	11	0	0	0	0	0	12	0	12	
+15 mins.	0	11	0	11	0	0	0	0	0	14	0	14	
+30 mins.	2	19	0	21	1	0	1	2	0	5	0	5	
+45 mins.	1	16	0	17	1	0	1	2	0	11	0	11	
Total Volume	5	55	0	60	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													
Peak Hour for Entire Intersection Begins at 04:15 PM													
04:15 PM	1	7	0	8	0	0	0	0	0	6	0	6	14
04:30 PM	0	4	0	4	0	0	2	2	0	12	0	12	18
04:45 PM	1	11	0	12	0	0	0	0	0	4	0	4	16
05:00 PM	0	7	0	7	0	0	2	2	0	15	0	15	24
Total Volume	2	29	0	31	0	0	4	4	0	37	0	37	72
% 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	.750

Intersection Turning Movement Count

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 Southbound				MCINTOSH ROAD Westbound				US 301 Northbound				
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													
Peak Hour for Each Approach Begins at:													
	03:15 PM				04:30 PM				05:00 PM				
+0 mins.	0	8	0	8	0	0	2	2	0	15	0	15	
+15 mins.	1	13	0	14	0	0	0	0	0	6	0	6	
+30 mins.	0	7	0	7	0	0	2	2	0	8	0	8	
+45 mins.	1	8	0	9	0	0	2	2	0	12	0	12	
Total Volume	2	36	0	38	0	0	6	6	0	41	0	41	
% App. Total	5.3	94.7	0		0	0	100		0	100	0		
PHF	.500	.692	.000	.679	.000	.000	.750	.750	.000	.683	.000	.683	

Intersection Turning Movement Count

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

Groups Printed- UTurns

	US 301 Southbound				MCINTOSH ROAD Westbound				US 301 Northbound				
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 %	0	0	0		0	0	0		0	0	0		
Total %													

	US 301 Southbound				MCINTOSH ROAD Westbound				US 301 Northbound				
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													
Peak Hour for Entire Intersection Begins at 06:00 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 Approach Begins at:

	06:00 AM				06:00 AM				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
Peak Hour for Entire Intersection Begins at 02:00 PM

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

Intersection Turning Movement Count

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 Southbound				MCINTOSH ROAD Westbound				US 301 Northbound				
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													
Peak Hour for Each Approach Begins at:													
	02:00 PM				02:00 PM				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	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

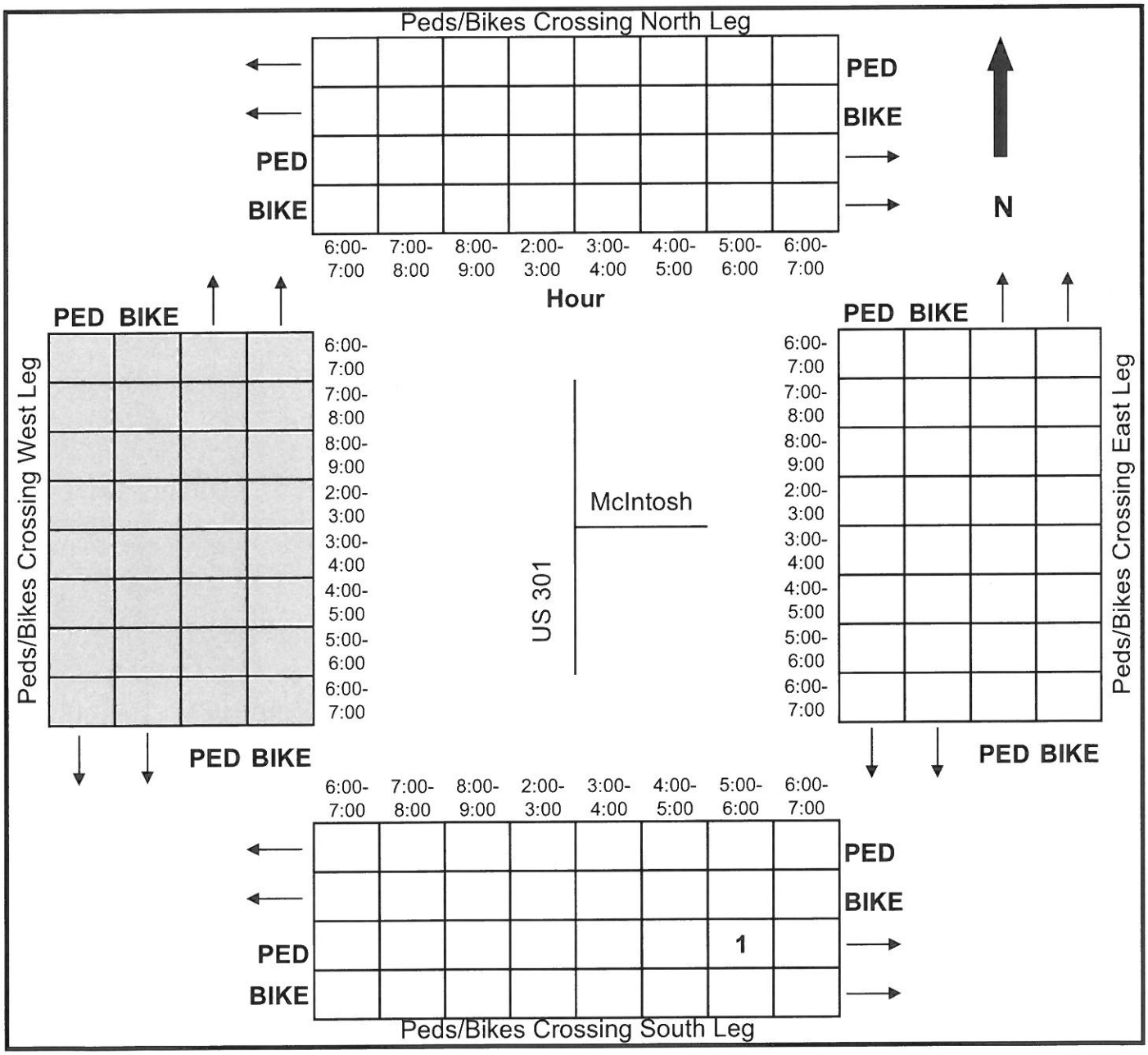
Date: 7/2/15 Day: Thursday

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



McIntoshPED

APPENDIX D

2014 Annual Average Daily Traffic Reports

FLORIDA DEPARTMENT OF TRANSPORTATION
2014 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 10 HILLSBOROUGH

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY		"K" FCTR	"D" FCTR	"T" FCTR
5261		SR 41/US 301, SOUTH OF SR 582/FOWLER AVE.	N	6500E	S	6200E	12700	F	9.0	58.6F	9.3F
5262		SR 41/US 301, NORTH OF CR 582/HARNEY RD	N	8700E	S	7400E	16100	F	9.0	58.6F	9.7P
5263		SR 41/US 301, SOUTH OF HARNEY RD	N	13500E	S	12000E	25500	F	9.0	58.6F	9.3F
5264		SR 618/LEE ROY SELMON EXPWY, BETWEEN 22ND ST AND	E	18000E	W	23500E	41500	S	9.0	58.6F	5.4D
5265		SR 618/X-TOWN EXPWY, W OF 50TH ST	E	15000E	W	26000E	41000	X	9.0	58.6F	5.4D
5266		SR 618/LEE ROY SELMON EXPWY, BETWEEN 50TH ST AND	E	13500E	W	21000E	34500	F	9.0	58.6F	5.9P
5267		SR 618/LEE ROY SELMON EXPWY, EAST OF 78TH ST	E	12500E	W	19500E	32000	F	9.0	58.6F	5.8P
5269		SR 574/E MLK BLVD, EAST OF SR 685/FLORIDA AVE	E	17000E	W	17500E	34500	F	9.0	58.6F	3.4P
5270		SR 574/E MLK BLVD, WEST OF SR 45/US 41/NEBRASKA	E	15500E	W	15500E	31000	F	9.0	58.6F	5.7D
5271		SR 574/E MLK BLVD, EAST OF SR 45/US 41/NEBRASKA	E	11500E	W	12500E	24000	F	9.0	58.6F	4.4P
5273		SR 574/E MLK BLVD, EAST OF SR 585/22ND ST	E	10500E	W	11500E	22000	F	9.0	58.6F	4.3P
5275		SR 618/X-TOWN EXPWY, NE OF MORGAN ST	E	17500E	W	17000E	34500	S	9.0	58.6F	9.0F
5276		SR 618/LEE ROY SELMON EXPWY, WEST OF SR 60/KENNE	N	18500E	S	20500E	39000	S	9.0	58.6F	5.4D
5277		SR 618/X-TOWN EXPWY, BETWEEN KENNEDY BLVD AND 21	E	23000E	W	27000E	50000	X	9.0	58.6F	5.4D
5279		SR 685/BUS US 41/N FLORIDA AVE, N OF SR 580/BUSC	N	13000E	S	13000E	26000	F	9.0	58.6F	4.3P
5281		SR 685/BUS US 41/N FLORIDA AVE, NORTH OF SR 579/	N	10000E	S	10500E	20500	F	9.0	58.6F	3.5P

SITE TYPE : BLANK= PORTABLE; T= TELEMETERED
"K" FACTOR : DEPARTMENT ADOPTED STANDARD K FACTOR BEGINING WITH COUNT YEAR 2011
AADT FLAGS : C= COMPUTED; E= MANUAL EST; F= FIRST YEAR EST; S= SECOND YEAR EST; T= THIRD YEAR EST; X= UNKNOWN
"D/T" FLAGS : A= ACTUAL; F= FACTOR CATG; D= DIST FUNCL; P= PRIOR YEAR; S= STATEWIDE DEFAULT; W= ONE-WAY ROAD; X= CROSS REF

FLORIDA DEPARTMENT OF TRANSPORTATION
2014 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 10 HILLSBOROUGH

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY		"K" FCTR	"D" FCTR	"T" FCTR
0050		SR 41/US 301, 0.25 MI N OF STACY RD	N	5500	S	5700	11200	C	9.5	58.6F	10.6A
0051		SR 45/US 41, SOUTH OF CR 672/BIG BEND ROAD	N	15000	S	14500	29500	C	9.0	58.6F	8.8F
0053		SR 600/US 92, EAST OF KINGSWAY ROAD	E	4200	W	3900	8100	C	9.0	58.6F	10.4A
0054		SR 600/US 92, W OF CR 579	E	6400	W	5900	12300	C	9.0	58.6F	8.0A
0058		SR 574/E MLK BLVD, WEST OF CR 579/MANGO RD	E	17500	W	18000	35500	C	9.0	58.6F	4.7A
0059		SR 41/US 301, N OF SR 400/SR600 INTERCHANGE	N	17000	S	15500	32500	C	9.0	58.6F	9.9A
0060		SR 41/US 301, NORTH OF SR 582/FOWLER AVE	N	7900	S	8500	16400	C	9.0	58.6F	10.0A
0062		SR 685/BUS US 41/N FLORIDA AVE, NORTH OF FOWLER	N	11500	S	12500	24000	C	9.0	58.6F	3.2D
0063		SR 573/SOUTH DALE MABRY, NORTH OF MACDILL A.F.B.	N	11500	S	11000	22500	C	9.0	58.6F	3.1A
0066		SR 39/PAUL S BUCHMAN HWY, SOUTH OF SAM ALLEN RD	N	3300	S	2900	6200	C	9.0	58.6F	13.9F
0068		SR 39/S JAMES L REDMAN PKY, NORTH OF CR 39B (P	N	12000	S	12000	24000	C	9.0	58.6F	3.4A
0072		SR 582/FOWLER AVE, WEST OF SR 41/US 301	E	8000	W	8400	16400	C	9.0	58.6F	8.9A
0080	T	SR-600/US-92, 0.2 MI W OF TURKEY CREEK RD,HILLS.	E	5952	W	6429	12381	C	9.0	54.8A	8.5A
0084		SR 400/I-4, W OF COUNTYLINE RD	E	60500	W	60500	121000	C	9.0	54.0F	14.4A
0085		SR 43/US 301, N OF MANATEE COUNTY LINE	N	2100	S	2000	4100	C	9.0	58.6F	12.5A
0086		SR 400/I-4, E OF SR 566/THONOTOSASSA RD	E	59500	W	58500	118000	C	9.0	54.0F	13.6A

SITE TYPE : BLANK= PORTABLE; T= TELEMETERED
"K" FACTOR : DEPARTMENT ADOPTED STANDARD K FACTOR BEGINING WITH COUNT YEAR 2011
AADT FLAGS : C= COMPUTED; E= MANUAL EST; F= FIRST YEAR EST; S= SECOND YEAR EST; T= THIRD YEAR EST; X= UNKNOWN
"D/T" FLAGS : A= ACTUAL; F= FACTOR CATG; D= DIST FUNCL; P= PRIOR YEAR; S= STATEWIDE DEFAULT; W= ONE-WAY ROAD; X= CROSS REF

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

		PASSENGER VEHICLES		TOTAL TRUCKS		SINGLE UNIT TRUCKS		COMBINATION TRAILER TRUCKS		MULTI TRAILER TRUCKS	
YEAR	AADT	%	VOLUME	%	VOLUME	%	VOLUME	%	VOLUME	%	VOLUME
2014	16400	90.03	14,765	9.97	1,635	5.88	964	3.88	636	0.21	34
2013	17600	89.82	15,808	10.18	1,792	5.29	931	4.66	820	0.23	40
2012	17300	89.76	15,528	10.24	1,772	4.74	820	5.24	907	0.26	45
2011	18200	90.22	16,420	9.78	1,780	4.48	815	5.05	919	0.25	45
2010	18000	90.08	16,215	9.92	1,785	4.83	869	4.93	887	0.16	29
2009	18000	90.10	16,218	9.90	1,782	5.10	918	4.51	812	0.29	52
2008	18500	87.80	16,243	12.20	2,257	6.82	1,262	5.24	969	0.14	26
2007	23500	88.73	20,852	11.27	2,648	8.33	1,958	2.89	679	0.05	12
2006	18300	88.51	16,197	11.49	2,103	7.06	1,292	4.29	785	0.14	26
2003	16200	93.21	15,101	6.79	1,099	4.79	776	1.80	291	0.20	32
2002	17300	90.09	15,586	9.91	1,714	6.91	1,195	2.90	502	0.10	17
2001	16900	90.12	15,230	9.88	1,670	7.29	1,231	2.40	405	0.20	34
2000	15400	89.10	13,721	10.90	1,679	6.10	939	4.60	708	0.20	31
1999	16900	91.82	15,517	8.18	1,383	4.09	692	3.59	607	0.50	84

NOTE: 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

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2014 VEHICLE CLASS HISTORY DATA

COUNTY: 10 -- HILLSBOROUGH
SITE: 0050 DESCRIPTION: SR 41/US 301, 0.25 MI N OF STACY RD

		PASSENGER VEHICLES		TOTAL TRUCKS		SINGLE UNIT TRUCKS		COMBINATION TRAILER TRUCKS		MULTI TRAILER TRUCKS	
YEAR	AADT	%	VOLUME	%	VOLUME	%	VOLUME	%	VOLUME	%	VOLUME
2014	11200	89.35	10,007	10.65	1,193	6.10	683	4.52	506	0.03	3
2013	11700	88.63	10,370	11.37	1,330	7.03	823	4.33	507	0.01	1
2012	11300	89.39	10,101	10.61	1,199	5.42	612	5.16	583	0.03	3
2011	11400	89.53	10,206	10.47	1,194	5.93	676	4.49	512	0.05	6
2010	10700	88.69	9,490	11.31	1,210	5.59	598	5.67	607	0.05	5
2009	11300	88.31	9,979	11.69	1,321	6.11	690	5.48	619	0.10	11
2008	11700	88.92	10,404	11.08	1,296	5.68	664	5.39	631	0.01	1
2007	12200	87.91	10,725	12.09	1,475	7.05	860	4.97	606	0.07	9
2006	11500	86.40	9,936	13.60	1,564	9.45	1,087	4.14	476	0.01	1
2005	11500	86.66	9,966	13.34	1,534	8.61	990	4.72	543	0.01	1
2004	11100	89.91	9,980	10.09	1,120	6.33	702	3.76	417	0.00	0
2003	9600	87.47	8,398	12.53	1,202	7.92	760	4.61	442	0.00	0
2002	9800	89.89	8,809	10.11	991	6.91	677	3.10	304	0.10	10
2001	9700	90.79	8,807	9.21	893	7.21	699	2.00	194	0.00	0
2000	8300	78.86	6,545	21.14	1,755	13.43	1,114	7.31	607	0.40	33
1999	9100	90.39	8,226	9.61	874	5.71	519	3.90	355	0.00	0

NOTE: 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

FLORIDA DEPARTMENT OF TRANSPORTATION
2014 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 14 PASCO

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
5116		SR 54, WEST OF MORRIS BRIDGE ROAD	E	14500	W	15000	29500 C	9.0	56.1F	4.3F
5118		SR 54, WEST OF GUNN HWY	E	26000	W	26500	52500 C	9.0	56.1F	4.4F
5119		SR 54, EAST OF CR587/GUNN HWY	E	21000	W	21500	42500 C	9.0	56.1F	5.3F
5120		SR 52, W OF CR 581/BELLAMY BROTHERS RD	E	6700	W	6700	13400 C	9.0	56.1F	10.9F
5121		SR 52, EAST OF CR579/HAPPY HILL RD./PROSPECT RD.	E	5800	W	5400	11200 C	9.0	56.1F	6.2F
5301		SR 45/US 41, SOUTH OF HERNANDO CO. LINE	N	5200	S	5000	10200 C	9.0	56.1F	9.7A
5303		SR 45/US 41/LAND O LAKES BLVD, NORTH OF SR 54	N	23500	S	23500	47000 C	9.0	56.1F	6.6F
5304		SR 55/US 19, NORTH OF SR 595/ALT 19	N	33500E	S	35000E	68500 F	9.0	56.1F	3.9P
5305		SR 35/SR 700/US 98/US 301, NORTH OF PAYNE RD	N	9600	S	9600	19200 C	9.0	56.1F	12.4A
5307		SR 700/US 98, S OF HERNANDO COUNTY	N	3000	S	3000	6000 C	9.0	56.1F	21.1A
5308		SR 39, S OF CHANCY RD	N	6000	S	6100	12100 C	9.0	56.1F	13.9A
5310		SR 575, SOUTH OF HERNANDO COUNTY	N	300	S	300	600 C	9.5	56.1F	9.2A
5311		SR 54, WEST OF LITTLE ROAD	E	19500	W	21000	40500 C	9.0	56.1F	3.8A
5500		SR 45/US 41/LAND O LAKES BLVD, N OF CR 583/EHREN	N	17500	S	17000	34500 C	9.0	56.1F	6.0F
5501		SR 41/US 301, S OF CHANCY RD.	N	7200	S	7300	14500 C	9.0	56.1F	11.2A
5502		SR 39/US 301/GALL BLVD, S OR WIRE RD	N	12000	S	12000	24000 C	9.0	56.1F	7.7F

SITE TYPE : BLANK= PORTABLE; T= TELEMETERED
"K" FACTOR : DEPARTMENT ADOPTED STANDARD K FACTOR BEGINING WITH COUNT YEAR 2011
AADT FLAGS : C= COMPUTED; E= MANUAL EST; F= FIRST YEAR EST; S= SECOND YEAR EST; T= THIRD YEAR EST; X= UNKNOWN
"D/T" FLAGS : A= ACTUAL; F= FACTOR CATG; D= DIST FUNCL; P= PRIOR YEAR; S= STATEWIDE DEFAULT; W= ONE-WAY ROAD; X= CROSS REF

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.

YEAR	AADT	PASSENGER VEHICLES %	PASSENGER VEHICLES VOLUME	TOTAL TRUCKS %	TOTAL TRUCKS VOLUME	SINGLE UNIT TRUCKS %	SINGLE UNIT TRUCKS VOLUME	COMBINATION TRAILER TRUCKS %	COMBINATION TRAILER TRUCKS VOLUME	MULTI TRAILER TRUCKS %	MULTI TRAILER TRUCKS VOLUME
2014	14500	88.84	12,881	11.16	1,619	5.43	788	5.72	830	0.01	1
2013	13300	89.33	11,881	10.67	1,419	7.21	959	3.44	457	0.02	3
2012	13300	87.68	11,662	12.32	1,638	6.80	904	5.34	710	0.18	24
2011	14400	88.47	12,740	11.53	1,660	7.64	1,100	3.89	560	0.00	0
2010	12700	90.03	11,434	9.97	1,266	6.64	843	3.33	423	0.00	0
2009	15000	89.68	13,452	10.32	1,548	6.75	1,013	3.52	528	0.05	8
2008	13900	88.92	12,360	11.08	1,540	7.22	1,004	3.86	537	0.00	0
2007	16500	87.15	14,380	12.85	2,120	7.68	1,267	5.16	851	0.01	2
2006	14300	88.17	12,608	11.83	1,692	6.73	962	4.96	709	0.14	20
2005	11100	90.57	10,053	9.43	1,047	4.41	490	5.00	555	0.02	2
2004	9200	90.91	8,364	9.09	836	4.73	435	4.35	400	0.01	1
2003	18200	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0

NOTE: 1 - PASSENGER VEHICLES = VEHICLE CLASS 1-3, 14, 15
2 - TOTAL TRUCKS = VEHICLE CLASS 4-13
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4 - COMBINATION TRAILER TRUCKS = VEHICLE CLASS 8-10
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APPENDIX E

Existing Year (2015) DDHV and Turning Movement Volume Calculations

2015 Peak Hour Volumes (DDHV's)

Location	Avg. AADT Volume [3]	K-Factor	Peak Dir. D-Factor	INITIAL ESTIMATE AM PK HR			FINAL ESTIMATE AM PK HR			INITIAL ESTIMATE PM PK HR			FINAL ESTIMATE PM PK HR		
				2-Way Pk Hr	SB Dir DDHV	NB Dir DDHV	2-Way Pk Hr	SB Dir DDHV	NB Dir DDHV	2-Way Pk Hr	NB Dir DDHV	SB Dir DDHV	2-Way Pk Hr	NB Dir DDHV	SB Dir DDHV
US 301 South of Fowler Avenue	11,800	0.09	0.75	**1062**	797	265	**1062**	827	235	**1062**	797	265	**1063**	797	266
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	0.09	0.75	**1530**	1148	382	**1530**	1148	382	**1530**	1148	382	**1530**	1148	382
US 301 South of CR 579	15,000	0.09	0.75	**1350**	1013	337	**1254**	917	337	**1350**	1013	337	**1254**	917	337
US 301 North of CR 579	14,700	0.09	0.75	**1323**	992	331	**1323**	992	331	**1323**	992	331	**1323**	992	331
US 301 South of Stacy Road	14,500	0.09	0.75	**1305**	979	326	**1305**	979	326	**1305**	979	326	**1315**	981	334
US 301 North of Stacy Road	11,800	0.09	0.75	**1062**	797	265	**1062**	797	265	**1062**	797	265	**1035**	768	267
US 301 South of McIntosh Road	11,600	0.09	0.75	**1044**	783	261	**1044**	783	261	**1044**	783	261	**1044**	783	261
US 301 North of McIntosh Road	12,400	0.09	0.75	**1116**	837	279	**1116**	837	279	**1116**	837	279	**1116**	837	279

Existing Year (2015) Turning Movement Percentages

Location	Movement	AM Peak Hour			PM Peak Hour		
		Raw Count	Approach Total	Movement %	Raw Count	Approach Total	Movement %
US 301 @ Fowler Avenue	NB LT	18	181	9.9%	89	697	12.8%
	NB TH	163		90.1%	608		87.2%
	SBTH	576	1105	52.1%	209	558	37.5%
	SB RT	529		47.9%	349		62.5%
	EB LT	266	325	81.8%	766	849	90.2%
	EB RT	59		18.2%	83		9.8%
US 301 @ Harney Road	NB TH	277	282	98.2%	1079	1086	99.4%
	NB RT	5		1.8%	7		0.6%
	SB LT	20	1075	1.9%	5	424	1.2%
	SBTH	1055		98.1%	419		98.8%
	WB LT	5	19	26.3%	7	62	11.3%
	WB RT	14		73.7%	55		88.7%
US 301 @ CR 579	NB TH	195	220	88.6%	879	914	96.2%
	NB RT	25		11.4%	35		3.8%
	SB LT	98	999	9.8%	50	414	12.1%
	SBTH	901		90.2%	364		87.9%
	WB LT	19	60	31.7%	34	140	24.3%
	WB RT	41		68.3%	106		75.7%
US 301 @ Stacy Road	NB TH	180	209	86.1%	784	1073	73.1%
	NB RT	29		13.9%	289		26.9%
	SB LT	14	824	1.7%	8	270	3.0%
	SBTH	810		98.3%	262		97.0%
	WB LT	187	195	95.9%	75	84	89.3%
	WB RT	8		4.1%	9		10.7%
US 301 @ McIntosh Road	NB TH	183	192	95.3%	693	728	95.2%
	NB RT	9		4.7%	35		4.8%
	SB LT	53	831	6.4%	60	348	17.2%
	SBTH	778		93.6%	288		82.8%
	WB LT	23	61	37.7%	32	107	29.9%
	WB RT	38		62.3%	75		70.1%

Existing Year (2015) Initial Design Hour Volume Calculations

Location	Movement	AM Peak Hour			PM Peak Hour		
		Movement %	Approach Volume	Movement Volume	Movement %	Approach Volume	Movement Volume
US 301 @ Fowler Avenue	NB LT	0.099	265	26	0.128	797	102
	NB TH	0.901		239	0.872		695
	SBTH	0.521	1242	647	0.375	414	155
	SB RT	0.479		595	0.625		259
	EB LT	0.818			0.902		
	EB RT	0.182			0.098		
US 301 @ Harney Road	NB TH	0.982	380	373	0.994	1141	1134
	NB RT	0.018		7	0.006		7
	SB LT	0.019	1148	22	0.012	382	5
	SBTH	0.981		1126	0.988		377
	WB LT	0.263			0.113		
	WB RT	0.737			0.887		
US 301 @ CR 579	NB TH	0.886	337	299	0.962	1013	975
	NB RT	0.114		38	0.038		38
	SB LT	0.098	992	97	0.121	331	40
	SBTH	0.902		895	0.879		291
	WB LT	0.317			0.243		
	WB RT	0.683			0.757		
US 301 @ Stacy Road	NB TH	0.861	326	281	0.731	979	716
	NB RT	0.139		45	0.269		263
	SB LT	0.017	797	14	0.030	265	8
	SBTH	0.983		783	0.970		257
	WB LT	0.959			0.893		
	WB RT	0.041			0.107		
US 301 @ McIntosh Road	NB TH	0.953	261	249	0.952	783	745
	NB RT	0.047		12	0.048		38
	SB LT	0.064	837	54	0.172	279	48
	SBTH	0.936		783	0.828		231
	WB LT	0.377			0.299		
	WB RT	0.623			0.701		

Existing Year (2015) Final Turning Movement Volumes

Location	Movement	AM Peak Hour			PM Peak Hour		
		Raw Count	Calculated Volume	Adjusted Volume	Raw Count	Calculated Volume	Adjusted Volume
US 301 @ Fowler Avenue	NB LT	18	26	46	89	102	102
	NB TH	163	239	189	608	695	695
	SBTH	576	647	717	209	155	166
	SB RT	529	595	525	349	259	148
	EB LT	266		225	766		647
	EB RT	59		110	83		100
US 301 @ Harney Road	NB TH	277	373	368	1079	1134	1113
	NB RT	5	7	12	7	7	28
	SB LT	20	22	16	5	5	5
	SBTH	1055	1126	1132	419	377	377
	WB LT	5		9	7		3
	WB RT	14		14	55		35
US 301 @ CR 579	NB TH	195	299	299	879	975	882
	NB RT	25	38	38	35	38	35
	SB LT	98	97	97	50	40	40
	SBTH	901	895	895	364	291	291
	WB LT	19		22	34		46
	WB RT	41		32	106		110
US 301 @ Stacy Road	NB TH	180	281	259	784	716	734
	NB RT	29	45	67	289	263	245
	SB LT	14	14	14	8	8	10
	SBTH	810	783	783	262	257	255
	WB LT	187		196	75		71
	WB RT	8		6	9		33
US 301 @ McIntosh Road	NB TH	183	249	249	693	745	745
	NB RT	9	12	12	35	38	38
	SB LT	53	54	69	60	48	48
	SBTH	778	783	768	288	231	231
	WB LT	23		15	32		30
	WB RT	38		30	75		92

Location	Movement	2015 Peak Hour Volumes						2020 Peak Hour Volumes (derived via growth rate*)					
		AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
		Volume	Approach Total	Movement %	Volume	Approach Total	Movement %	Volume	Approach Total	Movement %	Volume	Approach Total	Movement %
US 301 @ Fowler Avenue	NB LT	46	235	19.6%	102	797	12.8%	50	257	19.6%	112	873	12.8%
	NB TH	189		80.4%	695		87.2%	207		80.4%	761		87.2%
	SB TH	717	1242	57.7%	166	314	52.9%	785	1361	57.7%	182	344	52.9%
	SB RT	525		42.3%	148		47.1%	575		42.3%	162		47.1%
	EB LT	225	335	67.2%	647	747	86.6%	246	367	67.2%	709	818	86.6%
	EB RT	110		32.8%	100		13.4%	121		32.8%	110		13.4%
US 301 @ Harney Road	NB TH	368	380	96.8%	1113	1141	97.5%	403	416	96.8%	1219	1250	97.5%
	NB RT	12		3.2%	28		2.5%	13		3.2%	31		2.5%
	SB LT	16	1148	1.4%	5	382	1.3%	18	1258	1.4%	5	418	1.3%
	SBTH	1132		98.6%	377		98.7%	1240		98.6%	413		98.7%
	WB LT	9	23	39.1%	3	38	7.9%	10	25	39.1%	3	42	7.9%
	WB RT	14		60.9%	35		92.1%	15		60.9%	38		92.1%
US 301 @ CR 579	NB TH	299	337	88.7%	882	917	96.2%	328	369	88.7%	966	1005	96.2%
	NB RT	38		11.3%	35		3.8%	42		11.3%	38		3.8%
	SB LT	97	992	9.8%	40	331	12.1%	106	1087	9.8%	44	363	12.1%
	SBTH	895		90.2%	291		87.9%	980		90.2%	319		87.9%
	WB LT	22	54	40.7%	46	156	29.5%	24	59	40.7%	50	171	29.5%
	WB RT	32		59.3%	110		70.5%	35		59.3%	121		70.5%
US 301 @ Stacy Road	NB LT	0	326	0.0%	2	981	0.2%	0	357	0.0%	2	1075	0.2%
	NB TH	259		79.4%	734		74.8%	284		79.4%	804		74.8%
	NB RT	67		20.6%	245		25.0%	73		20.6%	268		25.0%
	SB LT	14	797	1.8%	10	267	3.7%	15	873	1.8%	11	292	3.7%
	SB TH	783		98.2%	255		95.5%	858		98.2%	279		95.5%
	SB RT	0		0.0%	2		0.7%	0		0.0%	2		0.7%
	WB LT	196	202	97.0%	71	104	68.3%	215	221	97.0%	78	114	68.3%
	WB TH	0		0.0%	0		0.0%	0		0.0%	0		0.0%
	WB RT	6		3.0%	33		31.7%	7		3.0%	36		31.7%
	EB LT	0	0	0.0%	1	10	10.0%	0	0	0.0%	1	11	10.0%
	EB TH	0		0.0%	1		10.0%	0		0.0%	1		10.0%
	EB RT	0		0.0%	8		80.0%	0		0.0%	9		80.0%
US 301 @ McIntosh Road	NB TH	249	261	95.4%	745	783	95.1%	273	286	95.4%	816	858	95.1%
	NB RT	12		4.6%	38		4.9%	13		4.6%	42		4.9%
	SB LT	69	837	8.2%	48	279	17.2%	76	917	8.2%	53	306	17.2%
	SBTH	768		91.8%	231		82.8%	841		91.8%	253		82.8%
	WB LT	15	45	33.3%	30	122	24.6%	16	49	33.3%	33	134	24.6%
	WB RT	30		66.7%	92		75.4%	33		66.7%	101		75.4%

* 1.91 % per year based on historic growth trend analysis

APPENDIX F

Existing Conditions (2015) HCS Analyses

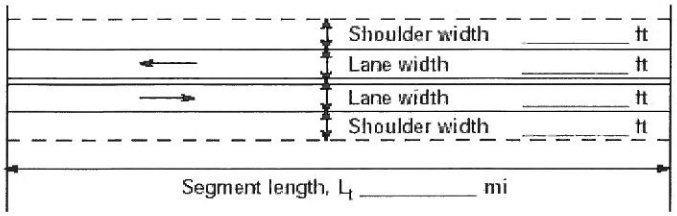
Existing Year (2015) Two-Lane HighwaySegment Analyses

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	MMA	Highway / Direction of Travel	US 301
Agency or Company	AIM ENGINEERING & SURVEYING	From/To	FOWLER AVE TO HARNEY RD
Date Performed	8/5/2015	Jurisdiction	FDOT
Analysis Time Period	AM	Analysis Year	2015

Project Description: US 301 PD&E STUDY

Input Data



☑ Class I highway ☐ Class II highway ☐ Class III highway

Terrain ☑ Level ☐ Rolling

Grade Length mi Up/down

Peak-hour factor, PHF 0.85

No-passing zone 25%

% Trucks and Buses , P_T 15 %

% Recreational vehicles, P_R 0%

Access points mi 5/mi

Analysis direction vol., V_d 1192veh/h

Opposing direction vol., V_o 397veh/h

Shoulder width ft 4.0

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_T (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, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	1.000	0.971
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	1.00	1.00
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	1402	481

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	55.0 mi/h
Total demand flow rate, both directions, v		Adj. for lane and shoulder width,[4] f_{LS}(Exhibit 15-7)	1.3 mi/h
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	1.3 mi/h
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	1.1 mi/h	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	52.5 mi/h
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	36.7 mi/h
		Percent free flow speed, PFFS	70.0 %

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T(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, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	1.000	1.000
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	1402	467
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	84.0	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	10.1	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	91.6	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	E
Volume to capacity ratio, v/c	0.82

Capacity, $C_{d,ATS}$ (Equation 15-12) pc/h	*1651*
Capacity, $C_{d,PTSF}$ (Equation 15-13) pc/h	*1700*
Percent Free-Flow Speed $PFFS_d$(Equation 15-11 - Class III only)	*70.0*
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*1402.4*
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)	*9.50*
Bicycle level of service (Exhibit 15-4)	*F*

Notes

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 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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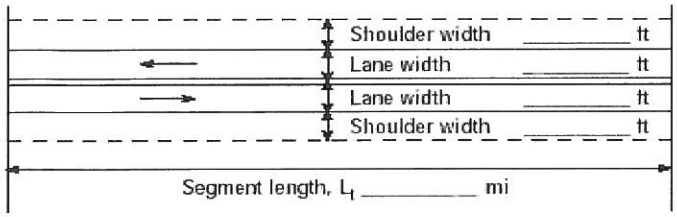
DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	MMA	Highway / Direction of Travel	US 301
Agency or Company	AIM ENGINEERING & SURVEYING	From/To	FOWLER AVE TO HARNEY RD
Date Performed	8/5/2015	Jurisdiction	FDOT
Analysis Time Period	AM	Analysis Year	2015

Project Description: US 301 PD&E STUDY

Input Data



Analysis direction vol., V_d 397 veh/h
Opposing direction vol., V_o 1192 veh/h
Shoulder width ft 4.0
Lane Width ft 12.0
Segment Length mi 1.2

☑ Class I highway ☐ Class II highway ☐ Class III highway
Terrain ☑ Level ☐ Rolling
Grade Length mi Up/down
Peak-hour factor, PHF 0.85
No-passing zone 25%
% Trucks and Buses , P_T 15 %
% Recreational vehicles, P_R 0%
Access points mi 5/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	1.2	1.0
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.971	1.000
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	1.00	1.00
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	481	1402

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	55.0 mi/h
Total demand flow rate, both directions, v		Adj. for lane and shoulder width,[4] f_{LS} (Exhibit 15-7)	1.3 mi/h
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	1.3 mi/h
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	0.5 mi/h	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	52.5 mi/h
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	37.4 mi/h
		Percent free flow speed, PFFS	71.3 %

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (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, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	1.000	1.000
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	467	1402
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	59.4	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	10.1	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	61.9	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	E
Volume to capacity ratio, v/c	0.28

Capacity, $C_{d,ATS}$ (Equation 15-12) pc/h	*1700*
Capacity, $C_{d,PTSF}$ (Equation 15-13) pc/h	*1700*
Percent Free-Flow Speed $PFFS_d$(Equation 15-11 - Class III only)	*71.3*
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*467.1*
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)	*8.94*
Bicycle level of service (Exhibit 15-4)	*F*
Notes	

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 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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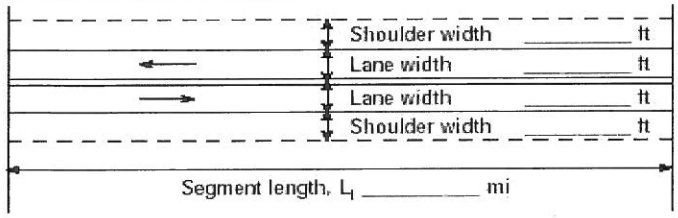
DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	MMA	Highway / Direction of Travel	US 301
Agency or Company	AIM ENGINEERING & SURVEYING	From/To	HARNEY RD TO CR 579
Date Performed	8/5/2015	Jurisdiction	FDOT
Analysis Time Period	AM	Analysis Year	2015

Project Description: US 301 PD&E STUDY

Input Data



Show North Arrow

☑ Class I highway ☐ Class II highway ☐ Class III highway

Terrain ☑ Level ☐ Rolling

Analysis direction vol., V_d	1033veh/h
Opposing direction vol., V_o	360veh/h
Shoulder width ft	4.0
Lane Width ft	12.0
Segment Length mi	1.0
Grade Length mi Up/down	
Peak-hour factor, PHF	0.85
No-passing zone	100%
% Trucks and Buses , P_T	15 %
% Recreational vehicles, P_R	0%
Access points mi	6/mi

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_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	0.957
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	1.00	1.00
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	1215	443

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	55.0 mi/h
Total demand flow rate, both directions, v		Adj. for lane and shoulder width,[4] f_{LS}(Exhibit 15-7)	1.3 mi/h
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	1.5 mi/h
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	2.6 mi/h	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	52.2 mi/h
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	36.8 mi/h
		Percent free flow speed, PFFS	70.4 %

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T(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, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	1.000	1.000
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	1215	424
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	78.8	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	21.0	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	94.4	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	E
Volume to capacity ratio, v/c	0.71

Capacity, $C_{d,ATS}$ (Equation 15-12) pc/h	*1627*
Capacity, $C_{d,PTSF}$ (Equation 15-13) pc/h	*1700*
Percent Free-Flow Speed $PFFS_d$(Equation 15-11 - Class III only)	*70.4*
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*1215.3*
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)	*9.43*
Bicycle level of service (Exhibit 15-4)	*F*
Notes	
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 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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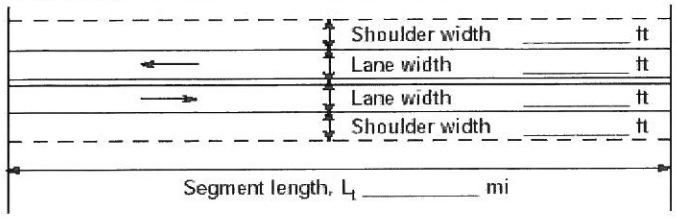
DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	MMA	Highway / Direction of Travel	US 301
Agency or Company	AIM ENGINEERING & SURVEYING	From/To	HARNEY RD TO CR 579
Date Performed	8/5/2015	Jurisdiction	FDOT
Analysis Time Period	AM	Analysis Year	2015

Project Description: US 301 PD&E STUDY

Input Data



Analysis direction vol., V_d 360veh/h

Opposing direction vol., V_o 1033veh/h

Shoulder width ft 4.0

Lane Width ft 12.0

Segment Length mi 1.0

☑ Class I highway ☐ Class II highway ☐ Class III highway

Terrain ☑ Level ☐ Rolling

Grade Length mi Up/down

Peak-hour factor, PHF 0.85

No-passing zone 100%

% Trucks and Buses , P_T 15 %

% Recreational vehicles, P_R 0%

Access points mi 6/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	1.3	1.0
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.957	1.000
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	1.00	1.00
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	443	1215

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	55.0 mi/h
Total demand flow rate, both directions, v		Adj. for lane and shoulder width,[4] f_{LS}(Exhibit 15-7)	1.3 mi/h
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	1.5 mi/h
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	1.0 mi/h	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	52.2 mi/h
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	38.3 mi/h
		Percent free flow speed, PFFS	73.5 %

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T(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, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	1.000	1.000
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	424	1215
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	54.8	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	21.0	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	60.2	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	E
Volume to capacity ratio, v/c	0.26

Capacity, $C_{d,ATS}$ (Equation 15-12) pc/h	*1700*
Capacity, $C_{d,PTSF}$ (Equation 15-13) pc/h	*1700*
Percent Free-Flow Speed $PFFS_d$(Equation 15-11 - Class III only)	*73.5*
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (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*

Notes

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 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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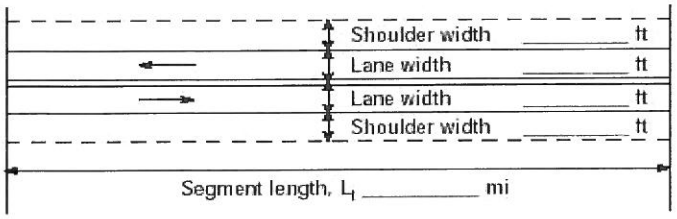
DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	MMA	Highway / Direction of Travel	US 301
Agency or Company	AIM ENGINEERING & SURVEYING	From/To	CR 579 TO STACY RD
Date Performed	8/5/2015	Jurisdiction	FDOT
Analysis Time Period	AM	Analysis Year	2015

Project Description: US 301 PD&E STUDY

Input Data



Analysis direction vol., V_d: 986veh/h
Opposing direction vol., V_o: 329veh/h
Shoulder width ft: 4.0
Lane Width ft: 12.0
Segment Length mi: 1.3

☑ Class I highway ☐ Class II highway ☐ Class III highway
Terrain ☑ Level ☐ Rolling
Grade Length mi Up/down
Peak-hour factor, PHF: 0.85
No-passing zone: 39%
% Trucks and Buses , P_T: 15 %
% Recreational vehicles, P_R: 0%
Access points mi: 1/mi

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_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	0.957
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	1.00	1.00
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	1160	404

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	55.0 mi/h
Total demand flow rate, both directions, v		Adj. for lane and shoulder width,[4] f_{LS}(Exhibit 15-7)	1.3 mi/h
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	0.3 mi/h
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	1.8 mi/h	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	53.5 mi/h
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	39.5 mi/h
		Percent free flow speed, PFFS	74.0 %

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T(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[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	1160	393
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	77.8	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	14.5	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	88.6	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	E
Volume to capacity ratio, v/c	0.68

Capacity, $C_{d,ATS}$ (Equation 15-12) pc/h	*1627*
Capacity, $C_{d,PTSF}$ (Equation 15-13) pc/h	*1675*
Percent Free-Flow Speed $PFFS_d$(Equation 15-11 - Class III only)	*74.0*
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (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*
Notes	

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 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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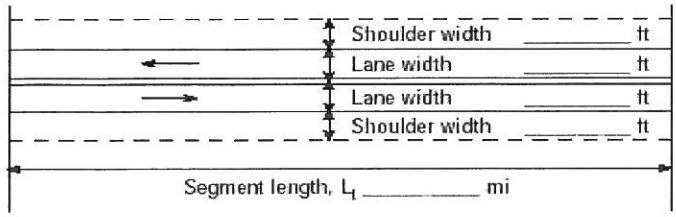
DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	MMA	Highway / Direction of Travel	US 301
Agency or Company	AIM ENGINEERING & SURVEYING	From/To	CR 579 TO STACY RD
Date Performed	8/5/2015	Jurisdiction	FDOT
Analysis Time Period	AM	Analysis Year	2015

Project Description: US 301 PD&E STUDY

Input Data



☑ Class I highway ☐ Class II highway ☐ Class III highway

Terrain ☑ Level ☐ Rolling

Grade Length mi Up/down

Peak-hour factor, PHF 0.85

No-passing zone 39%

% Trucks and Buses , P_T 15 %

% Recreational vehicles, P_R 0%

Access points mi 1/mi

Analysis direction vol., V_d 329veh/h

Opposing direction vol., V_o 986veh/h

Shoulder width ft 4.0

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_T (Exhibit 15-11 or 15-12)	1.3	1.0
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.957	1.000
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	1.00	1.00
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	404	1160

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	55.0 mi/h
Total demand flow rate, both directions, v		Adj. for lane and shoulder width,[4] f_{LS}(Exhibit 15-7)	1.3 mi/h
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	0.3 mi/h
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	0.5 mi/h	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	53.5 mi/h
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	40.8 mi/h
		Percent free flow speed, PFFS	76.3 %

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T(Exhibit 15-18 or 15-19)	1.1	1.0
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.985	1.000
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	393	1160
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	52.1	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	14.5	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	55.8	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	D
Volume to capacity ratio, v/c	0.24

Capacity, $C_{d,ATS}$ (Equation 15-12) pc/h	*1700*
Capacity, $C_{d,PTSF}$ (Equation 15-13) pc/h	*1700*
Percent Free-Flow Speed $PFFS_d$(Equation 15-11 - Class III only)	*76.3*
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*387.1*
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)	*8.85*
Bicycle level of service (Exhibit 15-4)	*F*

Notes

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 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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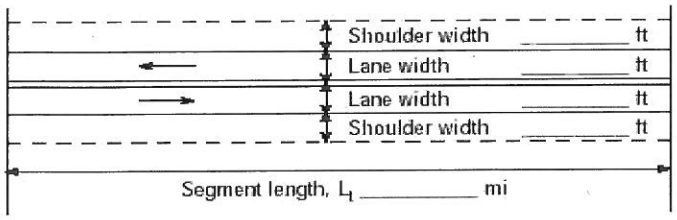
DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	MMA	Highway / Direction of Travel	US 301
Agency or Company	AIM ENGINEERING & SURVEYING	From/To	STACY RD TO MCINTOSH
Date Performed	8/5/2015	Jurisdiction	FDOT
Analysis Time Period	AM	Analysis Year	2015

Project Description: US 301 PD&E STUDY

Input Data



Show North Arrow

☑ Class I highway ☐ Class II highway ☐ Class III highway

Terrain ☑ Level ☐ Rolling

Grade Length mi Up/down

Peak-hour factor, PHF 0.85

No-passing zone 55%

% Trucks and Buses , P_T 15 %

% Recreational vehicles, P_R 0%

Access points mi 1/mi

Analysis direction vol., V_d 790veh/h

Opposing direction vol., V_o 263veh/h

Shoulder width ft 4.0

Lane Width ft 12.0

Segment Length mi 2.9

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	1.0	1.4
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	0.943
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	1.00	1.00
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	929	328

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	60.0 mi/h
Total demand flow rate, both directions, v		Adj. for lane and shoulder width,[4] f_{LS}(Exhibit 15-7)	1.3 mi/h
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	0.3 mi/h
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	2.7 mi/h	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	58.5 mi/h
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	46.0 mi/h
		Percent free flow speed, PFFS	78.6 %

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T(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[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	929	314
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	70.0	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	20.9	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	85.6	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	E
Volume to capacity ratio, v/c	0.55

Capacity, $C_{d,ATS}$ (Equation 15-12) pc/h	*1603*
Capacity, $C_{d,PTSF}$ (Equation 15-13) pc/h	*1675*
Percent Free-Flow Speed $PFFS_d$(Equation 15-11 - Class III only)	*78.6*
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*929.4*
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)	*9.29*
Bicycle level of service (Exhibit 15-4)	*F*

Notes

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 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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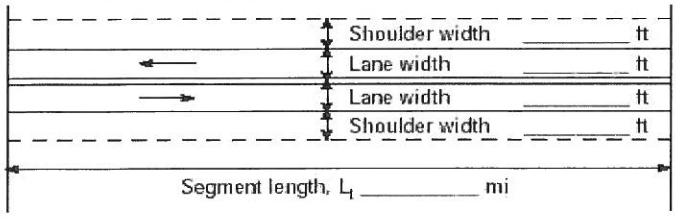
DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	MMA	Highway / Direction of Travel	US 301
Agency or Company	AIM ENGINEERING & SURVEYING	From/To	STACY RD TO MCINTOSH
Date Performed	8/5/2015	Jurisdiction	FDOT
Analysis Time Period	AM	Analysis Year	2015

Project Description: US 301 PD&E STUDY

Input Data



Analysis direction vol., V_d 263veh/h

Opposing direction vol., V_o 790veh/h

Shoulder width ft 4.0

Lane Width ft 12.0

Segment Length mi 2.9

☑ Class I highway ☐ Class II highway ☐ Class III highway

Terrain ☑ Level ☐ Rolling

Grade Length mi Up/down

Peak-hour factor, PHF 0.85

No-passing zone 55%

% Trucks and Buses , P_T 15 %

% Recreational vehicles, P_R 0%

Access points mi 1/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	1.4	1.0
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.943	1.000
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	1.00	1.00
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	328	929

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	60.0 mi/h
Total demand flow rate, both directions, v		Adj. for lane and shoulder width,[4] f_{LS} (Exhibit 15-7)	1.3 mi/h
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	0.3 mi/h
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	0.9 mi/h	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	58.5 mi/h
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	47.8 mi/h
		Percent free flow speed, PFFS	81.8 %

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-18 or 15-19)	1.1	1.0
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.985	1.000
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	314	929
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	43.3	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	20.9	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	48.6	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	C
Volume to capacity ratio, v/c	0.19

Capacity, $C_{d,ATS}$ (Equation 15-12) pc/h	*1700*
Capacity, $C_{d,PTSF}$ (Equation 15-13) pc/h	*1700*
Percent Free-Flow Speed $PFFS_d$(Equation 15-11 - Class III only)	*81.8*
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*309.4*
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)	*8.73*
Bicycle level of service (Exhibit 15-4)	*F*
Notes	

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 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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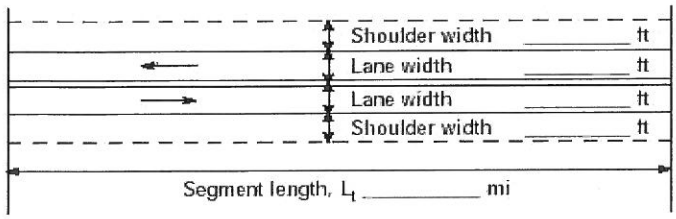
DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	MMA	Highway / Direction of Travel	US 301
Agency or Company	AIM ENGINEERING & SURVEYING	From/To	MCINTOSH TO FUTURE SR 56
Date Performed	8/5/2015	Jurisdiction	FDOT
Analysis Time Period	AM	Analysis Year	2015

Project Description: US 301 PD&E STUDY

Input Data



Analysis direction vol., V_d 837veh/h

Opposing direction vol., V_o 279veh/h

Shoulder width ft 4.0

Lane Width ft 12.0

Segment Length mi 7.1

☑ Class I highway ☐ Class II highway ☐ Class III highway

Terrain ☑ Level ☐ Rolling

Grade Length mi Up/down

Peak-hour factor, PHF 0.85

No-passing zone 49%

% Trucks and Buses , P_T 15 %

% Recreational vehicles, P_R 0%

Access points mi 2/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	1.0	1.4
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	0.943
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	1.00	1.00
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	985	348

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	60.0 mi/h
Total demand flow rate, both directions, v		Adj. for lane and shoulder width,[4] f_{LS} (Exhibit 15-7)	1.3 mi/h
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	0.5 mi/h
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	2.4 mi/h	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	58.2 mi/h
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	45.4 mi/h
		Percent free flow speed, PFFS	78.0 %

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (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[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	985	333
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	71.0	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	18.4	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	84.8	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	E
Volume to capacity ratio, v/c	0.58

Capacity, $C_{d,ATS}$ (Equation 15-12) pc/h	*1603*
Capacity, $C_{d,PTSF}$ (Equation 15-13) pc/h	*1675*
Percent Free-Flow Speed $PFFS_d$(Equation 15-11 - Class III only)	*78.0*
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*984.7*
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)	*9.32*
Bicycle level of service (Exhibit 15-4)	*F*
Notes	

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 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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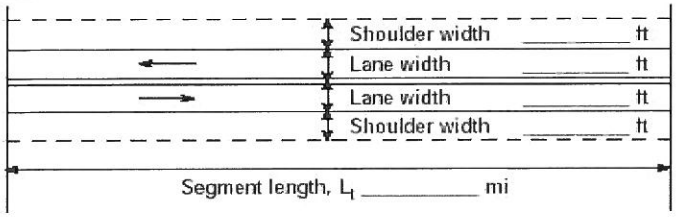
DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	MMA	Highway / Direction of Travel	US 301
Agency or Company	AIM ENGINEERING & SURVEYING	From/To	MCINTOSH TO FUTURE SR 56
Date Performed	8/5/2015	Jurisdiction	FDOT
Analysis Time Period	AM	Analysis Year	2015

Project Description: US 301 PD&E STUDY

Input Data



Show North Arrow

☑ Class I highway ☐ Class II highway ☐ Class III highway

Terrain ☑ Level ☐ Rolling

Analysis direction vol., V_d	279veh/h	Grade Length mi	Up/down
Opposing direction vol., V_o	837veh/h	Peak-hour factor, PHF	0.85
Shoulder width ft	4.0	No-passing zone	49%
Lane Width ft	12.0	% Trucks and Buses , P_T	15 %
Segment Length mi	7.1	% Recreational vehicles, P_R	0%
		Access points *mi*	2/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	1.4	1.0
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.943	1.000
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	1.00	1.00
Demand flow rate[2], 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[3], S_{FM}		Base free-flow speed[4], BFFS	60.0 mi/h
Total demand flow rate, both directions, *v*		Adj. for lane and shoulder width,[4] f_{LS}(Exhibit 15-7)	1.3 mi/h
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	0.5 mi/h
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	0.8 mi/h	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	58.2 mi/h
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	47.1 mi/h
		Percent free flow speed, PFFS	80.9 %

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T(Exhibit 15-18 or 15-19)	1.1	1.0
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.985	1.000
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	333	985
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	45.4	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	18.4	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	50.0	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	C
Volume to capacity ratio, *v/c*	0.20

Capacity, $C_{d,ATS}$ (Equation 15-12) pc/h	*1700*
Capacity, $C_{d,PTSF}$ (Equation 15-13) pc/h	*1700*
Percent Free-Flow Speed $PFFS_d$(Equation 15-11 - Class III only)	*80.9*
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*328.2*
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)	*8.76*
Bicycle level of service (Exhibit 15-4)	*F*

Notes

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 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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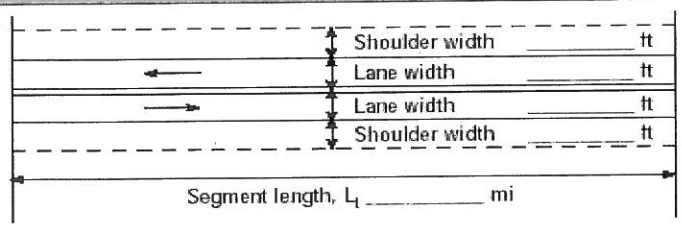
DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	MMA	Highway / Direction of Travel	US 301
Agency or Company	AIM ENGINEERING & SURVEYING	From/To	FOWLER AVE TO HARNEY RD
Date Performed	8/5/2015	Jurisdiction	FDOT
Analysis Time Period	PM	Analysis Year	2015

Project Description: US 301 PD&E STUDY

Input Data



☑ 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 25%

% Trucks and Buses , P_T 5 %

% Recreational vehicles, P_R 0%

Access points mi 5/mi

Analysis direction vol., V_d 1242veh/h

Opposing direction vol., V_o 347veh/h

Shoulder width ft 4.0

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_T (Exhibit 15-11 or 15-12)	1.0	1.3
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	0.985
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	1.00	1.00
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	1411	400

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	55.0 mi/h
Total demand flow rate, both directions, v		Adj. for lane and shoulder width,[4] f_{LS}(Exhibit 15-7)	1.3 mi/h
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	1.3 mi/h
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	1.3 mi/h	Free-flow speed, FFS ($FSS=BFFS-f_{LS}-f_A$)	52.5 mi/h
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	37.1 mi/h
		Percent free flow speed, PFFS	70.7 %

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T(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	0.995
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	1411	396
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	83.3	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	9.3	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	90.6	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	E
Volume to capacity ratio, v/c	0.83

Capacity, $C_{d,ATS}$ (Equation 15-12) pc/h	*1675*
Capacity, $C_{d,PTSF}$ (Equation 15-13) pc/h	*1692*
Percent Free-Flow Speed $PFFS_d$(Equation 15-11 - Class III only)	*70.7*
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*1411.4*
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)	*5.45*
Bicycle level of service (Exhibit 15-4)	*E*

Notes

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 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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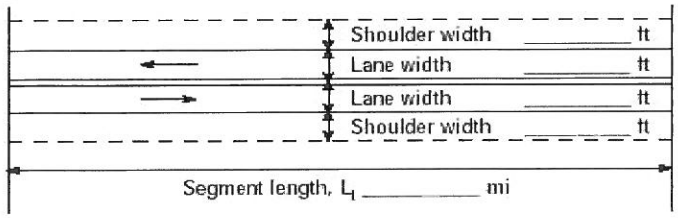
DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	MMA	Highway / Direction of Travel	US 301
Agency or Company	AIM ENGINEERING & SURVEYING	From/To	FOWLER AVE TO HARNEY RD
Date Performed	8/5/2015	Jurisdiction	FDOT
Analysis Time Period	PM	Analysis Year	2015

Project Description: US 301 PD&E STUDY

Input Data



☑ 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 25%

% Trucks and Buses , P_T 5 %

% Recreational vehicles, P_R 0%

Access points *mi* 5/mi

Analysis direction vol., V_d 347veh/h

Opposing direction vol., V_o 1242veh/h

Shoulder width ft 4.0

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_T (Exhibit 15-11 or 15-12)	1.3	1.0
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.985	1.000
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	1.00	1.00
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	400	1411

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	55.0 mi/h
Total demand flow rate, both directions, *v*		Adj. for lane and shoulder width,[4] f_{LS} (Exhibit 15-7)	1.3 mi/h
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	1.3 mi/h
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	0.5 mi/h	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	52.5 mi/h
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	37.9 mi/h
		Percent free flow speed, PFFS	72.3 %

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-18 or 15-19)	1.1	1.0
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.995	1.000
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	396	1411
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	54.5	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	9.3	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	56.5	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	E
Volume to capacity ratio, *v/c*	0.24

Capacity, $C_{d,ATS}$ (Equation 15-12) pc/h	*1700*
Capacity, $C_{d,PTSF}$ (Equation 15-13) pc/h	*1700*
Percent Free-Flow Speed $PFFS_d$(Equation 15-11 - Class III only)	*72.3*
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*394.3*
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)	*4.80*
Bicycle level of service (Exhibit 15-4)	*E*

Notes

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 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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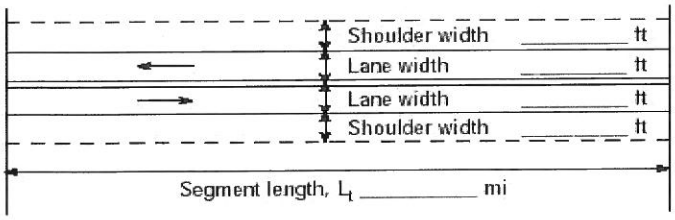
DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	MMA	Highway / Direction of Travel	US 301
Agency or Company	AIM ENGINEERING & SURVEYING	From/To	HARNEY RD TO CR 579
Date Performed	8/5/2015	Jurisdiction	FDOT
Analysis Time Period	PM	Analysis Year	2015

Project Description: US 301 PD&E STUDY

Input Data



☑ 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%

% Trucks and Buses , P_T 5 %

% Recreational vehicles, P_R 0%

Access points mi 6/mi

Analysis direction vol., V_d 1033veh/h

Opposing direction vol., V_o 360veh/h

Shoulder width ft 4.0

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_T (Exhibit 15-11 or 15-12)	1.0	1.3
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	0.985
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	1.00	1.00
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	1174	415

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	55.0 mi/h
Total demand flow rate, both directions, v		Adj. for lane and shoulder width,[4] f_{LS}(Exhibit 15-7)	1.3 mi/h
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	1.5 mi/h
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	2.7 mi/h	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	52.2 mi/h
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	37.2 mi/h
		Percent free flow speed, PFFS	71.2 %

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T(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, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	1.000	1.000
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	1174	409
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	77.2	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	22.3	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	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, $C_{d,ATS}$ (Equation 15-12) pc/h	*1675*
Capacity, $C_{d,PTSF}$ (Equation 15-13) pc/h	*1700*
Percent Free-Flow Speed $PFFS_d$(Equation 15-11 - Class III only)	*71.2*
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*1173.9*
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)	*5.36*
Bicycle level of service (Exhibit 15-4)	*E*
Notes	

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 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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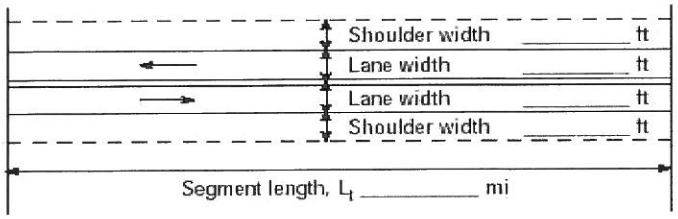
DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	MMA	Highway / Direction of Travel	US 301
Agency or Company	AIM ENGINEERING & SURVEYING	From/To	HARNEY RD TO CR 579
Date Performed	8/5/2015	Jurisdiction	FDOT
Analysis Time Period	PM	Analysis Year	2015

Project Description: US 301 PD&E STUDY

Input Data



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%

% Trucks and Buses , P_T 5 %

% Recreational vehicles, P_R 0%

Access points mi 6/mi

Analysis direction vol., V_d	360veh/h
Opposing direction vol., V_o	1033veh/h
Shoulder width ft	4.0
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_T (Exhibit 15-11 or 15-12)	1.3	1.0
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.985	1.000
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	1.00	1.00
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	415	1174

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	55.0 mi/h
Total demand flow rate, both directions, v		Adj. for lane and shoulder width,[4] f_{LS}(Exhibit 15-7)	1.3 mi/h
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	1.5 mi/h
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	1.0 mi/h	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	52.2 mi/h
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	38.9 mi/h
		Percent free flow speed, PFFS	74.4 %

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T(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, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	1.000	1.000
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	409	1174
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	53.3	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	22.3	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	59.1	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	E
Volume to capacity ratio, v/c	0.24

Capacity, $C_{d,ATS}$ (Equation 15-12) pc/h	*1700*
Capacity, $C_{d,PTSF}$ (Equation 15-13) pc/h	*1700*
Percent Free-Flow Speed $PFFS_d$(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)	*E*

Notes

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 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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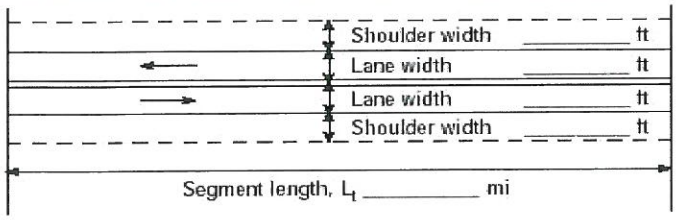
DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	MMA	Highway / Direction of Travel	US 301
Agency or Company	AIM ENGINEERING & SURVEYING	From/To	CR 579 TO STACY RD
Date Performed	8/5/2015	Jurisdiction	FDOT
Analysis Time Period	PM	Analysis Year	2015

Project Description: US 301 PD&E STUDY

Input Data



☑ 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 39%

% Trucks and Buses , P_T 5 %

% Recreational vehicles, P_R 0%

Access points *mi* 1/mi

Analysis direction vol., V_d 986veh/h

Opposing direction vol., V_o 329veh/h

Shoulder width ft 4.0

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_T (Exhibit 15-11 or 15-12)	1.3	2.0
Passenger-car equivalents for RVs, E_R (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[1], $f_{g,ATS}$ (Exhibit 15-9)	1.00	0.88
Demand flow rate[2], 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	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	55.0 mi/h
Total demand flow rate, both directions, v		Adj. for lane and shoulder width,[4] f_{LS}(Exhibit 15-7)	1.3 mi/h
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	0.3 mi/h
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	1.6 mi/h	Free-flow speed, FFS ($FSS=BFFS-f_{LS}-f_A$)	53.5 mi/h
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	39.6 mi/h
		Percent free flow speed, PFFS	74.0 %

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T(Exhibit 15-18 or 15-19)	1.0	1.6
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	0.971
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00	0.89
Directional flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	1120	433
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	77.0	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	14.5	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	87.5	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	E
Volume to capacity ratio, *v/c*	0.67

Capacity, $C_{d,ATS}$ (Equation 15-12) pc/h	*1497*
Capacity, $C_{d,PTSF}$ (Equation 15-13) pc/h	*1533*
Percent Free-Flow Speed $PFFS_d$(Equation 15-11 - Class III only)	*74.0*
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*1120.5*
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)	*5.33*
Bicycle level of service (Exhibit 15-4)	*E*
Notes	

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 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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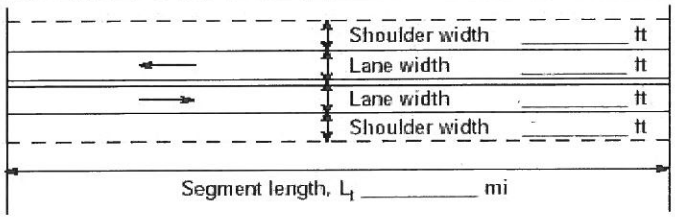
DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	MMA	Highway / Direction of Travel	US 301
Agency or Company	AIM ENGINEERING & SURVEYING	From/To	CR 579 TO STACY RD
Date Performed	8/5/2015	Jurisdiction	FDOT
Analysis Time Period	PM	Analysis Year	2015

Project Description: US 301 PD&E STUDY

Input Data



☑ 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 39%

% Trucks and Buses , P_T 5 %

% Recreational vehicles, P_R 0%

Access points *mi* 1/mi

Analysis direction vol., V_d 329veh/h

Opposing direction vol., V_o 986veh/h

Shoulder width ft 4.0

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_T (Exhibit 15-11 or 15-12)	1.3	1.0
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.985	1.000
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	1.00	1.00
Demand flow rate[2], 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[3], S_{FM}		Base free-flow speed[4], BFFS	55.0 mi/h
Total demand flow rate, both directions, v		Adj. for lane and shoulder width,[4] f_{LS}(Exhibit 15-7)	1.3 mi/h
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	0.3 mi/h
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	0.5 mi/h	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	53.5 mi/h
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	41.3 mi/h
		Percent free flow speed, PFFS	77.2 %

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T(Exhibit 15-18 or 15-19)	1.1	1.0
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.995	1.000
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	376	1120
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	50.4	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	14.8	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	54.1	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	D
Volume to capacity ratio, *v/c*	0.22

Capacity, $C_{d,ATS}$ (Equation 15-12) pc/h	*1700*
Capacity, $C_{d,PTSF}$ (Equation 15-13) pc/h	*1700*
Percent Free-Flow Speed $PFFS_d$(Equation 15-11 - Class III only)	*77.2*
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*373.9*
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)	*4.78*
Bicycle level of service (Exhibit 15-4)	*E*
Notes	
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 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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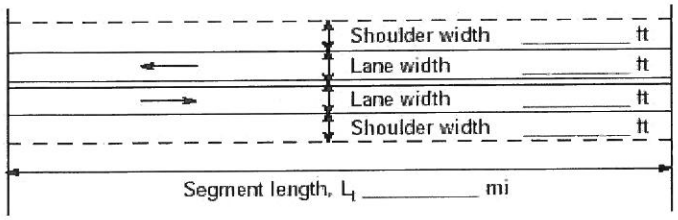
DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	MMA	Highway / Direction of Travel	US 301
Agency or Company	AIM ENGINEERING & SURVEYING	From/To	STACY RD TO MCINTOSH RD
Date Performed	8/5/2015	Jurisdiction	FDOT
Analysis Time Period	PM	Analysis Year	2015

Project Description: US 301 PD&E STUDY

Input Data



Analysis direction vol., V_d 775veh/h

Opposing direction vol., V_o 263veh/h

Shoulder width ft 4.0

Lane Width ft 12.0

Segment Length mi 1.3

☑ 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 55%

% Trucks and Buses , P_T 5 %

% Recreational vehicles, P_R 0%

Access points mi 1/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	1.0	1.4
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[1], $f_{g,ATS}$ (Exhibit 15-9)	1.00	1.00
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	881	305

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	60.0 mi/h
Total demand flow rate, both directions, v		Adj. for lane and shoulder width,[4] f_{LS}(Exhibit 15-7)	1.3 mi/h
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	0.3 mi/h
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	2.9 mi/h	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	58.5 mi/h
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	46.4 mi/h
		Percent free flow speed, PFFS	79.4 %

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T(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	0.995
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	881	300
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	67.2	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	22.3	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	83.8	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	E
Volume to capacity ratio, v/c	0.52

Capacity, $C_{d,ATS}$ (Equation 15-12) pc/h	*1666*
Capacity, $C_{d,PTSF}$ (Equation 15-13) pc/h	*1692*
Percent Free-Flow Speed $PFFS_d$(Equation 15-11 - Class III only)	*79.4*
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*880.7*
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)	*5.21*
Bicycle level of service (Exhibit 15-4)	*E*
Notes	

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 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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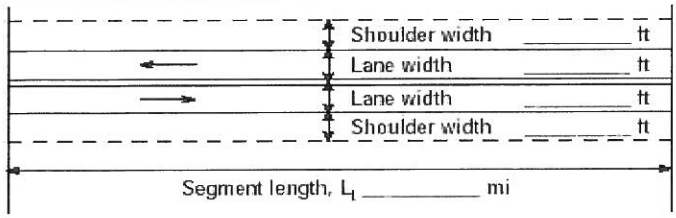
DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	MMA	Highway / Direction of Travel	US 301
Agency or Company	AIM ENGINEERING & SURVEYING	From/To	STACY RD TO MCINTOSH RD
Date Performed	8/5/2015	Jurisdiction	FDOT
Analysis Time Period	PM	Analysis Year	2015

Project Description: US 301 PD&E STUDY

Input Data



Analysis direction vol., V_d 263veh/h

Opposing direction vol., V_o 775veh/h

Shoulder width ft 4.0

Lane Width ft 12.0

Segment Length mi 1.3

☑ 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 55%

% Trucks and Buses , P_T 5 %

% Recreational vehicles, P_R 0%

Access points mi 1/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	1.4	1.0
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.980	1.000
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	1.00	1.00
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	305	881

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	60.0 mi/h
Total demand flow rate, both directions, v		Adj. for lane and shoulder width,[4] f_{LS} (Exhibit 15-7)	1.3 mi/h
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	0.3 mi/h
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	0.9 mi/h	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	58.5 mi/h
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	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 trucks, E_T (Exhibit 15-18 or 15-19)	1.1	1.0
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.995	1.000
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	300	881
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	41.6	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	22.3	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	47.3	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	C
Volume to capacity ratio, v/c	0.18

Capacity, $C_{d,ATS}$ (Equation 15-12) pc/h	*1700*
Capacity, $C_{d,PTSF}$ (Equation 15-13) pc/h	*1700*
Percent Free-Flow Speed $PFFS_d$(Equation 15-11 - Class III only)	*82.6*
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*298.9*
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)	*4.66*
Bicycle level of service (Exhibit 15-4)	*E*

Notes

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 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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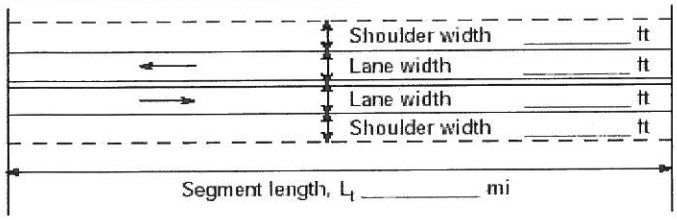
DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	MMA	Highway / Direction of Travel	US 301
Agency or Company	AIM ENGINEERING & SURVEYING	From/To	MCINTOSH TO FUTURE SR 56
Date Performed	8/5/2015	Jurisdiction	FDOT
Analysis Time Period	PM	Analysis Year	2015

Project Description: US 301 PD&E STUDY

Input Data



☑ Class I highway ☐ Class II highway ☐ Class III highway

Terrain ☑ Level ☐ Rolling

Grade Length mi Up/down

Analysis direction vol., V_d	837veh/h	Peak-hour factor, PHF	0.88
Opposing direction vol., V_o	279veh/h	No-passing zone	49%
Shoulder width ft	4.0	% Trucks and Buses , P_T	5 %
Lane Width ft	12.0	% Recreational vehicles, P_R	0%
Segment Length mi	7.1	Access points mi	2/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	1.0	1.4
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[1], $f_{g,ATS}$ (Exhibit 15-9)	1.00	1.00
Demand flow rate[2], 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[3], S_{FM}		Base free-flow speed[4], BFFS	60.0 mi/h
Total demand flow rate, both directions, v		Adj. for lane and shoulder width,[4] f_{LS} (Exhibit 15-7)	1.3 mi/h
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	0.5 mi/h
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	2.5 mi/h	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	58.2 mi/h
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	45.8 mi/h
		Percent free flow speed, PFFS	78.6 %

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (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	0.995
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	951	319
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	70.5	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	19.3	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	85.0	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	E
Volume to capacity ratio, v/c	0.56

Capacity, $C_{d,ATS}$ (Equation 15-12) pc/h	*1666*
Capacity, $C_{d,PTSF}$ (Equation 15-13) pc/h	*1692*
Percent Free-Flow Speed $PFFS_d$(Equation 15-11 - Class III only)	*78.6*
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*951.1*
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)	*5.25*
Bicycle level of service (Exhibit 15-4)	*E*

Notes

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 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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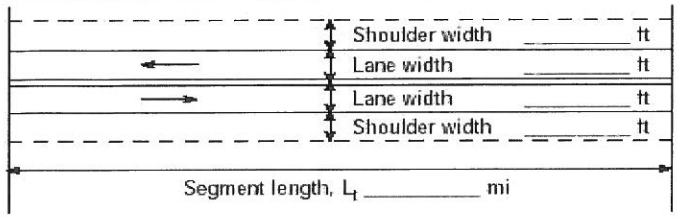
DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	MMA	Highway / Direction of Travel	US 301
Agency or Company	AIM ENGINEERING & SURVEYING	From/To	MCINTOSH TO FUTURE SR 56
Date Performed	8/5/2015	Jurisdiction	FDOT
Analysis Time Period	PM	Analysis Year	2015

Project Description: US 301 PD&E STUDY

Input Data



☑ 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 49%

% Trucks and Buses , P_T 5 %

% Recreational vehicles, P_R 0%

Access points mi 2/mi

Analysis direction vol., V_d 279veh/h

Opposing direction vol., V_o 837veh/h

Shoulder width ft 4.0

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_T (Exhibit 15-11 or 15-12)	1.4	1.0
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.980	1.000
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	1.00	1.00
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	324	951

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	60.0 mi/h
Total demand flow rate, both directions, v		Adj. for lane and shoulder width,[4] f_{LS} (Exhibit 15-7)	1.3 mi/h
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	0.5 mi/h
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	0.8 mi/h	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	58.2 mi/h
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	47.5 mi/h
		Percent free flow speed, PFFS	81.6 %

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-18 or 15-19)	1.1	1.0
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.995	1.000
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	319	951
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	43.7	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	19.3	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	48.5	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	C
Volume to capacity ratio, v/c	0.19

Capacity, $C_{d,ATS}$ (Equation 15-12) pc/h	*1700*
Capacity, $C_{d,PTSF}$ (Equation 15-13) pc/h	*1700*
Percent Free-Flow Speed $PFFS_d$(Equation 15-11 - Class III only)	*81.6*
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*317.0*
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)	*4.69*
Bicycle level of service (Exhibit 15-4)	*E*

Notes

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 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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Existing Year (2015)
Unsignalized Intersection Analyses

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*MMA*	Intersection	*US 301 & HARNEY RD*
Agency/Co.	*AIM ENGINEERING & SURVEYING*	Jurisdiction	*FDOT*
Date Performed	*7/31/2015*	Analysis Year	
Analysis Time Period	*AM*		

Project Description	*US 301 PD&E STUDY*
East/West Street: *HARNEY RD*	North/South Street: *US 301*
Intersection Orientation: *North-South*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*368*	*12*	*16*	*1132*	
Peak-Hour Factor, PHF	*1.00*	*0.85*	*0.85*	*0.85*	*0.85*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*432*	*14*	*18*	*1331*	*0*
Percent Heavy Vehicles	*0*	--	--	*5*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*9*		*14*
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*	*10*	*0*	*16*
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, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*18*		*26*				
C (m) (veh/h)		*1098*		*169*				
v/c		*0.02*		*0.15*				
95% queue length		*0.05*		*0.53*				
Control Delay (s/veh)		*8.3*		*30.1*				
LOS		*A*		*D*				
Approach Delay (s/veh)	--	--	*30.1*					
Approach LOS	--	--	*D*					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	MMA	Intersection	US 301 & CR 579
Agency/Co.	AIM ENGINEERING & SURVEYING	Jurisdiction	FDOT
Date Performed	7/31/2015	Analysis Year	2015
Analysis Time Period	AM		

Project Description	US 301 PD&E STUDY
East/West Street:	CR 579
North/South Street:	US 301
Intersection Orientation:	North-South
Study Period (hrs):	0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		299	38	97	895	
Peak-Hour Factor, PHF	1.00	0.85	0.85	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	Undivided					
RT Channelized			0			0
Lanes	0	1	1	1	1	0
Configuration		T	R	L	T	
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	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	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	1	0	1
Configuration				L		R

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L	L		R			
v (veh/h)		114	25		37			
C (m) (veh/h)		1147	93		660			
v/c		0.10	0.27		0.06			
95% queue length		0.33	0.99		0.18			
Control Delay (s/veh)		8.5	57.4		10.8			
LOS		A	F		B			
Approach Delay (s/veh)	--	--	29.6					
Approach LOS	--	--	D					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	MMA	Intersection	US 301 & STACY RD
Agency/Co.	AIM ENGINEERING & SURVEYING	Jurisdiction	FDOT
Date Performed	7/31/2015	Analysis Year	2015
Analysis Time Period	AM		

Project Description	US 301 PD&E STUDY
East/West Street:	STACY RD
North/South Street:	US 301
Intersection Orientation:	North-South
Study Period (hrs):	0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	0	259	67	14	783	0
Peak-Hour Factor, PHF	0.85	0.85	0.85	0.85	0.85	0.85
Hourly Flow Rate, HFR (veh/h)	0	304	78	16	921	0
Percent Heavy Vehicles	0	--	--	5	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	1	1	1	1	1	0
Configuration	L	T	R	L		TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	0	0	0	196	0	6
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	230	0	7
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	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L		LTR			LTR	
v (veh/h)	0	16		237			0	
C (m) (veh/h)	750	1160		149				
v/c	0.00	0.01		1.59				
95% queue length	0.00	0.04		16.41				
Control Delay (s/veh)	~~9.8~~ 0.0	8.1		349.0				
LOS	A	A		F				
Approach Delay (s/veh)	--	--	349.0					
Approach LOS	--	--	F					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	MMA	Intersection	US 301 & MCINTOSH RD
Agency/Co.	AIM ENGINEERING & SURVEYING	Jurisdiction	FDOT
Date Performed	7/31/2015	Analysis Year	2015
Analysis Time Period			

Project Description	US 301 PD&E STUDY
East/West Street:	MCINTOSH RD
North/South Street:	US 301
Intersection Orientation:	North-South
Study Period (hrs):	0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		249	12	69	768	
Peak-Hour Factor, PHF	1.00	0.85	0.85	0.85	0.85	1.00
Hourly Flow Rate, HFR (veh/h)	0	292	14	81	903	0
Percent Heavy Vehicles	0	--	--	5	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	1	1	0
Configuration			TR	L	T	
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				15		30
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	17	0	35
Percent Heavy Vehicles	0	0	0	5	0	5
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, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L		LR				
v (veh/h)		81		52				
C (m) (veh/h)		1238		323				
v/c		0.07		0.16				
95% queue length		0.21		0.57				
Control Delay (s/veh)		8.1		18.3				
LOS		A		C				
Approach Delay (s/veh)	--	--	18.3					
Approach LOS	--	--	C					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	MMA	Intersection	US 301 & HARNEY RD
Agency/Co.	AIM ENGINEERING & SURVEYING	Jurisdiction	FDOT
Date Performed	7/31/2015	Analysis Year	2015
Analysis Time Period	PM		

Project Description	US 301 PD&E STUDY
East/West Street:	HARNEY RD
North/South Street:	US 301
Intersection Orientation:	North-South
Study Period (hrs):	0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		1113	28	5	377	
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	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration			TR	LT		
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
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			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
v (veh/h)		5		42				
C (m) (veh/h)		525		190				
v/c		0.01		0.22				
95% queue length		0.03		0.82				
Control Delay (s/veh)		11.9		29.2				
LOS		B		D				
Approach Delay (s/veh)	--	--	29.2					
Approach LOS	--	--	D					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*MMA*	Intersection	*US 301 & CR 579*
Agency/Co.	*AIM ENGINEERING & SURVEYING*	Jurisdiction	*FDOT*
Date Performed	*7/31/2015*	Analysis Year	*2015*
Analysis Time Period	*PM*		
Project Description	*US 301 PD&E STUDY*		
East/West Street:	*CR 579*	North/South Street:	*US 301*
Intersection Orientation:	*North-South*	Study Period (hrs):	*0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*882*	*35*	*40*	*291*	
Peak-Hour Factor, PHF	*1.00*	*0.88*	*0.88*	*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	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*1*	*1*	*0*
Configuration		*T*	*R*	*L*	*T*	
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*46*		*110*
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*	*52*	*0*	*125*
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*	*0*	*0*	*1*	*0*	*1*
Configuration				*L*		*R*

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*L*	*L*		*R*			
v (veh/h)		*45*	*52*		*125*			
C (m) (veh/h)		*657*	*141*		*296*			
v/c		*0.07*	*0.37*		*0.42*			
95% queue length		*0.22*	*1.54*		*2.00*			
Control Delay (s/veh)		*10.9*	*44.7*		*25.8*			
LOS		*B*	*E*		*D*			
Approach Delay (s/veh)	--	--	*31.3*					
Approach LOS	--	--	*D*					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*MMA*	Intersection	*US 301 & STACY RD*
Agency/Co.	*AIM ENGINEERING & SURVEYING*	Jurisdiction	*FDOT*
Date Performed	*7/31/2015*	Analysis Year	*2015*
Analysis Time Period			
Project Description	*US 301 PD&E STUDY*		
East/West Street:	*STACY RD*	North/South Street:	*US 301*
Intersection Orientation:	*North-South*	Study Period (hrs):	*0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	*2*	*734*	*245*	*10*	*255*	*2*
Peak-Hour Factor, PHF	*0.88*	*0.88*	*0.88*	*0.88*	*0.88*	*0.88*
Hourly Flow Rate, HFR (veh/h)	*2*	*834*	*278*	*11*	*289*	*2*
Percent Heavy Vehicles	*0*	--	--	*5*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*1*	*1*	*1*	*1*	*1*	*0*
Configuration	*L*	*T*	*R*	*L*		*TR*
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*1*	*1*	*8*	*71*	*0*	*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*	*0*	*37*
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, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*	*L*		*LTR*			*LTR*	
v (veh/h)	*2*	*11*		*117*			*11*	
C (m) (veh/h)	*1282*	*617*		*204*			*398*	
v/c	*0.00*	*0.02*		*0.57*			*0.03*	
95% queue length	*0.00*	*0.05*		*3.13*			*0.09*	
Control Delay (s/veh)	*7.8*	*10.9*		*44.0*			*14.3*	
LOS	*A*	*B*		*E*			*B*	
Approach Delay (s/veh)	--	--	*44.0*			*14.3*		
Approach LOS	--	--	*E*			*B*		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*MMA*	Intersection	*US 301 & MCINTOSH RD*
Agency/Co.	*AIM ENGINEERING & SURVEYING*	Jurisdiction	*FDOT*
Date Performed	*7/31/2015*	Analysis Year	*2015*
Analysis Time Period	*PM*		

Project Description	*US 301 PD&E STUDY*
East/West Street: *MCINTOSH RD*	North/South Street: *US 301*
Intersection Orientation: *North-South*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*745*	*38*	*48*	*231*	
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	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*1*	*1*	*0*
Configuration			*TR*	*L*	*T*	
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*30*		*92*
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*	*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*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*L*		*LR*				
v (veh/h)		*54*		*138*				
C (m) (veh/h)		*750*		*282*				
v/c		*0.07*		*0.49*				
95% queue length		*0.23*		*2.52*				
Control Delay (s/veh)		*10.2*		*29.4*				
LOS		*B*		*D*				
Approach Delay (s/veh)	--	--	*29.4*					
Approach LOS	--	--	*D*					

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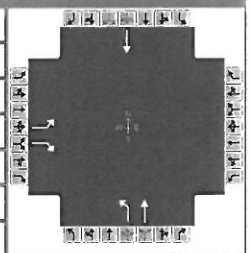
Existing Year (2015)
Signalized Intersection Analyses

HCS 2010 Signalized Intersection Input Data

General Information				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	2015	Analysis Period	1> 7:00
File Name	US301_FOWLER AVE_2015 AM.xus				
Project Description	US 301 PD&E STUDY - EXISTING CONDITIONS ANALYSIS				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	225		110				46	189			717	

Signal Information			
Cycle, s	85.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

								1	2	3	4		
Green	43.5	26.5	0.0	0.0	0.0	0.0							
Yellow	5.5	5.5	0.0	0.0	0.0	0.0		5	6	7	8		
Red	2.0	2.0	0.0	0.0	0.0	0.0							

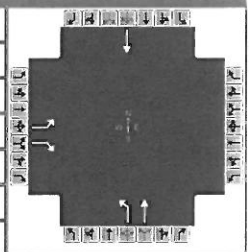
Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	225		110				46	189			717	
Initial Queue (Q_b), veh/h	0		0				0	0			0	
Base Saturation Flow Rate (s_o), veh/h	1900		1900				1900	1900			1900	
Parking (N_m), man/h		None						None			None	
Heavy Vehicles (P_{HV}), %	7		7				15	15			5	
Ped / Bike / RTOR, /h							0	0	0	0	0	0
Buses (N_b), buses/h	0		0				0	0			0	
Arrival Type (*AT*)	3		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				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 (G_{max}) or Phase Split, s		26.5				43.5		43.5
Yellow Change Interval (*Y*), s	5.5				5.5	5.5		5.5
Red Clearance Interval (R_c), s	2.0				2.0	2.0		2.0
Minimum Green (G_{min}), s	10				10	15		15
Start-Up Lost Time (*l*t), s	2.0				2.0	2.0		2.0
Extension of Effective Green (*e*), s	2.0				2.0	2.0		2.0
Passage (*PT*), s	2.0				2.0	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 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	

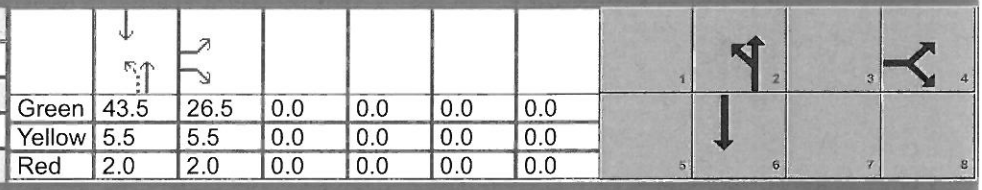
HCS 2010 Signalized Intersection Results Summary

General Information				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	2015	Analysis Period	1> 7:00
File Name	US301_FOWLER AVE_2015 AM.xus				
Project Description	US 301 PD&E STUDY - EXISTING CONDITIONS ANALYSIS				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	225		110				46	189			717	

Signal Information			
Cycle, s	85.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



	EB		WB									
Green	43.5	26.5	0.0	0.0	0.0	0.0						
Yellow	5.5	5.5	0.0	0.0	0.0	0.0						
Red	2.0	2.0	0.0	0.0	0.0	0.0						

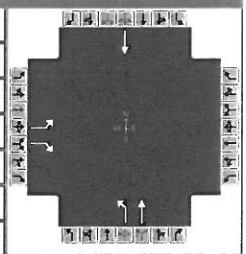
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4				2		6
Case Number		9.0				6.0		8.0
Phase Duration, s		34.0				51.0		51.0
Change Period, ($Y+R_c$), s		7.5				7.5		7.5
Max Allow Headway (*MAH*), s		3.0				6.0		6.0
Queue Clearance Time (g_s), s		12.9				45.5		38.2
Green Extension Time (g_e), s		0.6				0.0		3.7
Phase Call Probability		1.00				1.00		1.00
Max Out Probability		0.00				1.00		1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7		14				5	2			6	
Adjusted Flow Rate (*v*), veh/h	265		129				54	222			844	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1691		1505				576	1652			1810	
Queue Service Time (g_s), s	10.9		5.5				7.3	6.5			36.2	
Cycle Queue Clearance Time (g_c), s	10.9		5.5				43.5	6.5			36.2	
Green Ratio (*g/C*)	0.31		0.31				0.51	0.51			0.51	
Capacity (*c*), veh/h	527		469				134	846			926	
Volume-to-Capacity Ratio (*X*)	0.502		0.276				0.404	0.263			0.911	
Available Capacity (c_a), veh/h	527		469				134	846			926	
Back of Queue (*Q*), veh/ln (50th percentile)	3.9		1.7				1.2	2.0			15.3	
Queue Storage Ratio (*RQ*) (50th percentile)	0.18		0.08				0.14	0.00			0.00	
Uniform Delay (d_1), s/veh	23.9		22.0				39.2	11.7			19.0	
Incremental Delay (d_2), s/veh	0.3		0.1				4.1	0.4			13.5	
Initial Queue Delay (d_3), s/veh	0.0		0.0				0.0	0.0			0.0	
Control Delay (*d*), s/veh	24.2		22.1				43.3	12.1			32.4	
Level of Service (LOS)	C		C				D	B			C	
Approach Delay, s/veh / LOS	23.5	C		0.0			18.2	B		32.4	C	
Intersection Delay, s/veh / LOS	27.5						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.3	B	2.1	B	0.7	A	2.3	B
Bicycle LOS Score / LOS		F			0.9	A	1.9	A

HCS 2010 Signalized Intersection Input Data

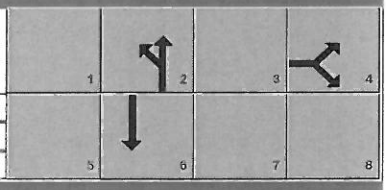
General Information				Intersection Information	
Agency	AIM ENGINEERING & SURVEYING			Duration, h	0.25
Analyst		Analysis Date	8/31/2015	Area Type	Other
Jurisdiction	HILLSBOROUGH CO.	Time Period	PM PEAK HOUR	PHF	0.88
Intersection	US 301/FOWLER AVENUE	Analysis Year	2015	Analysis Period	1> 7:00
File Name	US301_FOWLER AVE_2015 PM.xus				
Project Description	US 301 PD&E STUDY - EXISTING CONDITIONS ANALYSIS				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	647		100				102	695			166	

Signal Information			
Cycle, s	85.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

	EB		WB				NB			SB		
Green	42.5	27.5	0.0	0.0	0.0	0.0						
Yellow	5.5	5.5	0.0	0.0	0.0	0.0						
Red	2.0	2.0	0.0	0.0	0.0	0.0						



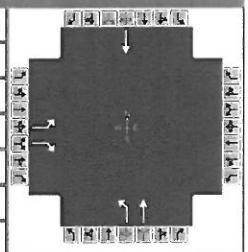
Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	647		100				102	695			166	
Initial Queue (Q_b), veh/h	0		0				0	0			0	
Base Saturation Flow Rate (s_o), veh/h	1900		1900				1900	1900			1900	
Parking (N_m), man/h		None						None			None	
Heavy Vehicles (P_{HV}), %	3		3				5	5			5	
Ped / Bike / RTOR, /h							0	0	0	0	0	0
Buses (N_b), buses/h	0		0				0	0			0	
Arrival Type (*AT*)	3		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				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 (G_{max}) 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 (R_c), s	2.0				2.0	2.0		2.0
Minimum Green (G_{min}), s	10				10	15		15
Start-Up Lost Time (*lt*), s	2.0				2.0	2.0		2.0
Extension of Effective Green (*e*), s	2.0				2.0	2.0		2.0
Passage (*PT*), s	2.0				2.0	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 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

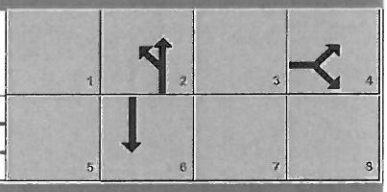
General Information				Intersection Information	
Agency	AIM ENGINEERING & SURVEYING			Duration, h	0.25
Analyst		Analysis Date	8/31/2015	Area Type	Other
Jurisdiction	HILLSBOROUGH CO.	Time Period	PM PEAK HOUR	PHF	0.88
Intersection	US 301/FOWLER AVENUE	Analysis Year	2015	Analysis Period	1> 7:00
File Name	US301_FOWLER AVE_2015 PM.xus				
Project Description	US 301 PD&E STUDY - EXISTING CONDITIONS ANALYSIS				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	647		100				102	695			166	

Signal Information			
Cycle, s	85.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	42.5	27.5	0.0	0.0	0.0	0.0	
Yellow	5.5	5.5	0.0	0.0	0.0	0.0	
Red	2.0	2.0	0.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4				2		6
Case Number		9.0				6.0		8.0
Phase Duration, s		35.0				50.0		50.0
Change Period, ($Y+R_c$), s		7.5				7.5		7.5
Max Allow Headway (*MAH*), s		3.0				5.9		5.9
Queue Clearance Time (g_s), s		29.5				34.9		6.9
Green Extension Time (g_e), s		0.0				4.8		12.4
Phase Call Probability		1.00				1.00		1.00
Max Out Probability		1.00				0.90		0.15

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7		14				5	2			6	
Adjusted Flow Rate (*v*), veh/h	735		114				116	790			189	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1757		1563				1156	1810			1810	
Queue Service Time (g_s), s	27.5		4.5				5.3	32.9			4.9	
Cycle Queue Clearance Time (g_c), s	27.5		4.5				10.2	32.9			4.9	
Green Ratio (*g/C*)	0.32		0.32				0.50	0.50			0.50	
Capacity (*c*), veh/h	568		506				595	905			905	
Volume-to-Capacity Ratio (*X*)	1.294		0.225				0.195	0.873			0.208	
Available Capacity (c_a), veh/h	568		506				595	905			905	
Back of Queue (*Q*), veh/ln (50th percentile)	32.9		1.5				1.2	13.4			1.7	
Queue Storage Ratio (*RQ*) (50th percentile)	1.50		0.07				0.14	0.00			0.00	
Uniform Delay (d_1), s/veh	28.8		21.0				14.7	18.9			11.9	
Incremental Delay (d_2), s/veh	144.8		0.1				0.3	10.0			0.2	
Initial Queue Delay (d_3), s/veh	0.0		0.0				0.0	0.0			0.0	
Control Delay (*d*), s/veh	173.6		21.1				15.1	28.9			12.1	
Level of Service (LOS)	F		C				B	C			B	
Approach Delay, s/veh / LOS	153.2		F	0.0			27.1		C	12.1		B
Intersection Delay, s/veh / LOS	80.7						F					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.3	B	2.1	B	0.7	A	2.3	B
Bicycle LOS Score / LOS		F			2.0	A	0.8	A

APPENDIX G

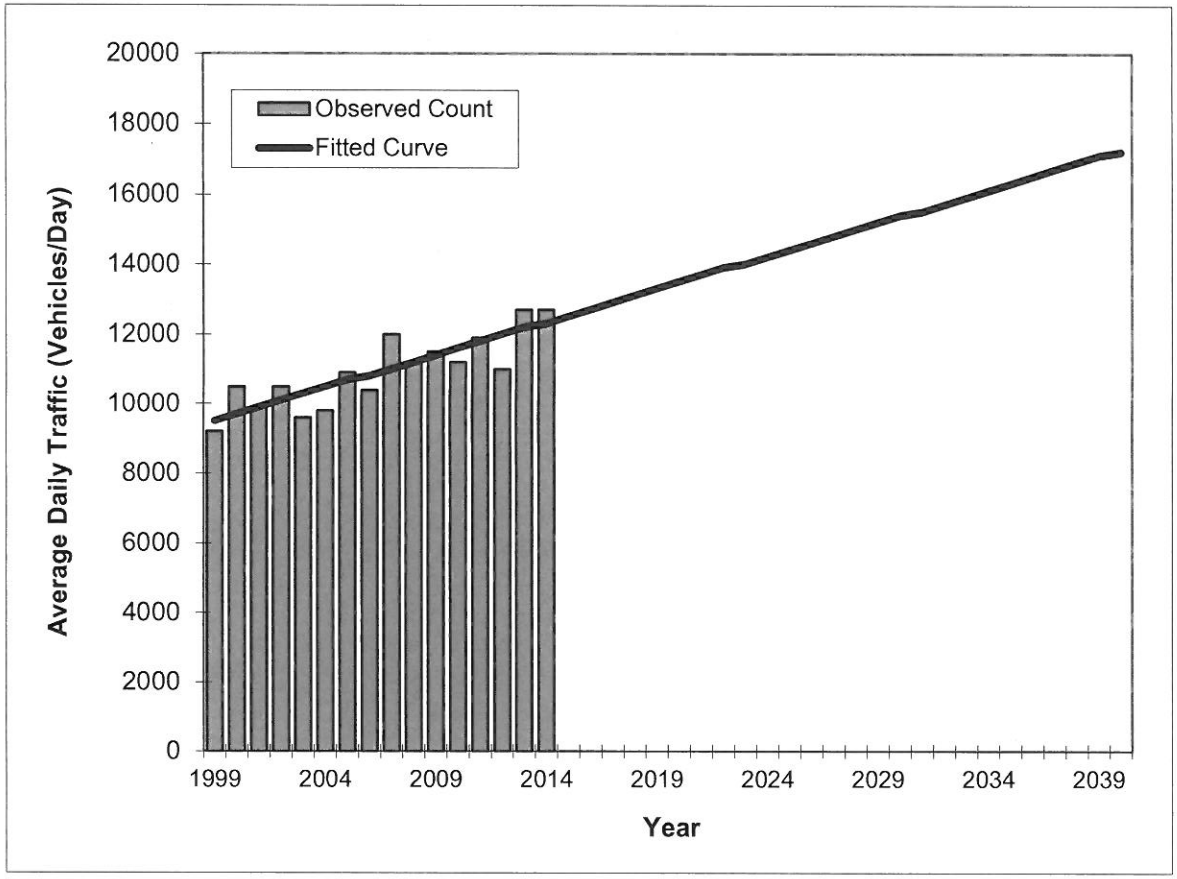
Historic Growth Trend Analyses

Traffic Trends - V2.0

US 301 -- South of Fowler Ave

PIN#	255796-1
Location	1

County:	Hillsborough
Station #:	5261
Highway:	US 301



Year	Traffic (ADT/AADT) Count*	Trend**
1999	9200	9500
2000	10500	9700
2001	9900	9900
2002	10500	10100
2003	9600	10300
2004	9800	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
2020 Opening Year Trend		
2020	N/A	13500
2030 Mid-Year Trend		
2030	N/A	15400
2040 Design Year Trend		
2040	N/A	17200
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	188
Trend R-squared:	72.67%
Trend Annual Historic Growth Rate:	1.96%
Trend Growth Rate (2014 to Design Year):	1.53%
Printed:	18-Sep-15
Straight Line Growth Option	

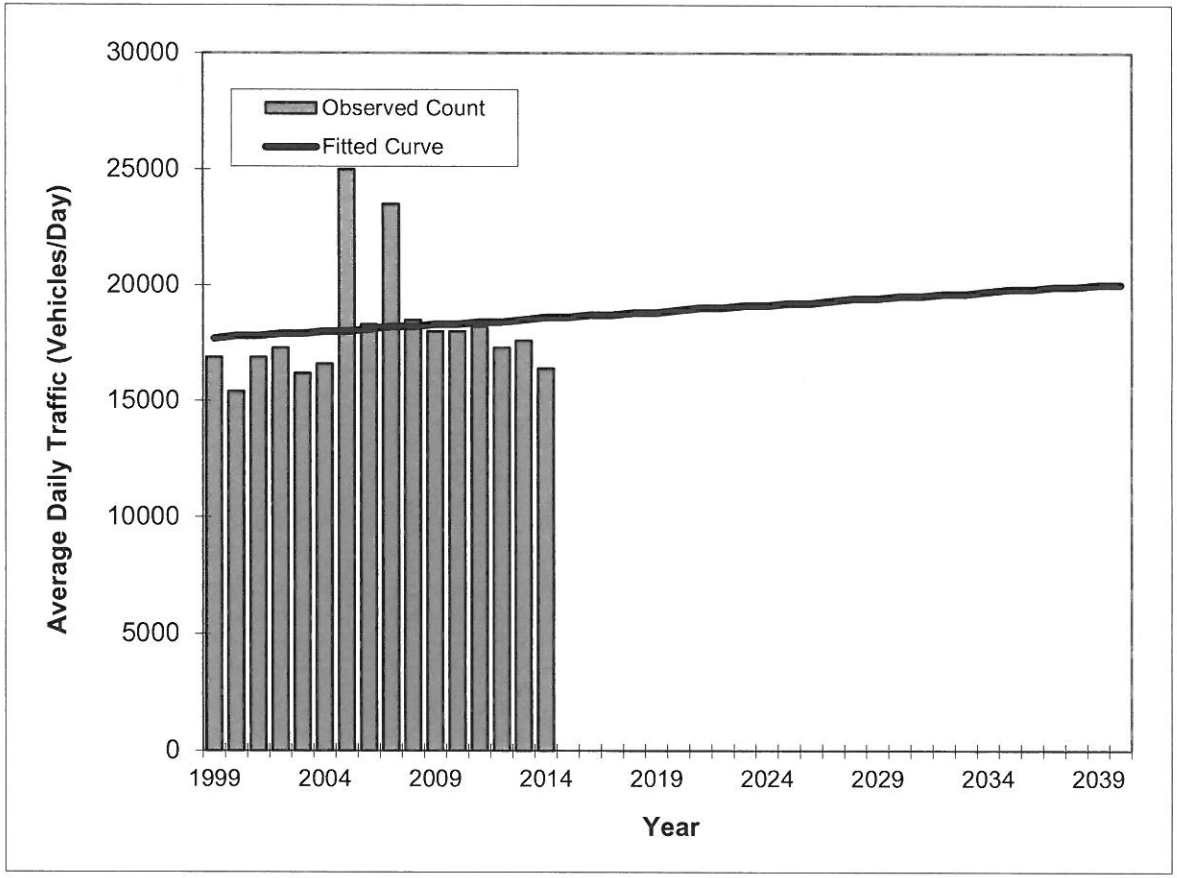
*Axle-Adjusted

Traffic Trends - V2.0

US 301 -- North of Fowler Ave

PIN#	255796-1
Location	1

County:	Hillsborough
Station #:	0060
Highway:	US 301



Year	Traffic (ADT/AADT) Count*	Trend**
1999	16900	17700
2000	15400	17800
2001	16900	17800
2002	17300	17900
2003	16200	17900
2004	16600	18000
2005	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
2020 Opening Year Trend		
2020	N/A	18900
2030 Mid-Year Trend		
2030	N/A	19500
2040 Design Year Trend		
2040	N/A	20000
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	57
Trend R-squared:	1.14%
Trend Annual Historic Growth Rate:	0.34%
Trend Growth Rate (2014 to Design Year):	0.29%
Printed:	18-Sep-15
Straight Line Growth Option	

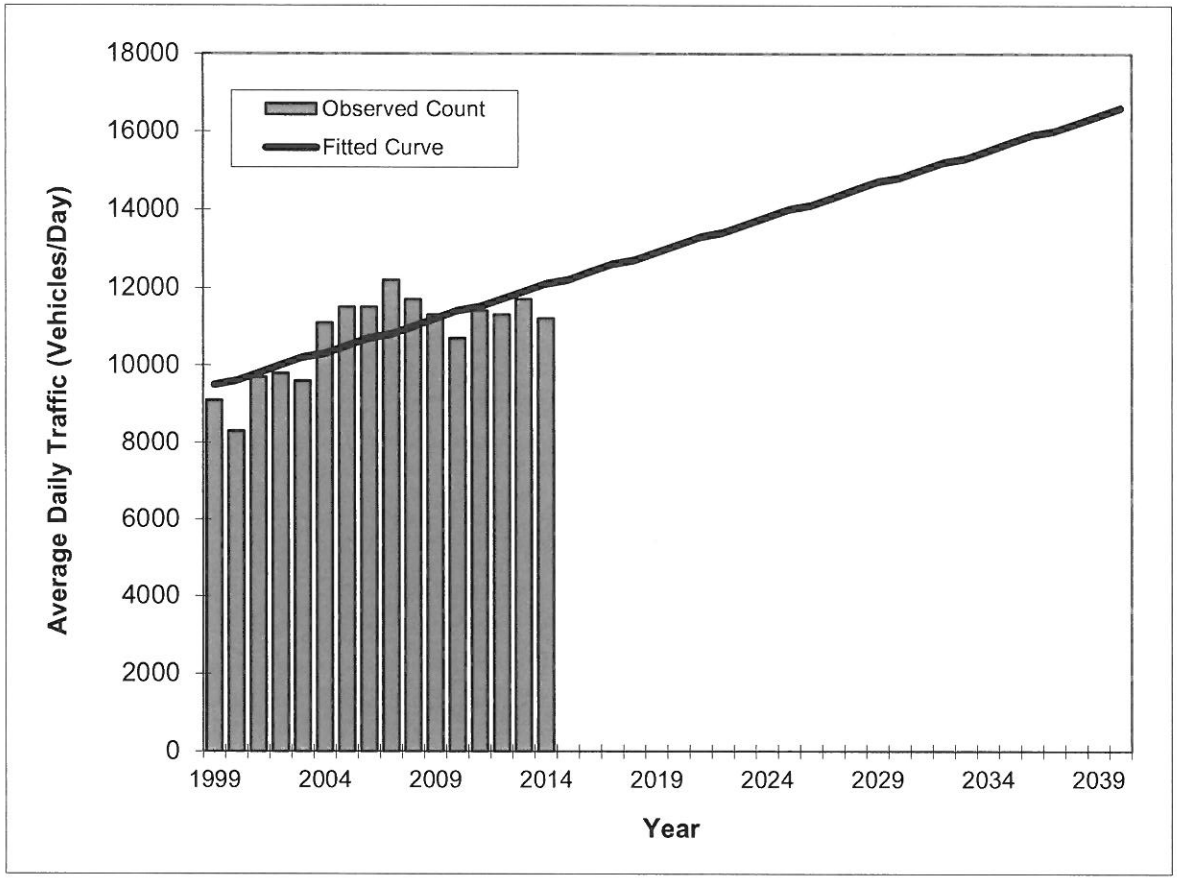
*Axle-Adjusted

Traffic Trends - V2.0

US 301 -- N OF STACY RD

PIN#	255796-1
Location	1

County:	Hillsborough
Station #:	0050
Highway:	US 301



Year	Traffic (ADT/AADT) Count*	Trend**
1999	9100	9500
2000	8300	9600
2001	9700	9800
2002	9800	10000
2003	9600	10200
2004	11100	10300
2005	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
2020 Opening Year Trend		
2020	N/A	13100
2030 Mid-Year Trend		
2030	N/A	14800
2040 Design Year Trend		
2040	N/A	16600
TRANPLAN Forecasts/Trends		

** 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	

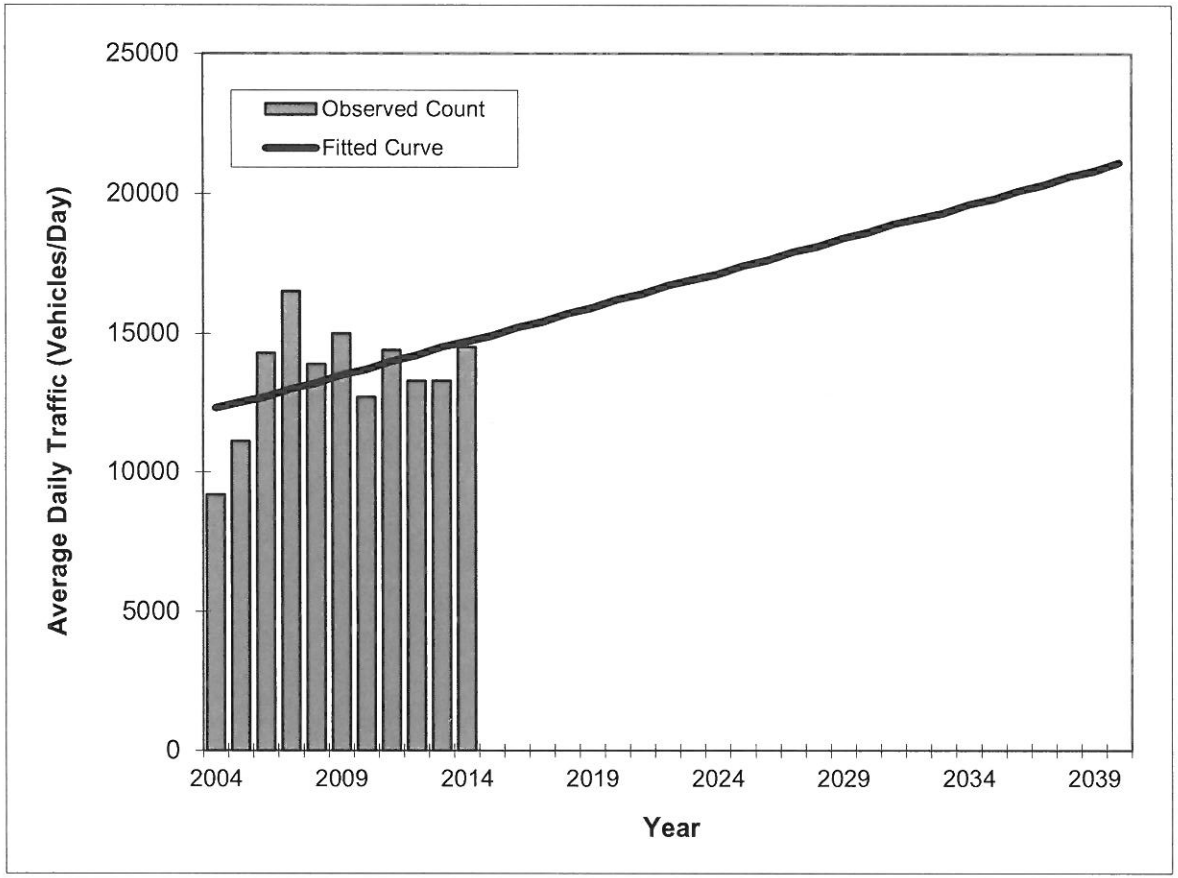
*Axle-Adjusted

Traffic Trends - V2.0

US 301 -- SOUTH OF CHANCY

PIN#	255796-1
Location	1

County:	Pasco (14)
Station #:	5501
Highway:	US 301



Year	Traffic (ADT/AADT) Count*	Trend**
2004	9200	12300
2005	11100	12500
2006	14300	12700
2007	16500	13000
2008	13900	13200
2009	15000	13500
2010	12700	13700
2011	14400	14000
2012	13300	14200
2013	13300	14500
2014	14500	14700
2020 Opening Year Trend		
2020	N/A	16200
2030 Mid-Year Trend		
2030	N/A	18600
2040 Design Year Trend		
2040	N/A	21100
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	245
Trend R-squared:	16.94%
Trend Annual Historic Growth Rate:	1.95%
Trend Growth Rate (2014 to Design Year):	1.67%
Printed:	18-Sep-15
Straight Line Growth Option	

*Axle-Adjusted

APPENDIX H

Opening Year (2020) No-Build Alternative HCS Analyses

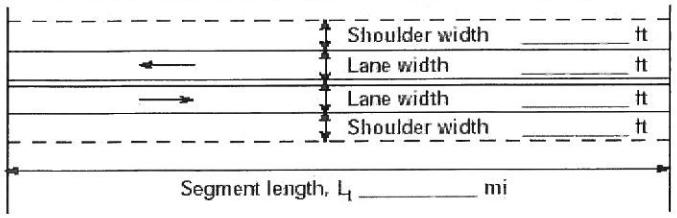
Opening Year (2020) Two-Lane Highway Segment Analyses – No-Build Alternative

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	MMA	Highway / Direction of Travel	US 301
Agency or Company	AIM ENGINEERING & SURVEYING	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



☑ Class I highway ☐ Class II highway ☐ Class III highway

Terrain ☑ Level ☐ Rolling

Grade Length mi Up/down

Peak-hour factor, PHF 0.85

No-passing zone 25%

% Trucks and Buses , P_T 15 %

% Recreational vehicles, P_R 0%

Access points mi 5/mi

Show North Arrow

Analysis direction vol., V_d	1305veh/h
Opposing direction vol., V_o	435veh/h
Shoulder width ft	4.0
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_T (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, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	1.000	0.971
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	1.00	1.00
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	1535	527

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	55.0 mi/h
Total demand flow rate, both directions, v		Adj. for lane and shoulder width,[4] f_{LS} (Exhibit 15-7)	1.3 mi/h
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	1.3 mi/h
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	1.0 mi/h	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	52.5 mi/h
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	35.4 mi/h
		Percent free flow speed, PFFS	67.6 %

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (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, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	1.000	1.000
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	1535	512
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	85.9	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	9.3	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	92.9	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	E
Volume to capacity ratio, v/c	0.90

Capacity, $C_{d,ATS}$ (Equation 15-12) pc/h	*1651*
Capacity, $C_{d,PTSF}$ (Equation 15-13) pc/h	*1700*
Percent Free-Flow Speed $PFFS_d$(Equation 15-11 - Class III only)	*67.6*
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (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*

Notes

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 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.

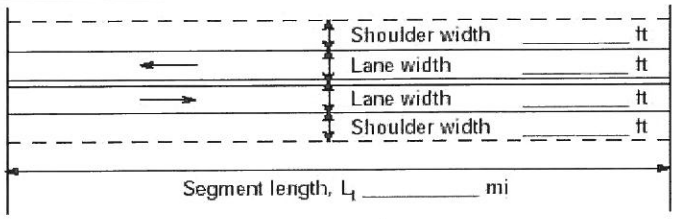
 HCS 2010™ Version 6.50 Generated: 8/24/2015 8:40 AM

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	MMA	Highway / Direction of Travel	US 301
Agency or Company	AIM ENGINEERING & SURVEYING	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



Show North Arrow

☑ Class I highway ☐ Class II highway ☐ Class III highway

Terrain ☑ Level ☐ Rolling

Analysis direction vol., V_d	435veh/h
Opposing direction vol., V_o	1305veh/h
Shoulder width ft	4.0
Lane Width ft	12.0
Segment Length mi	1.2
Grade Length mi Up/down	
Peak-hour factor, PHF	0.85
No-passing zone	25%
% Trucks and Buses , P_T	15 %
% Recreational vehicles, P_R	0%
Access points mi	5/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	1.2	1.0
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.971	1.000
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	1.00	1.00
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	527	1535

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	55.0 mi/h
Total demand flow rate, both directions, v		Adj. for lane and shoulder width,[4] f_{LS}(Exhibit 15-7)	1.3 mi/h
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	1.3 mi/h
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	0.5 mi/h	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	52.5 mi/h
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	36.0 mi/h
		Percent free flow speed, PFFS	68.6 %

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T(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, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	1.000	1.000
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	512	1535
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	63.3	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	9.3	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	65.6	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	E
Volume to capacity ratio, v/c	0.31

Capacity, $C_{d,ATS}$ (Equation 15-12) pc/h	*1700*
Capacity, $C_{d,PTSF}$ (Equation 15-13) pc/h	*1700*
Percent Free-Flow Speed $PFFS_d$(Equation 15-11 - Class III only)	*68.6*
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (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*
Notes	

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 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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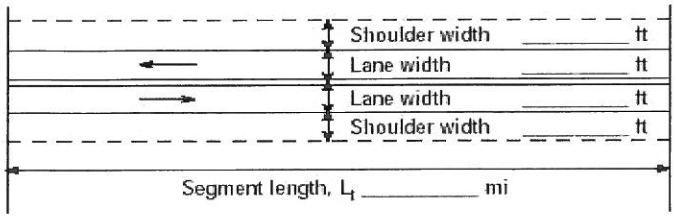
DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	MMA	Highway / Direction of Travel	US 301
Agency or Company	AIM ENGINEERING & SURVEYING	From/To	HARNEY RD TO CR 579
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



Show North Arrow

☑ Class I highway ☐ Class II highway ☐ Class III highway

Terrain ☑ Level ☐ Rolling

Grade Length mi Up/down

Peak-hour factor, PHF 0.85

No-passing zone 100%

% Trucks and Buses , P_T 15 %

% Recreational vehicles, P_R 0%

Access points *mi* 6/mi

Analysis direction vol., V_d 1131veh/h

Opposing direction vol., V_o 394veh/h

Shoulder width ft 4.0

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_T (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, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	1.000	0.971
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	1.00	1.00
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	1331	477

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	55.0 mi/h
Total demand flow rate, both directions, v		Adj. for lane and shoulder width,[4] f_{LS}(Exhibit 15-7)	1.3 mi/h
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	1.5 mi/h
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	2.4 mi/h	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	52.2 mi/h
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	35.8 mi/h
		Percent free flow speed, PFFS	68.5 %

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T(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, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	1.000	1.000
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	1331	464
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	82.8	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	17.5	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	95.8	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	E
Volume to capacity ratio, *v/c*	0.78

Capacity, $C_{d,ATS}$ (Equation 15-12) pc/h	*1651*
Capacity, $C_{d,PTSF}$ (Equation 15-13) pc/h	*1700*
Percent Free-Flow Speed $PFFS_d$(Equation 15-11 - Class III only)	*68.5*
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*1330.6*
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)	*9.47*
Bicycle level of service (Exhibit 15-4)	*F*

Notes

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 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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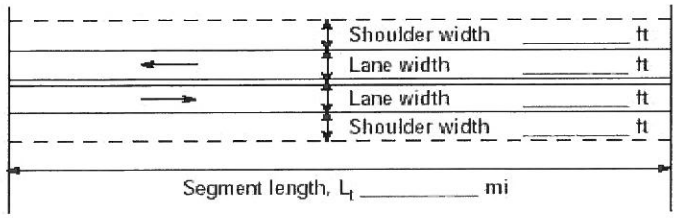
DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	MMA	Highway / Direction of Travel	US 301
Agency or Company	AIM ENGINEERING & SURVEYING	From/To	HARNEY RD TO CR 579
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



Show North Arrow

☑ Class I highway ☐ Class II highway ☐ Class III highway

Terrain ☑ Level ☐ Rolling

Grade Length mi Up/down

Peak-hour factor, PHF 0.85

No-passing zone 100%

% Trucks and Buses , P_T 15 %

% Recreational vehicles, P_R 0%

Access points mi 6/mi

Analysis direction vol., V_d	394veh/h
Opposing direction vol., V_o	1131veh/h
Shoulder width ft	4.0
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_T (Exhibit 15-11 or 15-12)	1.2	1.0
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.971	1.000
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	1.00	1.00
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	477	1331

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	55.0 mi/h
Total demand flow rate, both directions, v		Adj. for lane and shoulder width,[4] f_{LS}(Exhibit 15-7)	1.3 mi/h
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	1.5 mi/h
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	0.9 mi/h	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	52.2 mi/h
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	37.3 mi/h
		Percent free flow speed, PFFS	71.4 %

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T(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, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	1.000	1.000
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	464	1331
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	58.8	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	17.5	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	63.3	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	E
Volume to capacity ratio, v/c	0.28

Capacity, $C_{d,ATS}$ (Equation 15-12) pc/h	*1700*
Capacity, $C_{d,PTSF}$ (Equation 15-13) pc/h	*1700*
Percent Free-Flow Speed $PFFS_d$(Equation 15-11 - Class III only)	*71.4*
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*463.5*
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)	*8.94*
Bicycle level of service (Exhibit 15-4)	*F*

Notes

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 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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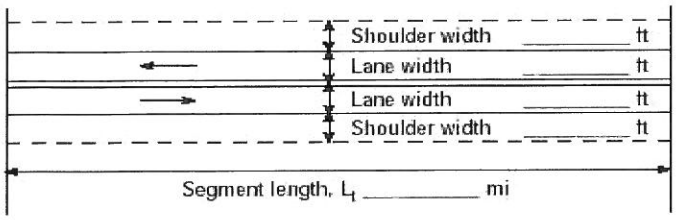
DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	MMA	Highway / Direction of Travel	US 301
Agency or Company	AIM ENGINEERING & SURVEYING	From/To	CR 579 TO STACY 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



☑ Class I highway ☐ Class II highway ☐ Class III highway

Terrain ☑ Level ☐ Rolling

Grade Length mi Up/down

Peak-hour factor, PHF 0.85

No-passing zone 39%

% Trucks and Buses , P_T 15 %

% Recreational vehicles, P_R 0%

Access points *mi* 1/mi

Analysis direction vol., V_d	1080veh/h
Opposing direction vol., V_o	360veh/h
Shoulder width ft	4.0
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_T (Exhibit 15-11 or 15-12)	1.0	1.3
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	0.957
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	1.00	1.00
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	1271	443

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	55.0 mi/h
Total demand flow rate, both directions, v		Adj. for lane and shoulder width,[4] f_{LS}(Exhibit 15-7)	1.3 mi/h
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	0.3 mi/h
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	1.6 mi/h	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	53.5 mi/h
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	38.5 mi/h
		Percent free flow speed, PFFS	72.1 %

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T(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, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	1.000	1.000
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	1271	424
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	80.1	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	13.7	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	90.4	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	E
Volume to capacity ratio, *v/c*	0.75

Capacity, $C_{d,ATS}$ (Equation 15-12) pc/h	*1627*
Capacity, $C_{d,PTSF}$ (Equation 15-13) pc/h	*1700*
Percent Free-Flow Speed $PFFS_d$(Equation 15-11 - Class III only)	*72.1*
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (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*

Notes

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 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.

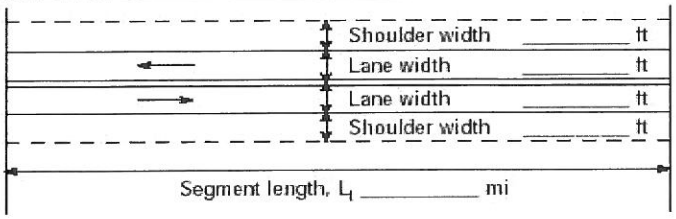
 HCS 2010™ Version 6.50 Generated: 8/24/2015 8:40 AM

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	MMA	Highway / Direction of Travel	US 301
Agency or Company	AIM ENGINEERING & SURVEYING	From/To	CR 579 TO STACY 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



☑ Class I highway ☐ Class II highway ☐ Class III highway

Terrain ☑ Level ☐ Rolling

Analysis direction vol., V_d	360veh/h	Grade Length mi	Up/down
Opposing direction vol., V_o	1080veh/h	Peak-hour factor, PHF	0.85
Shoulder width ft	4.0	No-passing zone	39%
Lane Width ft	12.0	% Trucks and Buses , P_T	15 %
Segment Length mi	1.3	% Recreational vehicles, P_R	0%
		Access points *mi*	1/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	1.3	1.0
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.957	1.000
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	1.00	1.00
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	443	1271

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	55.0 mi/h
Total demand flow rate, both directions, *v*		Adj. for lane and shoulder width,[4] f_{LS}(Exhibit 15-7)	1.3 mi/h
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	0.3 mi/h
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	0.5 mi/h	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	53.5 mi/h
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	39.6 mi/h
		Percent free flow speed, PFFS	74.1 %

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T(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, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	1.000	1.000
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	424	1271
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	55.3	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	13.7	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	58.7	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	E
Volume to capacity ratio, *v/c*	0.26

Capacity, $C_{d,ATS}$ (Equation 15-12) pc/h	*1700*
Capacity, $C_{d,PTSF}$ (Equation 15-13) pc/h	*1700*
Percent Free-Flow Speed $PFFS_d$(Equation 15-11 - Class III only)	*74.1*
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (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*

Notes

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 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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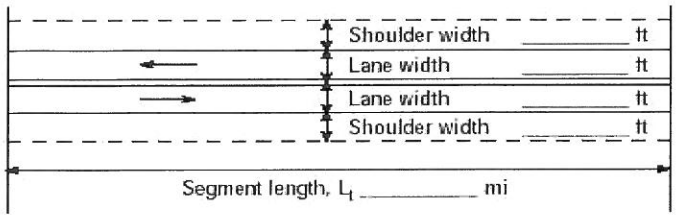
DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	MMA	Highway / Direction of Travel	US 301
Agency or Company	AIM ENGINEERING & SURVEYING	From/To	STACY RD TO MCINTOSH
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



☑ Class I highway ☐ Class II highway ☐ Class III highway

Terrain ☑ Level ☐ Rolling

Grade Length mi Up/down

Peak-hour factor, PHF 0.85

No-passing zone 55%

% Trucks and Buses , P_T 15 %

% Recreational vehicles, P_R 0%

Access points *mi* 1/mi

Analysis direction vol., V_d 865veh/h

Opposing direction vol., V_o 289veh/h

Shoulder width ft 4.0

Lane Width ft 12.0

Segment Length mi 2.9

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	1.0	1.4
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	0.943
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	1.00	1.00
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	1018	361

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	60.0 mi/h
Total demand flow rate, both directions, v		Adj. for lane and shoulder width,[4] f_{LS} (Exhibit 15-7)	1.3 mi/h
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	0.3 mi/h
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	2.6 mi/h	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	58.5 mi/h
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	45.2 mi/h
		Percent free flow speed, PFFS	77.3 %

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (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[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	1018	345
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	73.2	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	18.5	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	87.0	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	E
Volume to capacity ratio, *v/c*	0.60

Capacity, $C_{d,ATS}$ (Equation 15-12) pc/h	*1603*
Capacity, $C_{d,PTSF}$ (Equation 15-13) pc/h	*1675*
Percent Free-Flow Speed $PFFS_d$(Equation 15-11 - Class III only)	*77.3*
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*1017.6*
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)	*9.34*
Bicycle level of service (Exhibit 15-4)	*F*
Notes	

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 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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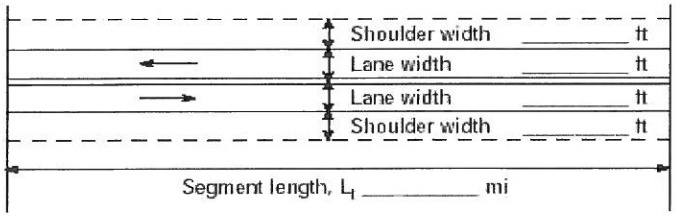
DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	MMA	Highway / Direction of Travel	US 301
Agency or Company	AIM ENGINEERING & SURVEYING	From/To	STACY RD TO MCINTOSH
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



Class I highway ☑ Class II highway ☐ Class III highway ☐

Terrain ☑ Level ☐ Rolling

Analysis direction vol., V_d	289veh/h	Grade Length	mi Up/down
Opposing direction vol., V_o	865veh/h	Peak-hour factor, PHF	0.85
Shoulder width ft	4.0	No-passing zone	55%
Lane Width ft	12.0	% Trucks and Buses , P_T	15 %
Segment Length mi	2.9	% Recreational vehicles, P_R	0%
		Access points *mi*	1/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	1.4	1.0
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.943	1.000
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	1.00	1.00
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	361	1018

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	60.0 mi/h
Total demand flow rate, both directions, *v*		Adj. for lane and shoulder width,[4] f_{LS}(Exhibit 15-7)	1.3 mi/h
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	0.3 mi/h
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	0.8 mi/h	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	58.5 mi/h
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	46.9 mi/h
		Percent free flow speed, PFFS	80.3 %

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T(Exhibit 15-18 or 15-19)	1.1	1.0
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.985	1.000
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate[2], 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, $f_{np,PTSF}$ (Exhibit 15-21)	18.5	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	51.0	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	C
Volume to capacity ratio, *v/c*	0.21

Capacity, $C_{d,ATS}$ (Equation 15-12) pc/h	*1700*
Capacity, $C_{d,PTSF}$ (Equation 15-13) pc/h	*1700*
Percent Free-Flow Speed $PFFS_d$(Equation 15-11 - Class III only)	*80.3*
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (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*
Notes	
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 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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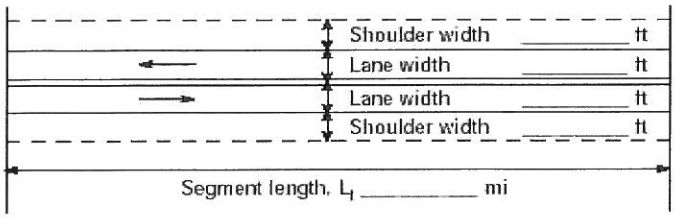
DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	MMA	Highway / Direction of Travel	US 301
Agency or Company	AIM ENGINEERING & SURVEYING	From/To	MCINTOSH TO FUTURE SR 56
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



Show North Arrow

☑ Class I highway ☐ Class II highway ☐ Class III highway

Terrain ☑ Level ☐ Rolling

Analysis direction vol., V_d	917veh/h
Opposing direction vol., V_o	306veh/h
Shoulder width ft	4.0
Lane Width ft	12.0
Segment Length mi	7.1
Grade Length mi Up/down	
Peak-hour factor, PHF	0.85
No-passing zone	49%
% Trucks and Buses , P_T	15 %
% Recreational vehicles, P_R	0%
Access points *mi*	2/mi

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_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	0.957
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	1.00	1.00
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	1079	376

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	60.0 mi/h
Total demand flow rate, both directions, v		Adj. for lane and shoulder width,[4] f_{LS}(Exhibit 15-7)	1.3 mi/h
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	0.5 mi/h
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	2.3 mi/h	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	58.2 mi/h
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	44.6 mi/h
		Percent free flow speed, PFFS	76.6 %

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T(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[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	1079	365
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	75.6	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	16.5	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	87.9	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	E
Volume to capacity ratio, *v/c*	0.63

Capacity, $C_{d,ATS}$ (Equation 15-12) pc/h	*1627*
Capacity, $C_{d,PTSF}$ (Equation 15-13) pc/h	*1675*
Percent Free-Flow Speed $PFFS_d$(Equation 15-11 - Class III only)	*76.6*
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*1078.8*
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)	*9.37*
Bicycle level of service (Exhibit 15-4)	*F*
Notes	

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 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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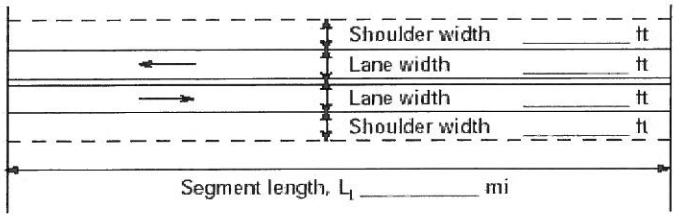
DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	MMA	Highway / Direction of Travel	US 301
Agency or Company	AIM ENGINEERING & SURVEYING	From/To	MCINTOSH TO FUTURE SR 56
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



Show North Arrow

☑ Class I highway ☐ Class II highway ☐ Class III highway

Terrain ☑ Level ☐ Rolling

Grade Length mi Up/down

Peak-hour factor, PHF 0.85

No-passing zone 49%

% Trucks and Buses , P_T 15 %

% Recreational vehicles, P_R 0%

Access points *mi* 2/mi

Analysis direction vol., V_d	306veh/h
Opposing direction vol., V_o	917veh/h
Shoulder width ft	4.0
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_T (Exhibit 15-11 or 15-12)	1.3	1.0
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.957	1.000
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	1.00	1.00
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	376	1079

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	60.0 mi/h
Total demand flow rate, both directions, v		Adj. for lane and shoulder width,[4] f_{LS}(Exhibit 15-7)	1.3 mi/h
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	0.5 mi/h
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	0.7 mi/h	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	58.2 mi/h
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	46.2 mi/h
		Percent free flow speed, PFFS	79.3 %

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T(Exhibit 15-18 or 15-19)	1.1	1.0
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.985	1.000
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	365	1079
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	48.9	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	16.5	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	53.1	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	C
Volume to capacity ratio, *v/c*	0.22

Capacity, $C_{d,ATS}$ (Equation 15-12) pc/h	*1700*
Capacity, $C_{d,PTSF}$ (Equation 15-13) pc/h	*1700*
Percent Free-Flow Speed $PFFS_d$(Equation 15-11 - Class III only)	*79.3*
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*360.0*
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)	*8.81*
Bicycle level of service (Exhibit 15-4)	*F*

Notes

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 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.

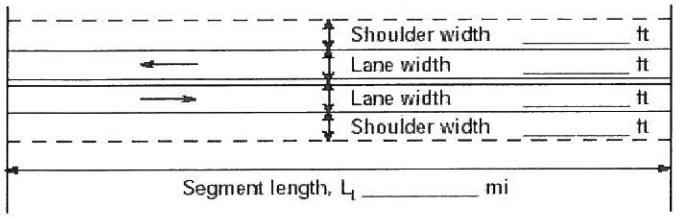
 HCS 2010™ Version 6.50 Generated: 8/26/2015 8:26 AM

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	MMA	Highway / Direction of Travel	US 301
Agency or Company	AIM ENGINEERING & SURVEYING	From/To	FOWLER AVE TO HARNEY RD
Date Performed	8/24/2015	Jurisdiction	FDOT
Analysis Time Period	PM NO-BUILD	Analysis Year	2020

Project Description: US 301 PD&E STUDY

Input Data



☑ 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 25%

% Trucks and Buses , P_T 5 %

% Recreational vehicles, P_R 0%

Access points *mi* 5/mi

Analysis direction vol., V_d 1360veh/h

Opposing direction vol., V_o 380veh/h

Shoulder width ft 4.0

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_T (Exhibit 15-11 or 15-12)	1.0	1.3
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	0.985
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	1.00	1.00
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	1545	438

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	55.0 mi/h
Total demand flow rate, both directions, v		Adj. for lane and shoulder width,[4] f_{LS} (Exhibit 15-7)	1.3 mi/h
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	1.3 mi/h
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	1.2 mi/h	Free-flow speed, FFS ($FSS=BFFS-f_{LS}-f_A$)	52.5 mi/h
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	35.8 mi/h
		Percent free flow speed, PFFS	68.3 %

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (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, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	1.000	1.000
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	1545	432
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	86.3	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	8.2	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	92.7	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	E
Volume to capacity ratio, *v/c*	0.91

Capacity, $C_{d,ATS}$ (Equation 15-12) pc/h	*1675*
Capacity, $C_{d,PTSF}$ (Equation 15-13) pc/h	*1700*
Percent Free-Flow Speed $PFFS_d$(Equation 15-11 - Class III only)	*68.3*
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*1545.5*
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)	*5.50*
Bicycle level of service (Exhibit 15-4)	*E*

Notes

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 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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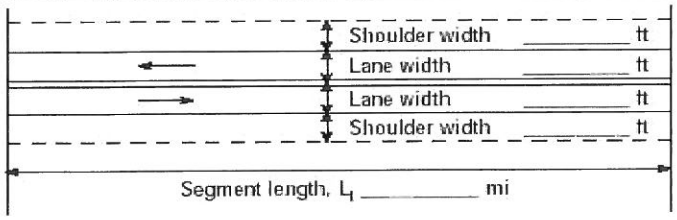
DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	MMA	Highway / Direction of Travel	US 301
Agency or Company	AIM ENGINEERING & SURVEYING	From/To	FOWLER AVE TO HARNEY RD
Date Performed	8/24/2015	Jurisdiction	FDOT
Analysis Time Period	PM NO-BUILD	Analysis Year	2020

Project Description: US 301 PD&E STUDY

Input Data



Show North Arrow

☑ 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 25%

% Trucks and Buses , P_T 5 %

% Recreational vehicles, P_R 0%

Access points *mi* 5/mi

Analysis direction vol., V_d	380veh/h
Opposing direction vol., V_o	1360veh/h
Shoulder width ft	4.0
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_T (Exhibit 15-11 or 15-12)	1.3	1.0
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.985	1.000
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	1.00	1.00
Demand flow rate[2], 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	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	55.0 mi/h
Total demand flow rate, both directions, *v*		Adj. for lane and shoulder width,[4] f_{LS}(Exhibit 15-7)	1.3 mi/h
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	1.3 mi/h
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	0.5 mi/h	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	52.5 mi/h
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	36.6 mi/h
		Percent free flow speed, PFFS	69.8 %

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T(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, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	1.000	1.000
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	432	1545
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	58.2	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	8.2	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	60.0	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	E
Volume to capacity ratio, *v/c*	0.26

Capacity, $C_{d,ATS}$ (Equation 15-12) pc/h	*1700*
Capacity, $C_{d,PTSF}$ (Equation 15-13) pc/h	*1700*
Percent Free-Flow Speed $PFFS_d$(Equation 15-11 - Class III only)	*69.8*
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*431.8*
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)	*4.85*
Bicycle level of service (Exhibit 15-4)	*E*

Notes

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 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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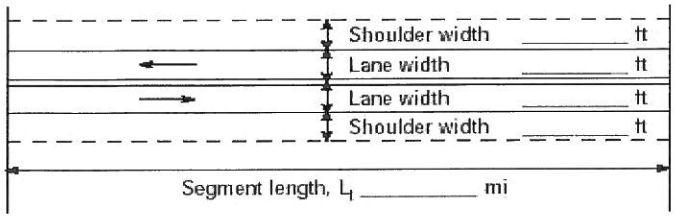
DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	MMA	Highway / Direction of Travel	US 301
Agency or Company	AIM ENGINEERING & SURVEYING	From/To	HARNEY RD TO CR 579
Date Performed	8/24/2015	Jurisdiction	FDOT
Analysis Time Period	PM NO-BUILD	Analysis Year	2020

Project Description: US 301 PD&E STUDY

Input Data



Show North Arrow

☑ 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%

% Trucks and Buses , P_T 5 %

% Recreational vehicles, P_R 0%

Access points mi 6/mi

Analysis direction vol., V_d	1131veh/h
Opposing direction vol., V_o	394veh/h
Shoulder width ft	4.0
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_T (Exhibit 15-11 or 15-12)	1.0	1.3
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	0.985
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	1.00	1.00
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	1285	455

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	55.0 mi/h
Total demand flow rate, both directions, v		Adj. for lane and shoulder width,[4] f_{LS}(Exhibit 15-7)	1.3 mi/h
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	1.5 mi/h
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	2.5 mi/h	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	52.2 mi/h
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	36.2 mi/h
		Percent free flow speed, PFFS	69.3 %

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T(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, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	1.000	1.000
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	1285	448
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	81.5	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	18.9	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	95.5	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	E
Volume to capacity ratio, v/c	0.76

Capacity, $C_{d,ATS}$ (Equation 15-12) pc/h	*1675*
Capacity, $C_{d,PTSF}$ (Equation 15-13) pc/h	*1700*
Percent Free-Flow Speed $PFFS_d$(Equation 15-11 - Class III only)	*69.3*
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*1285.2*
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)	*5.40*
Bicycle level of service (Exhibit 15-4)	*E*

Notes

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 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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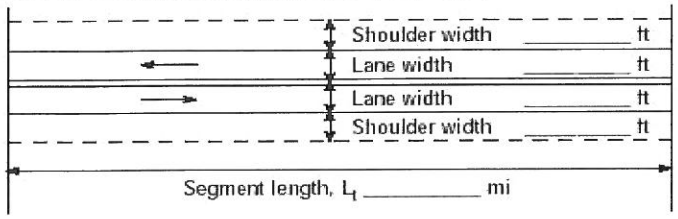
DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	MMA	Highway / Direction of Travel	US 301
Agency or Company	AIM ENGINEERING & SURVEYING	From/To	HARNEY RD TO CR 579
Date Performed	8/24/2015	Jurisdiction	FDOT
Analysis Time Period	PM NO-BUILD	Analysis Year	2020

Project Description: US 301 PD&E STUDY

Input Data



Show North Arrow

☑ Class I highway ☐ Class II highway ☐ Class III highway

Terrain ☑ Level ☐ Rolling

Analysis direction vol., V_d	394veh/h
Opposing direction vol., V_o	1131veh/h
Shoulder width ft	4.0
Lane Width ft	12.0
Segment Length mi	1.0
Grade Length mi Up/down	
Peak-hour factor, PHF	0.88
No-passing zone	100%
% Trucks and Buses , P_T	5 %
% Recreational vehicles, P_R	0%
Access points mi	6/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	1.3	1.0
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.985	1.000
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	1.00	1.00
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	455	1285

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	55.0 mi/h
Total demand flow rate, both directions, v		Adj. for lane and shoulder width,[4] f_{LS}(Exhibit 15-7)	1.3 mi/h
Free-flow speed, FFS=S_{FM}+0.00776(v/ $f_{HV,ATS}$)		Adj. for access points[4], f_A (Exhibit 15-8)	1.5 mi/h
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	0.9 mi/h	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	52.2 mi/h
		Average travel speed, ATS_d=FFS-0.00776($v_{d,ATS}$ + $v_{o,ATS}$) - $f_{np,ATS}$	37.8 mi/h
		Percent free flow speed, PFFS	72.3 %

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T(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, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	1.000	1.000
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	448	1285
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	57.3	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	18.9	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	62.2	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	E
Volume to capacity ratio, v/c	0.27

Capacity, $C_{d,ATS}$ (Equation 15-12) pc/h	*1700*
Capacity, $C_{d,PTSF}$ (Equation 15-13) pc/h	*1700*
Percent Free-Flow Speed $PFFS_d$(Equation 15-11 - Class III only)	*72.3*
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*447.7*
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)	*4.87*
Bicycle level of service (Exhibit 15-4)	*E*
Notes	
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 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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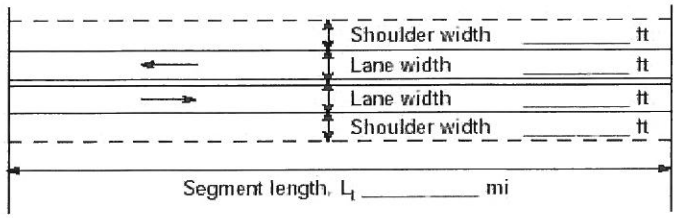
DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	MMA	Highway / Direction of Travel	US 301
Agency or Company	AIM ENGINEERING & SURVEYING	From/To	CR 579 TO STACY RD
Date Performed	8/24/2015	Jurisdiction	FDOT
Analysis Time Period	PM NO-BUILD	Analysis Year	2020

Project Description: US 301 PD&E STUDY

Input Data



Show North Arrow

☑ 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 39%

% Trucks and Buses , P_T 5 %

% Recreational vehicles, P_R 0%

Access points *mi* 1/mi

Analysis direction vol., V_d 1081veh/h

Opposing direction vol., V_o 365veh/h

Shoulder width ft 4.0

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_T (Exhibit 15-11 or 15-12)	1.0	1.3
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	0.985
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	1.00	1.00
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	1228	421

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	55.0 mi/h
Total demand flow rate, both directions, v		Adj. for lane and shoulder width,[4] f_{LS}(Exhibit 15-7)	1.3 mi/h
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	0.3 mi/h
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	1.7 mi/h	Free-flow speed, FFS ($FSS=BFFS-f_{LS}-f_A$)	53.5 mi/h
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	39.0 mi/h
		Percent free flow speed, PFFS	72.9 %

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T(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, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	1.000	1.000
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	1228	415
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	79.6	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	14.1	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	90.1	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	E
Volume to capacity ratio, *v/c*	0.72

Capacity, $C_{d,ATS}$ (Equation 15-12) pc/h	*1675*
Capacity, $C_{d,PTSF}$ (Equation 15-13) pc/h	*1700*
Percent Free-Flow Speed $PFFS_d$(Equation 15-11 - Class III only)	*72.9*
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*1228.4*
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)	*5.38*
Bicycle level of service (Exhibit 15-4)	*E*
Notes	

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 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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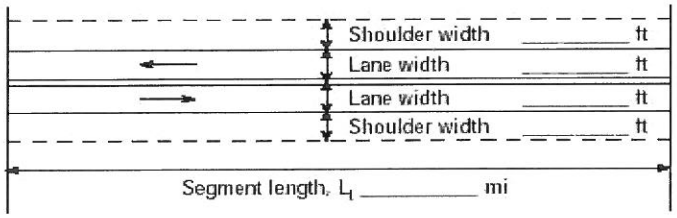
DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	MMA	Highway / Direction of Travel	US 301
Agency or Company	AIM ENGINEERING & SURVEYING	From/To	CR 579 TO STACY RD
Date Performed	8/24/2015	Jurisdiction	FDOT
Analysis Time Period	PM NO-BUILD	Analysis Year	2020

Project Description: US 301 PD&E STUDY

Input Data



☑ Class I highway ☐ Class II highway ☐ Class III highway

Terrain ☑ Level ☐ Rolling

Analysis direction vol., V_d	365veh/h	Grade Length mi	Up/down
Opposing direction vol., V_o	1081veh/h	Peak-hour factor, PHF	0.88
Shoulder width ft	4.0	No-passing zone	39%
Lane Width ft	12.0	% Trucks and Buses , P_T	5 %
Segment Length mi	1.3	% Recreational vehicles, P_R	0%
		Access points *mi*	1/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	1.3	1.0
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.985	1.000
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	1.00	1.00
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	421	1228

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	55.0 mi/h
Total demand flow rate, both directions, v		Adj. for lane and shoulder width,[4] f_{LS}(Exhibit 15-7)	1.3 mi/h
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	0.3 mi/h
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	0.5 mi/h	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	53.5 mi/h
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	40.1 mi/h
		Percent free flow speed, PFFS	75.1 %

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T(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, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	1.000	1.000
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	415	1228
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	54.6	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	14.1	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	58.2	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	D
Volume to capacity ratio, *v/c*	0.25

Capacity, $C_{d,ATS}$ (Equation 15-12) pc/h	*1700*
Capacity, $C_{d,PTSF}$ (Equation 15-13) pc/h	*1700*
Percent Free-Flow Speed $PFFS_d$(Equation 15-11 - Class III only)	*75.1*
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (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*

Notes

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 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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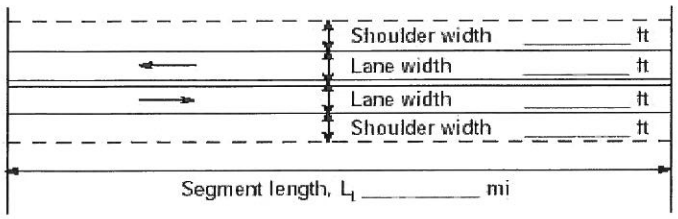
DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	MMA	Highway / Direction of Travel	US 301
Agency or Company	AIM ENGINEERING & SURVEYING	From/To	STACY RD TO MCINTOSH RD
Date Performed	8/24/2015	Jurisdiction	FDOT
Analysis Time Period	PM NO-BUILD	Analysis Year	2020

Project Description: US 301 PD&E STUDY

Input Data



Analysis direction vol., V_d 850veh/h

Opposing direction vol., V_o 289veh/h

Shoulder width ft 4.0

Lane Width ft 12.0

Segment Length mi 1.3

☑ 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 55%

% Trucks and Buses , P_T 5 %

% Recreational vehicles, P_R 0%

Access points mi 1/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	1.0	1.4
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[1], $f_{g,ATS}$ (Exhibit 15-9)	1.00	1.00
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	966	335

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	60.0 mi/h
Total demand flow rate, both directions, v		Adj. for lane and shoulder width,[4] f_{LS} (Exhibit 15-7)	1.3 mi/h
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	0.3 mi/h
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	2.7 mi/h	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	58.5 mi/h
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	45.7 mi/h
		Percent free flow speed, PFFS	78.1 %

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (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	0.995
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	966	330
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	70.3	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	20.0	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	85.2	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	E
Volume to capacity ratio, v/c	0.57

Capacity, $C_{d,ATS}$ (Equation 15-12) pc/h	*1666*
Capacity, $C_{d,PTSF}$ (Equation 15-13) pc/h	*1692*
Percent Free-Flow Speed $PFFS_d$(Equation 15-11 - Class III only)	*78.1*
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (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*
Notes	
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 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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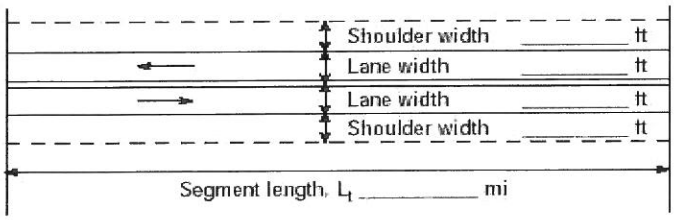
DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	MMA	Highway / Direction of Travel	US 301
Agency or Company	AIM ENGINEERING & SURVEYING	From/To	STACY RD TO MCINTOSH RD
Date Performed	8/24/2015	Jurisdiction	FDOT
Analysis Time Period	PM NO-BUILD	Analysis Year	2020

Project Description: US 301 PD&E STUDY

Input Data



☑ 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 55%

% Trucks and Buses , P_T 5 %

% Recreational vehicles, P_R 0%

Access points *mi* 1/mi

Analysis direction vol., V_d 289veh/h

Opposing direction vol., V_o 850veh/h

Shoulder width ft 4.0

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_T (Exhibit 15-11 or 15-12)	1.4	1.0
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.980	1.000
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	1.00	1.00
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	335	966

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	60.0 mi/h
Total demand flow rate, both directions, *v*		Adj. for lane and shoulder width,[4] f_{LS}(Exhibit 15-7)	1.3 mi/h
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	0.3 mi/h
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	0.9 mi/h	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	58.5 mi/h
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	47.5 mi/h
		Percent free flow speed, PFFS	81.3 %

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T(Exhibit 15-18 or 15-19)	1.1	1.0
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.995	1.000
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	330	966
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	44.6	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	20.0	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	49.7	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	C
Volume to capacity ratio, *v/c*	0.20

Capacity, $C_{d,ATS}$ (Equation 15-12) pc/h	*1700*
Capacity, $C_{d,PTSF}$ (Equation 15-13) pc/h	*1700*
Percent Free-Flow Speed $PFFS_d$(Equation 15-11 - Class III only)	*81.3*
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*328.4*
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)	*4.71*
Bicycle level of service (Exhibit 15-4)	*E*

Notes

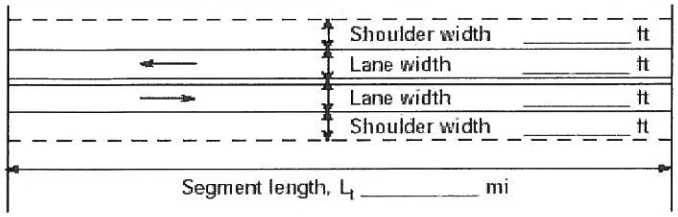
1. Note that the adjustment factor for level terrain is 1.00,as level terrain is one of the base conditions. For the purpose of grade adjustment, specific downgrade segments are treated as level terrain.
2. If v_i(v_d or v_o) >=1,700 pc/h, terminate analysis--the LOS is F.
3. For the analysis direction 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.

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	MMA	Highway / Direction of Travel	US 301
Agency or Company	AIM ENGINEERING & SURVEYING	From/To	MCINTOSH TO FUTURE SR 56
Date Performed	8/24/2015	Jurisdiction	FDOT
Analysis Time Period	PM NO-BUILD	Analysis Year	2020

Project Description: US 301 PD&E STUDY

Input Data



Show North Arrow

☑ Class I highway ☐ Class II highway ☐ Class III highway

Terrain ☑ Level ☐ Rolling

Analysis direction vol., V_d	917veh/h	Grade Length mi	Up/down
Opposing direction vol., V_o	306veh/h	Peak-hour factor, PHF	0.88
Shoulder width ft	4.0	No-passing zone	49%
Lane Width ft	12.0	% Trucks and Buses , P_T	5 %
Segment Length mi	7.1	% Recreational vehicles, P_R	0%
		Access points mi	2/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	1.0	1.4
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[1], $f_{g,ATS}$ (Exhibit 15-9)	1.00	1.00
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	1042	355

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	60.0 mi/h
Total demand flow rate, both directions, v		Adj. for lane and shoulder width,[4] f_{LS}(Exhibit 15-7)	1.3 mi/h
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	0.5 mi/h
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	2.4 mi/h	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	58.2 mi/h
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	45.0 mi/h
		Percent free flow speed, PFFS	77.2 %

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T(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	0.995
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	1042	349
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	73.7	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	17.1	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	86.5	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	E
Volume to capacity ratio, v/c	0.61

Capacity, $C_{d,ATS}$ (Equation 15-12) pc/h	*1666*
Capacity, $C_{d,PTSF}$ (Equation 15-13) pc/h	*1692*
Percent Free-Flow Speed $PFFS_d$(Equation 15-11 - Class III only)	*77.2*
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*1042.0*
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)	*5.30*
Bicycle level of service (Exhibit 15-4)	*E*

Notes

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 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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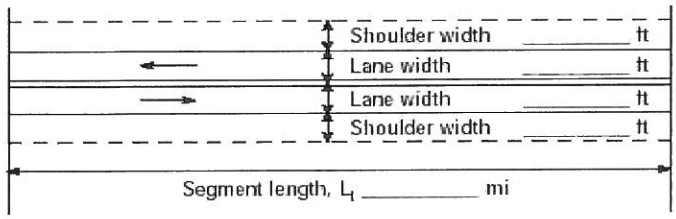
DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	MMA	Highway / Direction of Travel	US 301
Agency or Company	AIM ENGINEERING & SURVEYING	From/To	MCINTOSH TO FUTURE SR 56
Date Performed	8/24/2015	Jurisdiction	FDOT
Analysis Time Period	PM NO-BUILD	Analysis Year	2020

Project Description: US 301 PD&E STUDY

Input Data



Analysis direction vol., V_d 306veh/h

Opposing direction vol., V_o 917veh/h

Shoulder width ft 4.0

Lane Width ft 12.0

Segment Length mi 7.1

☑ 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 49%

% Trucks and Buses , P_T 5 %

% Recreational vehicles, P_R 0%

Access points mi 2/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	1.4	1.0
Passenger-car equivalents for RVs, E_R (Exhibit 15-11 or 15-13)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV,ATS}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.980	1.000
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	1.00	1.00
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	355	1042

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	60.0 mi/h
Total demand flow rate, both directions, v		Adj. for lane and shoulder width,[4] f_{LS}(Exhibit 15-7)	1.3 mi/h
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	0.5 mi/h
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	0.8 mi/h	Free-flow speed, FFS ($FSS=BFFS-f_{LS}-f_A$)	58.2 mi/h
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	46.6 mi/h
		Percent free flow speed, PFFS	80.1 %

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T(Exhibit 15-18 or 15-19)	1.1	1.0
Passenger-car equivalents for RVs, E_R (Exhibit 15-18 or 15-19)	1.0	1.0
Heavy-vehicle adjustment factor, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	0.995	1.000
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	349	1042
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	47.1	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	17.1	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	51.4	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	C
Volume to capacity ratio, v/c	0.21

Capacity, $C_{d,ATS}$ (Equation 15-12) pc/h	*1700*
Capacity, $C_{d,PTSF}$ (Equation 15-13) pc/h	*1700*
Percent Free-Flow Speed $PFFS_d$(Equation 15-11 - Class III only)	*80.1*
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*347.7*
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)	*4.74*
Bicycle level of service (Exhibit 15-4)	*E*

Notes

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 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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Opening Year (2020) Unsignalized Intersection Analyses – No-Build Alternative

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	MMA	Intersection	US 301 & HARNEY RD
Agency/Co.	AIM ENGINEERING & SURVEYING	Jurisdiction	FDOT
Date Performed	8/24/2015	Analysis Year	2020
Analysis Time Period	AM NO-BUILD		

Project Description	US 301 PD&E STUDY
East/West Street:	HARNEY RD
North/South Street:	US 301
Intersection Orientation:	North-South
Study Period (hrs):	0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		403	13	18	1240	
Peak-Hour Factor, PHF	1.00	0.85	0.85	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	Undivided					
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration			TR	LT		
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
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	0	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, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		LT		LR				
v (veh/h)		21		28				
C (m) (veh/h)		1059		133				
v/c		0.02		0.21				
95% queue length		0.06		0.76				
Control Delay (s/veh)		8.5		39.1				
LOS		A		E				
Approach Delay (s/veh)	--	--	39.1					
Approach LOS	--	--	E					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	MMA	Intersection	US 301 & CR 579
Agency/Co.	AIM ENGINEERING & SURVEYING	Jurisdiction	FDOT
Date Performed	8/24/2015	Analysis Year	2020
Analysis Time Period	AM NO-BUILD		
Project Description	US 301 PD&E STUDY		
East/West Street:	CR 579	North/South Street:	US 301
Intersection Orientation:	North-South	Study Period (hrs):	0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
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	0.85	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					
RT Channelized			0			0
Lanes	0	1	1	1	1	0
Configuration		T	R	L	T	
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				24		35
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	28	0	41
Percent Heavy Vehicles	0	0	0	17	0	17
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	1	0	1
Configuration				L		R

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L	L		R			
v (veh/h)		124	28		41			
C (m) (veh/h)		1110	73		631			
v/c		0.11	0.38		0.06			
95% queue length		0.38	1.48		0.21			
Control Delay (s/veh)		8.7	82.2		11.1			
LOS		A	F		B			
Approach Delay (s/veh)	--	--	40.0					
Approach LOS	--	--	E					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	MMA	Intersection	US 301 & STACY RD
Agency/Co.	AIM ENGINEERING & SURVEYING	Jurisdiction	FDOT
Date Performed	8/24/2015	Analysis Year	2020
Analysis Time Period	AM NO-BUILD		
Project Description	US 301 PD&E STUDY		
East/West Street:	STACY RD	North/South Street:	US 301
Intersection Orientation:	North-South	Study Period (hrs):	0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	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	Undivided					
RT Channelized			0			0
Lanes	1	1	1	1	1	0
Configuration	L	T	R	L		TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	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	
Storage		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L		LTR			LTR	
v (veh/h)	0	17		260			0	
C (m) (veh/h)	695	1124		123				
v/c	0.00	0.02		2.11				
95% queue length	0.00	0.05		21.63				
Control Delay (s/veh)	10.2	8.3		586.0				
LOS	B	A		F				
Approach Delay (s/veh)	--	--	586.0					
Approach LOS	--	--	F					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*MMA*	Intersection	*US 301 & MCINTOSH RD*
Agency/Co.	*AIM ENGINEERING & SURVEYING*	Jurisdiction	*FDOT*
Date Performed	*8/24/2015*	Analysis Year	*2020*
Analysis Time Period	*AM NO-BUILD*		
Project Description	*US 301 PD&E STUDY*		
East/West Street:	*MCINTOSH RD*	North/South Street:	*US 301*
Intersection Orientation:	*North-South*	Study Period (hrs):	*0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*273*	*13*	*76*	*841*	
Peak-Hour Factor, PHF	*1.00*	*0.85*	*0.85*	*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	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*1*	*1*	*0*
Configuration			*TR*	*L*	*T*	
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
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*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*L*		*LR*				
v (veh/h)		*89*		*56*				
C (m) (veh/h)		*1207*		*280*				
v/c		*0.07*		*0.20*				
95% queue length		*0.24*		*0.73*				
Control Delay (s/veh)		*8.2*		*21.0*				
LOS		*A*		*C*				
Approach Delay (s/veh)	--	--	*21.0*					
Approach LOS	--	--	*C*					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*MMA*	Intersection	*US 301 & HARNEY RD*
Agency/Co.	*AIM ENGINEERING & SURVEYING*	Jurisdiction	*FDOT*
Date Performed	*8/24/2015*	Analysis Year	*2020*
Analysis Time Period	*PM NO-BUILD*		
Project Description	*US 301 PD&E STUDY*		
East/West Street:	*HARNEY RD*	North/South Street:	*US 301*
Intersection Orientation:	*North-South*	Study Period (hrs):	*0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*1219*	*31*	*5*	*413*	
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*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*3*		*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*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*5*		*46*				
C (m) (veh/h)		*470*		*160*				
v/c		*0.01*		*0.29*				
95% queue length		*0.03*		*1.12*				
Control Delay (s/veh)		*12.7*		*36.3*				
LOS		*B*		*E*				
Approach Delay (s/veh)	--	--		*36.3*				
Approach LOS	--	--		*E*				

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	MMA	Intersection	US 301 & CR 579
Agency/Co.	AIM ENGINEERING & SURVEYING	Jurisdiction	FDOT
Date Performed	8/24/2015	Analysis Year	2020
Analysis Time Period	PM NO-BUILD		
Project Description	US 301 PD&E STUDY		
East/West Street:	CR 579	North/South Street:	US 301
Intersection Orientation:	North-South	Study Period (hrs):	0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		966	38	44	319	
Peak-Hour Factor, PHF	1.00	0.88	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	Undivided					
RT Channelized			0			0
Lanes	0	1	1	1	1	0
Configuration		T	R	L	T	
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	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	1
Percent Grade (%)		0			0	
Flared Approach		N			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	1	0	1
Configuration				L		R

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L	L		R			
v (veh/h)		50	56		137			
C (m) (veh/h)		602	114		260			
v/c		0.08	0.49		0.53			
95% queue length		0.27	2.22		2.82			
Control Delay (s/veh)		11.5	63.8		33.3			
LOS		B	F		D			
Approach Delay (s/veh)	--	--	42.1					
Approach LOS	--	--	E					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	MMA	Intersection	US 301 & STACY RD
Agency/Co.	AIM ENGINEERING & SURVEYING	Jurisdiction	FDOT
Date Performed	8/24/2015	Analysis Year	2020
Analysis Time Period	PM NO-BUILD		

Project Description	US 301 PD&E STUDY
East/West Street:	STACY RD
North/South Street:	US 301
Intersection Orientation:	North-South
Study Period (hrs):	0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	2	804	268	11	279	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	Undivided					
RT Channelized			0			0
Lanes	1	1	1	1	1	0
Configuration	L	T	R	L		TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
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	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		0			0	
RT Channelized			0			0
Lanes	0	1	0	0	1	0
Configuration		LTR			LTR	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L		LTR			LTR	
v (veh/h)	2	12		128			12	
C (m) (veh/h)	1252	563		172			363	
v/c	0.00	0.02		0.74			0.03	
95% queue length	0.00	0.07		4.70			0.10	
Control Delay (s/veh)	7.9	11.5		70.0			15.3	
LOS	A	B		F			C	
Approach Delay (s/veh)	--	--	70.0			15.3		
Approach LOS	--	--	F			C		

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	MMA	Intersection	US 301 & MCINTOSH RD
Agency/Co.	AIM ENGINEERING & SURVEYING	Jurisdiction	FDOT
Date Performed	8/24/2015	Analysis Year	2020
Analysis Time Period	PM NO-BUILD		
Project Description	US 301 PD&E STUDY		
East/West Street:	MCINTOSH RD	North/South Street:	US 301
Intersection Orientation:	North-South	Study Period (hrs):	0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	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	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	0	1	0	1	1	0
Configuration			TR	L	T	
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				33		101
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	37	0	114
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	0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L		LR				
v (veh/h)		60		151				
C (m) (veh/h)		696		247				
v/c		0.09		0.61				
95% queue length		0.28		3.62				
Control Delay (s/veh)		10.7		40.1				
LOS		B		E				
Approach Delay (s/veh)	--	--	40.1					
Approach LOS	--	--	E					

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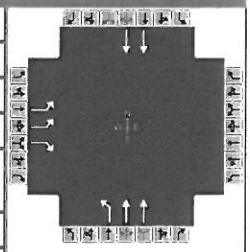
Opening Year (2020) Signalized Intersection Analyses – No-Build Alternative

HCS 2010 Signalized Intersection Input Data

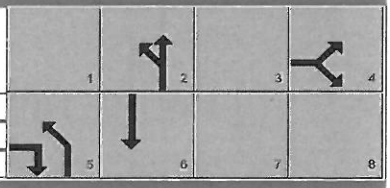
General Information				Intersection Information	
Agency	AIM ENGINEERING & SURVEYING			Duration, h	0.25
Analyst		Analysis Date	8/31/2015	Area Type	Other
Jurisdiction	HILLSBOROUGH CO.	Time Period	AM PEAK HOUR	PHF	0.85
Intersection	US 301/FOWLER AVENUE	Analysis Year	OPENING YEAR 2020	Analysis Period	1> 7:00
File Name	US301_FOWLER AVE_2020 AM_NO BUILD.xus				
Project Description	US 301 PD&E STUDY - FOWLER AVENUE TO FUTURE SR 56				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	246		121				50	207			785	

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	10.0	41.0	26.5	0.0	0.0	0.0	
Yellow	5.5	5.5	5.5	0.0	0.0	0.0	
Red	2.0	2.0	2.0	0.0	0.0	0.0	



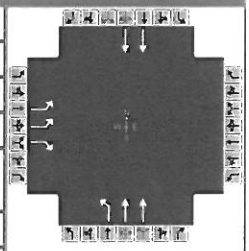
Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	246		121				50	207			785	
Initial Queue (Q_b), veh/h	0		0				0	0			0	
Base Saturation Flow Rate (s_o), veh/h	1900		1900				1900	1900			1900	
Parking (N_m), man/h		None						None			None	
Heavy Vehicles (P_{HV}), %	7		7				15	15			5	
Ped / Bike / RTOR, /h							0	0	0	0	0	0
Buses (N_b), buses/h	0		0				0	0			0	
Arrival Type (*AT*)	3		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	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		26.5			10.0	51.0		41.0
Yellow Change Interval (*Y*), s	5.5				5.5	5.5		5.5
Red Clearance Interval (R_c), s	2.0				2.0	2.0		2.0
Minimum Green (G_{min}), s	10				10	15		15
Start-Up Lost Time (*l1*), s	2.0				2.0	2.0		2.0
Extension of Effective Green (*e*), s	2.0				2.0	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 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

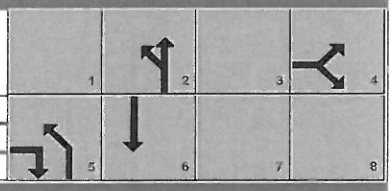
General Information				Intersection Information	
Agency	AIM ENGINEERING & SURVEYING			Duration, h	0.25
Analyst		Analysis Date	8/31/2015	Area Type	Other
Jurisdiction	HILLSBOROUGH CO.	Time Period	AM PEAK HOUR	PHF	0.85
Intersection	US 301/FOWLER AVENUE	Analysis Year	OPENING YEAR 2020	Analysis Period	1> 7:00
File Name	US301_FOWLER AVE_2020 AM_NO BUILD.xus				
Project Description	US 301 PD&E STUDY - FOWLER AVENUE TO FUTURE SR 56				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	246		121				50	207			785	

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	10.0	41.0	26.5	0.0	0.0	0.0	
Yellow	5.5	5.5	5.5	0.0	0.0	0.0	
Red	2.0	2.0	2.0	0.0	0.0	0.0	



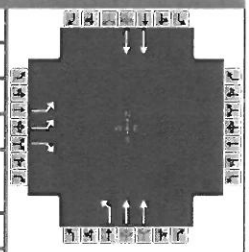
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4			5	2		6
Case Number		9.0			1.0	4.0		8.3
Phase Duration, s		34.0			17.5	66.0		48.5
Change Period, ($Y+R_c$), s		7.5			7.5	7.5		7.5
Max Allow Headway (*MAH*), s		3.0			5.9	5.8		5.8
Queue Clearance Time (g_s), s		9.1			3.8	5.5		23.6
Green Extension Time (g_e), s		0.8			0.1	13.9		9.1
Phase Call Probability		1.00			1.00	1.00		1.00
Max Out Probability		0.00			0.84	0.06		0.44

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	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 (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*), veh/h	870		549				333	1840			1413	
Volume-to-Capacity Ratio (*X*)	0.333		0.259				0.177	0.132			0.654	
Available Capacity (c_a), 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 (d_1), s/veh	29.6		22.3				14.6	9.3			23.8	
Incremental Delay (d_2), s/veh	0.1		0.1				0.5	0.1			1.5	
Initial Queue Delay (d_3), 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)	C		C				B	A			C	
Approach Delay, s/veh / LOS	27.3		C	0.0			10.5		B	25.3		C
Intersection Delay, s/veh / LOS	23.1						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.9	C	2.7	B	0.7	A	2.4	B
Bicycle LOS Score / LOS		F			0.7	A	1.2	A

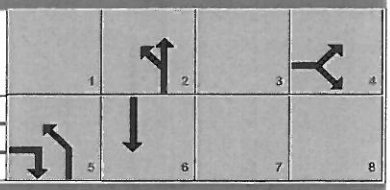
HCS 2010 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	AIM ENGINEERING & SURVEYING			Duration, h	0.25
Analyst		Analysis Date	8/31/2015	Area Type	Other
Jurisdiction	HILLSBOROUGH CO.	Time Period	PM PEAK HOUR	PHF	0.88
Intersection	US 301/FOWLER AVENUE	Analysis Year	OPENING YEAR 2020	Analysis Period	1> 7:00
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		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	709		110				112	761			182	

Signal Information					EB			WB			NB		
Cycle, s	100.0	Reference Phase	2									
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		
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	2.0	2.0	0.0	0.0	0.0		



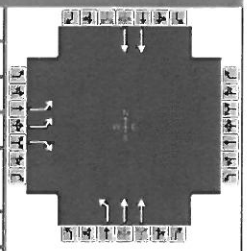
Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	709		110				112	761			182	
Initial Queue (Q_b), veh/h	0		0				0	0			0	
Base Saturation Flow Rate (s_o), veh/h	1900		1900				1900	1900			1900	
Parking (N_m), man/h		None						None			None	
Heavy Vehicles (P_{HV}), %	3		3				5	5			5	
Ped / Bike / RTOR, /h							0	0	0	0	0	0
Buses (N_b), buses/h	0		0				0	0			0	
Arrival Type (*AT*)	3		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	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) 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 (R_c), s	2.0				2.0	2.0		2.0
Minimum Green (G_{min}), s	10				10	10		10
Start-Up Lost Time (*lt*), s	2.0				2.0	2.0		2.0
Extension of Effective Green (*e*), s	2.0				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

HCS 2010 Signalized Intersection Results Summary

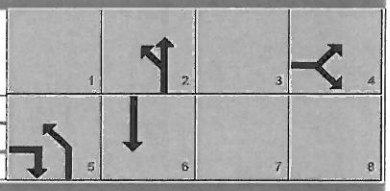
General Information				Intersection Information	
Agency	AIM ENGINEERING & SURVEYING			Duration, h	0.25
Analyst		Analysis Date	8/31/2015	Area Type	Other
Jurisdiction	HILLSBOROUGH CO.	Time Period	PM PEAK HOUR	PHF	0.88
Intersection	US 301/FOWLER AVENUE	Analysis Year	OPENING YEAR 2020	Analysis Period	1> 7:00
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		
Approach Movement	L	T	R	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	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	10.0	38.0	29.5	0.0	0.0	0.0	
Yellow	5.5	5.5	5.5	0.0	0.0	0.0	
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 (g_s), 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
Max Out Probability		0.30			0.24	0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7		14				5	2			6	
Adjusted Flow Rate (*v*), veh/h	806		125				127	865			207	
Adjusted Saturation Flow 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 Clearance Time (g_c), 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	
Capacity (*c*), veh/h	1006		617				631	1912			1309	
Volume-to-Capacity Ratio (*X*)	0.801		0.202				0.202	0.452			0.158	
Available Capacity (c_a), 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	
Uniform Delay (d_1), s/veh	32.5		19.9				13.7	13.2			20.4	
Incremental Delay (d_2), s/veh	4.3		0.1				0.1	0.1			0.0	
Initial Queue Delay (d_3), s/veh	0.0		0.0				0.0	0.0			0.0	
Control Delay (*d*), s/veh	36.9		20.0				13.8	13.3			20.5	
Level of Service (LOS)	D		B				B	B			C	
Approach Delay, s/veh / LOS	34.6		C	0.0			13.3		B	20.5		C
Intersection Delay, s/veh / LOS	23.3						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.9	C	2.7	B	0.7	A	2.4	B
Bicycle LOS Score / LOS		F			1.3	A	0.7	A

APPENDIX I

Design Year (2040) No-Build Alternative HCS Analyses

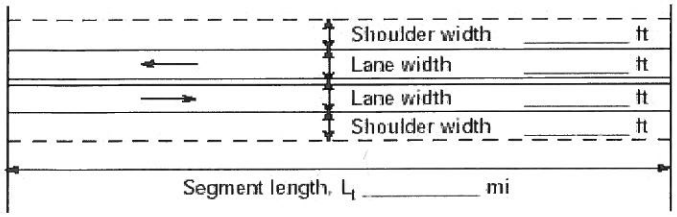
Design Year (2040) Two-Lane Highway Segment Analyses – No-Build Alternative

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	MMA	Highway / Direction of Travel	US 301
Agency or Company	AIM ENGINEERING & SURVEYING	From/To	FOWLER AVE TO HARNEY RD
Date Performed	8/10/2015	Jurisdiction	FDOT
Analysis Time Period	AM - NO-BUILD	Analysis Year	2040

Project Description: US 301 PD&E STUDY

Input Data



Analysis direction vol., V_d 2466veh/h

Opposing direction vol., V_o 1328veh/h

Shoulder width ft 4.0

Lane Width ft 12.0

Segment Length mi 1.2

☑ Class I highway ☐ Class II highway ☐ Class III highway

Terrain ☑ Level ☐ Rolling

Grade Length mi Up/down

Peak-hour factor, PHF 0.92

No-passing zone 25%

% Trucks and Buses , P_T 5 %

% Recreational vehicles, P_R 0%

Access points mi 5/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	1.0	1.0
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	1.000
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	1.00	1.00
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	2680	1443

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	55.0 mi/h
Total demand flow rate, both directions, v		Adj. for lane and shoulder width,[4] f_{LS}(Exhibit 15-7)	1.3 mi/h
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	1.3 mi/h
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	0.5 mi/h	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	52.5 mi/h
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	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_T(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, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	1.000	1.000
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	2680	1443
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	97.8	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	9.6	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	100.0	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	F
Volume to capacity ratio, v/c	1.58

Capacity, $C_{d,ATS}$ (Equation 15-12) pc/h	*1700*
Capacity, $C_{d,PTSF}$ (Equation 15-13) pc/h	*1700*
Percent Free-Flow Speed $PFFS_d$(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_t (Eq. 15-30)	*4.79*
Bicycle level of service score, BLOS (Eq. 15-31)	*5.81*
Bicycle level of service (Exhibit 15-4)	*F*

Notes

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 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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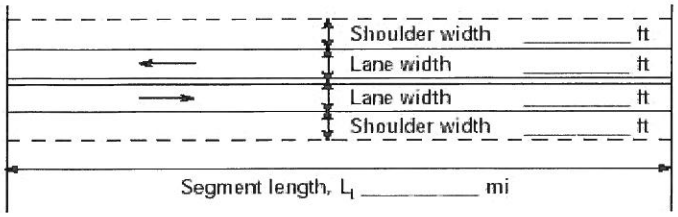
DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	MMA	Highway / Direction of Travel	US 301
Agency or Company	AIM ENGINEERING & SURVEYING	From/To	FOWLER AVE TO HARNEY RD
Date Performed	8/10/2015	Jurisdiction	FDOT
Analysis Time Period	AM - NO-BUILD	Analysis Year	2040

Project Description: US 301 PD&E STUDY

Input Data



Analysis direction vol., V_d 1328veh/h
Opposing direction vol., V_o 2466veh/h
Shoulder width ft 4.0
Lane Width ft 12.0
Segment Length mi 1.2

☑ Class I highway ☐ Class II highway ☐ Class III highway
Terrain ☑ Level ☐ Rolling
Grade Length mi Up/down
Peak-hour factor, PHF 0.92
No-passing zone 25%
% Trucks and Buses , P_T 5 %
% Recreational vehicles, P_R 0%
Access points mi 5/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	1.0	1.0
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	1.000
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	1.00	1.00
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	1443	2680

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	55.0 mi/h
Total demand flow rate, both directions, v		Adj. for lane and shoulder width,[4] f_{LS}(Exhibit 15-7)	1.3 mi/h
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	1.3 mi/h
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	0.5 mi/h	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	52.5 mi/h
		Average travel speed, ATS_d=FFS-0.00776($v_{d,ATS}$ + $v_{o,ATS}$) - $f_{np,ATS}$	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_T(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, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	1.000	1.000
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	1443	2680
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	90.6	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	9.6	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	94.0	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	F
Volume to capacity ratio, v/c	0.85

Capacity, $C_{d,ATS}$ (Equation 15-12) pc/h	*1700*
Capacity, $C_{d,PTSF}$ (Equation 15-13) pc/h	*1700*
Percent Free-Flow Speed $PFFS_d$(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	*1443.5*
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)	*5.46*
Bicycle level of service (Exhibit 15-4)	*E*

Notes

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 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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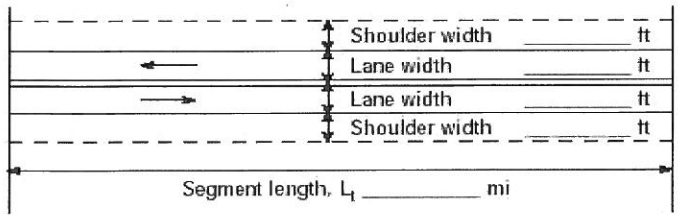
DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	MMA	Highway / Direction of Travel	US 301
Agency or Company	AIM ENGINEERING & SURVEYING	From/To	HARNEY RD TO CR 579
Date Performed	8/10/2015	Jurisdiction	FDOT
Analysis Time Period	AM - NO-BUILD	Analysis Year	2040

Project Description: US 301 PD&E STUDY

Input Data



☑ Class I highway ☐ Class II highway ☐ Class III highway

Terrain ☑ Level ☐ Rolling

Grade Length mi Up/down

Peak-hour factor, PHF 0.92

No-passing zone 100%

% Trucks and Buses , P_T 5 %

% Recreational vehicles, P_R 0%

Access points mi 6/mi

Analysis direction vol., V_d 2147veh/h

Opposing direction vol., V_o 1156veh/h

Shoulder width ft 4.0

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_T (Exhibit 15-11 or 15-12)	1.0	1.0
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	1.000
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	1.00	1.00
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	2334	1257

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	55.0 mi/h
Total demand flow rate, both directions, v		Adj. for lane and shoulder width,[4] f_{LS}(Exhibit 15-7)	1.3 mi/h
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	1.5 mi/h
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	1.0 mi/h	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	52.2 mi/h
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	23.4 mi/h
		Percent free flow speed, PFFS	44.8 %

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T(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, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	1.000	1.000
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	2334	1257
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	96.2	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	12.4	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	100.0	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	F
Volume to capacity ratio, v/c	1.37

Capacity, $C_{d,ATS}$ (Equation 15-12) pc/h	1700
Capacity, $C_{d,PTSF}$ (Equation 15-13) pc/h	1700
Percent Free-Flow Speed $PFFS_d$(Equation 15-11 - Class III only)	44.8
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	2333.7
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)	5.70
Bicycle level of service (Exhibit 15-4)	F

Notes

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 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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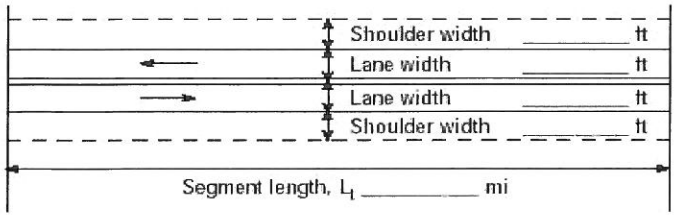
DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	MMA	Highway / Direction of Travel	US 301
Agency or Company	AIM ENGINEERING & SURVEYING	From/To	HARNEY RD TO CR 579
Date Performed	8/10/2015	Jurisdiction	FDOT
Analysis Time Period	AM - NO-BUILD	Analysis Year	2040

Project Description: US 301 PD&E STUDY

Input Data



Show North Arrow

☑ Class I highway ☐ Class II highway ☐ Class III highway

Terrain ☑ Level ☐ Rolling

Grade Length mi Up/down

Peak-hour factor, PHF 0.92

No-passing zone 100%

% Trucks and Buses , P_T 5 %

% Recreational vehicles, P_R 0%

Access points *mi* 6/mi

Analysis direction vol., V_d 1156veh/h

Opposing direction vol., V_o 2147veh/h

Shoulder width ft 4.0

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_T (Exhibit 15-11 or 15-12)	1.0	1.0
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	1.000
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	1.00	1.00
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	1257	2334

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	55.0 mi/h
Total demand flow rate, both directions, *v*		Adj. for lane and shoulder width,[4] f_{LS}(Exhibit 15-7)	1.3 mi/h
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	1.5 mi/h
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	0.6 mi/h	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	52.2 mi/h
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	23.7 mi/h
		Percent free flow speed, PFFS	45.5 %

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T(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, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	1.000	1.000
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	1257	2334
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	87.9	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	12.4	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	92.2	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	F
Volume to capacity ratio, *v/c*	0.74

Capacity, $C_{d,ATS}$ (Equation 15-12) pc/h	*1700*
Capacity, $C_{d,PTSF}$ (Equation 15-13) pc/h	*1700*
Percent Free-Flow Speed $PFFS_d$(Equation 15-11 - Class III only)	*45.5*
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (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

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 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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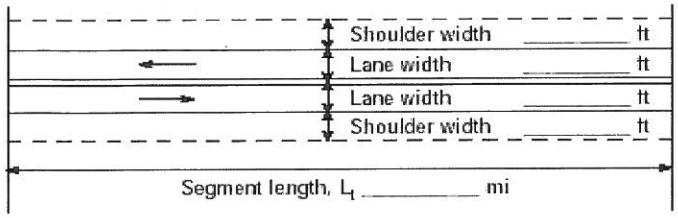
DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	MMA	Highway / Direction of Travel	US 301
Agency or Company	AIM ENGINEERING & SURVEYING	From/To	CR 579 TO STACY RD
Date Performed	8/10/15	Jurisdiction	FDOT
Analysis Time Period	AM - NO-BUILD	Analysis Year	2040

Project Description: US 301 PD&E STUDY

Input Data



Analysis direction vol., V_d 2211veh/h

Opposing direction vol., V_o 1191veh/h

Shoulder width ft 4.0

Lane Width ft 12.0

Segment Length mi 1.3

☑ Class I highway ☐ Class II highway ☐ Class III highway

Terrain ☑ Level ☐ Rolling

Grade Length mi Up/down

Peak-hour factor, PHF 0.92

No-passing zone 39%

% Trucks and Buses , P_T 5 %

% Recreational vehicles, P_R 0%

Access points mi 1/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	1.0	1.0
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	1.000
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	1.00	1.00
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	2403	1295

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	55.0 mi/h
Total demand flow rate, both directions, v		Adj. for lane and shoulder width,[4] f_{LS} (Exhibit 15-7)	1.3 mi/h
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	0.3 mi/h
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	0.5 mi/h	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	53.5 mi/h
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	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_T (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, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	1.000	1.000
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	2403	1295
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	96.6	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	12.0	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	100.0	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	F
Volume to capacity ratio, v/c	1.41

Capacity, $C_{d,ATS}$ (Equation 15-12) pc/h	*1700*
Capacity, $C_{d,PTSF}$ (Equation 15-13) pc/h	*1700*
Percent Free-Flow Speed $PFFS_d$(Equation 15-11 - Class III only)	*45.3*
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*2403.3*
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)	*5.76*
Bicycle level of service (Exhibit 15-4)	*F*
Notes	

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 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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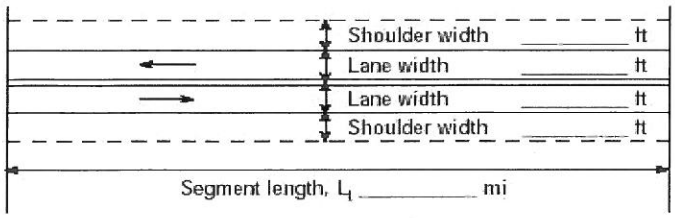
DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	MMA	Highway / Direction of Travel	US 301
Agency or Company	AIM ENGINEERING & SURVEYING	From/To	CR 579 TO STACY RD
Date Performed	8/10/15	Jurisdiction	FDOT
Analysis Time Period	AM - NO-BUILD	Analysis Year	2040

Project Description: US 301 PD&E STUDY

Input Data



Analysis direction vol., V_d 1191veh/h
Opposing direction vol., V_o 2211veh/h
Shoulder width ft 4.0
Lane Width ft 12.0
Segment Length mi 1.3

☑ Class I highway ☐ Class II highway ☐ Class III highway
Terrain ☑ Level ☐ Rolling
Grade Length mi Up/down
Peak-hour factor, PHF 0.92
No-passing zone 39%
% Trucks and Buses , P_T 5 %
% Recreational vehicles, P_R 0%
Access points mi 1/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	1.0	1.0
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	1.000
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	1.00	1.00
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	1295	2403

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	55.0 mi/h
Total demand flow rate, both directions, v		Adj. for lane and shoulder width,[4] f_{LS}(Exhibit 15-7)	1.3 mi/h
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	0.3 mi/h
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	0.5 mi/h	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	53.5 mi/h
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	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_T(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, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	1.000	1.000
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	1295	2403
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	88.5	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	12.0	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	92.7	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	F
Volume to capacity ratio, v/c	0.76

Capacity, $C_{d,ATS}$ (Equation 15-12) pc/h	*1700*
Capacity, $C_{d,PTSF}$ (Equation 15-13) pc/h	*1700*
Percent Free-Flow Speed $PFFS_d$(Equation 15-11 - Class III only)	*45.3*
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{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	

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 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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DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
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Agency or Company	AIM ENGINEERING & SURVEYING	From/To	STACY RD TO MCINTOSH
Date Performed	8/10/2015	Jurisdiction	FDOT
Analysis Time Period	AM - NO-BUILD	Analysis Year	2040

Project Description: US 301 PD&E STUDY

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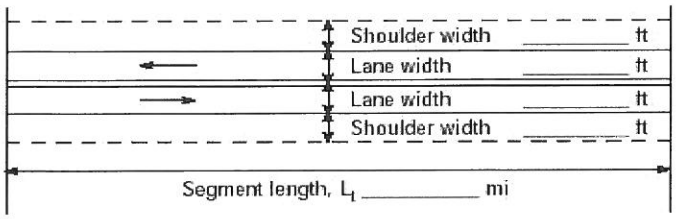

Show North Arrow

☑ Class I highway ☐ Class II highway ☐ Class III highway

Terrain ☑ Level ☐ Rolling

Analysis direction vol., V_d	1638veh/h	Grade Length	mi
Opposing direction vol., V_o	882veh/h	Up/down	
Shoulder width ft	4.0	Peak-hour factor, PHF	0.92
Lane Width ft	12.0	No-passing zone	55%
Segment Length mi	2.9	% Trucks and Buses , P_T	5 %
		% Recreational vehicles, P_R	0%
		Access points mi	1/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	1.0	1.0
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	1.000
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	1.00	1.00
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	1780	959

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	60.0 mi/h
Total demand flow rate, both directions, v		Adj. for lane and shoulder width,[4] f_{LS}(Exhibit 15-7)	1.3 mi/h
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	0.3 mi/h
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	0.9 mi/h	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	58.5 mi/h
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	36.3 mi/h
		Percent free flow speed, PFFS	62.2 %

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T(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, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	1.000	1.000
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	1780	959
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	90.9	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	11.6	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	98.4	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	F
Volume to capacity ratio, v/c	1.05

Capacity, $C_{d,ATS}$ (Equation 15-12) pc/h	*1700*
Capacity, $C_{d,PTSF}$ (Equation 15-13) pc/h	*1700*
Percent Free-Flow Speed $PFFS_d$(Equation 15-11 - Class III only)	*62.2*
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (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*
Notes	

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 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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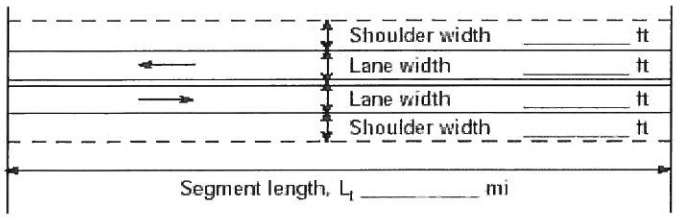
DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	MMA	Highway / Direction of Travel	US 301
Agency or Company	AIM ENGINEERING & SURVEYING	From/To	STACY RD TO MCINTOSH
Date Performed	8/10/2015	Jurisdiction	FDOT
Analysis Time Period	AM - NO-BUILD	Analysis Year	2040

Project Description: US 301 PD&E STUDY

Input Data



Analysis direction vol., V_d: 882veh/h
Opposing direction vol., V_o: 1638veh/h
Shoulder width ft: 4.0
Lane Width ft: 12.0
Segment Length mi: 2.9

☑ Class I highway ☐ Class II highway ☐ Class III highway
Terrain ☑ Level ☐ Rolling
Grade Length mi Up/down
Peak-hour factor, PHF: 0.92
No-passing zone: 55%
% Trucks and Buses , P_T: 5 %
% Recreational vehicles, P_R: 0%
Access points mi: 1/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	1.0	1.0
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	1.000
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	1.00	1.00
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	959	1780

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	60.0 mi/h
Total demand flow rate, both directions, v		Adj. for lane and shoulder width,[4] f_{LS} (Exhibit 15-7)	1.3 mi/h
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	0.3 mi/h
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	0.7 mi/h	Free-flow speed, FFS ($FSS=BFFS-f_{LS}-f_A$)	58.5 mi/h
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	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, E_T (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, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	1.000	1.000
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	959	1780
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	81.6	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	11.6	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	85.7	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	F
Volume to capacity ratio, v/c	0.56

Capacity, $C_{d,ATS}$ (Equation 15-12) pc/h	*1700*
Capacity, $C_{d,PTSF}$ (Equation 15-13) pc/h	*1700*
Percent Free-Flow Speed $PFFS_d$(Equation 15-11 - Class III only)	*62.5*
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*958.7*
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)	*5.25*
Bicycle level of service (Exhibit 15-4)	*E*

Notes

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 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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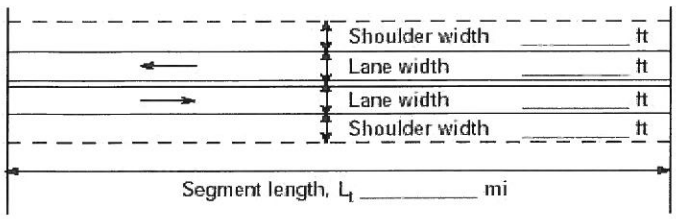
DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	MMA	Highway / Direction of Travel	US 301
Agency or Company	AIM ENGINEERING & SURVEYING	From/To	MCINTOSH TO FUTURE SR 56
Date Performed	8/10/2015	Jurisdiction	FDOT
Analysis Time Period	AM - NO-BUILD	Analysis Year	2040

Project Description: US 301 PD&E STUDY

Input Data



Show North Arrow

☑ Class I highway ☐ Class II highway ☐ Class III highway

Terrain ☑ Level ☐ Rolling

Analysis direction vol., V_d	1922veh/h
Opposing direction vol., V_o	1282veh/h
Shoulder width ft	4.0
Lane Width ft	12.0
Segment Length mi	7.1
Grade Length mi Up/down	
Peak-hour factor, PHF	0.92
No-passing zone	49%
% Trucks and Buses , P_T	5 %
% Recreational vehicles, P_R	0%
Access points *mi*	2/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	1.0	1.0
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	1.000
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	1.00	1.00
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	2089	1393

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	60.0 mi/h
Total demand flow rate, both directions, *v*		Adj. for lane and shoulder width,[4] f_{LS}(Exhibit 15-7)	1.3 mi/h
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	0.5 mi/h
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	0.7 mi/h	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	58.2 mi/h
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	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_T(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, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	1.000	1.000
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	2089	1393
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	95.4	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	9.0	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	100.0	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	F
Volume to capacity ratio, *v/c*	1.23

Capacity, $C_{d,ATS}$ (Equation 15-12) pc/h	*1700*
Capacity, $C_{d,PTSF}$ (Equation 15-13) pc/h	*1700*
Percent Free-Flow Speed $PFFS_d$(Equation 15-11 - Class III only)	*52.4*
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (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)	*5.69*
Bicycle level of service (Exhibit 15-4)	*F*
Notes	

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 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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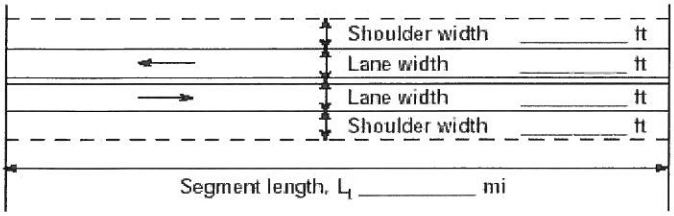
DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	MMA	Highway / Direction of Travel	US 301
Agency or Company	AIM ENGINEERING & SURVEYING	From/To	MCINTOSH TO FUTURE SR 56
Date Performed	8/10/2015	Jurisdiction	FDOT
Analysis Time Period	AM - NO-BUILD	Analysis Year	2040

Project Description: US 301 PD&E STUDY

Input Data



Show North Arrow

☑ Class I highway ☐ Class II highway ☐ Class III highway

Terrain ☑ Level ☐ Rolling

Analysis direction vol., V_d	1282veh/h
Opposing direction vol., V_o	1922veh/h
Shoulder width ft	4.0
Lane Width ft	12.0
Segment Length mi	7.1
Grade Length mi	Up/down
Peak-hour factor, PHF	0.92
No-passing zone	49%
% Trucks and Buses , P_T	5 %
% Recreational vehicles, P_R	0%
Access points *mi*	2/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	1.0	1.0
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	1.000
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	1.00	1.00
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	1393	2089

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	60.0 mi/h
Total demand flow rate, both directions, v		Adj. for lane and shoulder width,[4] f_{LS}(Exhibit 15-7)	1.3 mi/h
Free-flow speed, FFS=$S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	0.5 mi/h
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	0.6 mi/h	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	58.2 mi/h
		Average travel speed, ATS_d=FFS-0.00776($v_{d,ATS}$ + $v_{o,ATS}$) - $f_{np,ATS}$	30.6 mi/h
		Percent free flow speed, PFFS	52.5 %

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T(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, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	1.000	1.000
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	1393	2089
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	89.9	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	9.0	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	93.5	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	F
Volume to capacity ratio, *v/c*	0.82

Capacity, $C_{d,ATS}$ (Equation 15-12) pc/h	*1700*
Capacity, $C_{d,PTSF}$ (Equation 15-13) pc/h	*1700*
Percent Free-Flow Speed $PFFS_d$(Equation 15-11 - Class III only)	*52.5*
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*1393.5*
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)	*5.44*
Bicycle level of service (Exhibit 15-4)	*E*

Notes

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 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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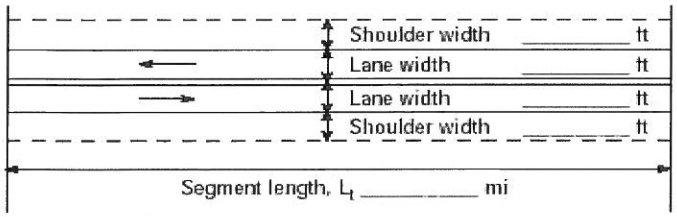
DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	MMA	Highway / Direction of Travel	US 301
Agency or Company	AIM ENGINEERING & SURVEYING	From/To	FOWLER AVE TO HARNEY RD
Date Performed	8/10/2015	Jurisdiction	FDOT
Analysis Time Period	PM - NO-BUILD	Analysis Year	2040

Project Description: US 301 PD&E STUDY

Input Data



Show North Arrow

☑ Class I highway ☐ Class II highway ☐ Class III highway

Terrain ☑ Level ☐ Rolling

Grade Length mi Up/down

Peak-hour factor, PHF 0.92

No-passing zone 25%

% Trucks and Buses , P_T 5 %

% Recreational vehicles, P_R 0%

Access points *mi* 5/mi

Analysis direction vol., V_d 2466veh/h

Opposing direction vol., V_o 1328veh/h

Shoulder width ft 4.0

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_T (Exhibit 15-11 or 15-12)	1.0	1.0
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	1.000
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	1.00	1.00
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	2680	1443

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	55.0 mi/h
Total demand flow rate, both directions, v		Adj. for lane and shoulder width,[4] f_{LS} (Exhibit 15-7)	1.3 mi/h
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	1.3 mi/h
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	0.5 mi/h	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	52.5 mi/h
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	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_T (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, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	1.000	1.000
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	2680	1443
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	97.8	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	9.6	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	100.0	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	F
Volume to capacity ratio, *v/c*	1.58

Capacity, $C_{d,ATS}$ (Equation 15-12) pc/h	*1700*
Capacity, $C_{d,PTSF}$ (Equation 15-13) pc/h	*1700*
Percent Free-Flow Speed $PFFS_d$(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_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*

Notes

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 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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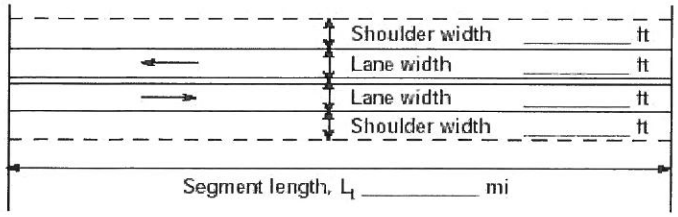
DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	MMA	Highway / Direction of Travel	US 301
Agency or Company	AIM ENGINEERING & SURVEYING	From/To	FOWLER AVE TO HARNEY RD
Date Performed	8/10/2015	Jurisdiction	FDOT
Analysis Time Period	PM - NO-BUILD	Analysis Year	2040

Project Description: US 301 PD&E STUDY

Input Data



Show North Arrow

☑ Class I highway ☐ Class II highway ☐ Class III highway

Terrain ☑ Level ☐ Rolling

Analysis direction vol., V_d	1328veh/h
Opposing direction vol., V_o	2466veh/h
Shoulder width ft	4.0
Lane Width ft	12.0
Segment Length mi	1.2
Grade Length mi	Up/down
Peak-hour factor, PHF	0.92
No-passing zone	25%
% Trucks and Buses , P_T	5 %
% Recreational vehicles, P_R	0%
Access points *mi*	5/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	1.0	1.0
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	1.000
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	1.00	1.00
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	1443	2680

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	55.0 mi/h
Total demand flow rate, both directions, *v*		Adj. for lane and shoulder width,[4] f_{LS}(Exhibit 15-7)	1.3 mi/h
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	1.3 mi/h
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	0.5 mi/h	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	52.5 mi/h
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	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_T(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, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	1.000	1.000
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	1443	2680
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	90.6	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	9.6	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	94.0	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	F
Volume to capacity ratio, *v/c*	0.85

Capacity, $C_{d,ATS}$ (Equation 15-12) pc/h	*1700*
Capacity, $C_{d,PTSF}$ (Equation 15-13) pc/h	*1700*
Percent Free-Flow Speed $PFFS_d$(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	*1443.5*
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)	*5.46*
Bicycle level of service (Exhibit 15-4)	*E*

Notes

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 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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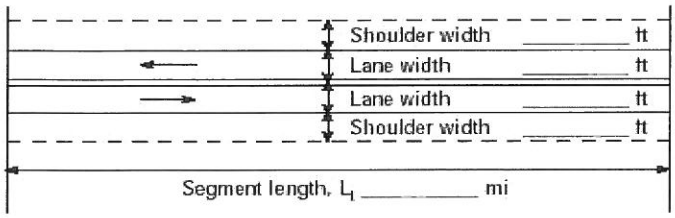
DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	MMA	Highway / Direction of Travel	US 301
Agency or Company	AIM ENGINEERING & SURVEYING	From/To	HARNEY RD TO CR 579
Date Performed	8/10/2015	Jurisdiction	FDOT
Analysis Time Period	PM - NO-BUILD	Analysis Year	2040

Project Description: US 301 PD&E STUDY

Input Data



Show North Arrow

☑ Class I highway ☐ Class II highway ☐ Class III highway

Terrain ☑ Level ☐ Rolling

Grade Length mi Up/down

Peak-hour factor, PHF 0.92

No-passing zone 100%

% Trucks and Buses , P_T 5 %

% Recreational vehicles, P_R 0%

Access points *mi* 6/mi

Analysis direction vol., V_d 2147veh/h

Opposing direction vol., V_o 1156veh/h

Shoulder width ft 4.0

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_T (Exhibit 15-11 or 15-12)	1.0	1.0
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	1.000
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	1.00	1.00
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	2334	1257

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	55.0 mi/h
Total demand flow rate, both directions, v		Adj. for lane and shoulder width,[4] f_{LS} (Exhibit 15-7)	1.3 mi/h
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	1.5 mi/h
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	1.0 mi/h	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	52.2 mi/h
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	23.4 mi/h
		Percent free flow speed, PFFS	44.8 %

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T(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, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	1.000	1.000
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	2334	1257
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	96.2	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	12.4	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	100.0	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	F
Volume to capacity ratio, *v/c*	1.37

Capacity, $C_{d,ATS}$ (Equation 15-12) pc/h	*1700*
Capacity, $C_{d,PTSF}$ (Equation 15-13) pc/h	*1700*
Percent Free-Flow Speed $PFFS_d$(Equation 15-11 - Class III only)	*44.8*
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*2333.7*
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)	*5.73*
Bicycle level of service (Exhibit 15-4)	*F*

Notes

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 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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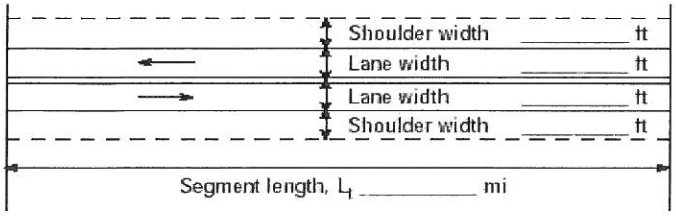
DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	MMA	Highway / Direction of Travel	US 301
Agency or Company	AIM ENGINEERING & SURVEYING	From/To	HARNEY RD TO CR 579
Date Performed	8/10/2015	Jurisdiction	FDOT
Analysis Time Period	PM - NO-BUILD	Analysis Year	2040

Project Description: US 301 PD&E STUDY

Input Data



☑ Class I highway ☐ Class II highway ☐ Class III highway

Terrain ☑ Level ☐ Rolling

Grade Length mi Up/down

Peak-hour factor, PHF 0.92

No-passing zone 100%

% Trucks and Buses , P_T 5 %

% Recreational vehicles, P_R 0%

Access points mi 6/mi

Analysis direction vol., V_d 1156veh/h

Opposing direction vol., V_o 2147veh/h

Shoulder width ft 4.0

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_T (Exhibit 15-11 or 15-12)	1.0	1.0
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	1.000
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	1.00	1.00
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	1257	2334

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	55.0 mi/h
Total demand flow rate, both directions, v		Adj. for lane and shoulder width,[4] f_{LS}(Exhibit 15-7)	1.3 mi/h
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	1.5 mi/h
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	0.6 mi/h	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	52.2 mi/h
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	23.7 mi/h
		Percent free flow speed, PFFS	45.5 %

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T(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, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	1.000	1.000
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	1257	2334
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	87.9	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	12.4	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	92.2	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	F
Volume to capacity ratio, v/c	0.74

Capacity, $C_{d,ATS}$ (Equation 15-12) pc/h	*1700*
Capacity, $C_{d,PTSF}$ (Equation 15-13) pc/h	*1700*
Percent Free-Flow Speed $PFFS_d$(Equation 15-11 - Class III only)	*45.5*
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (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

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 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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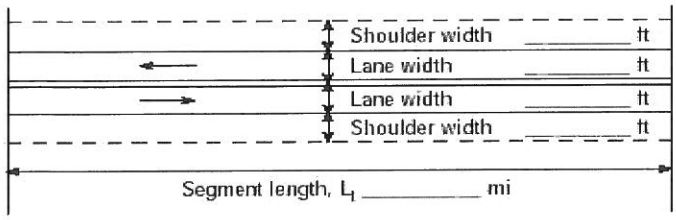
DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	MMA	Highway / Direction of Travel	US 301
Agency or Company	AIM ENGINEERING & SURVEYING	From/To	CR 579 TO STACY RD
Date Performed	8/10/2015	Jurisdiction	FDOT
Analysis Time Period	PM - NO-BUILD	Analysis Year	2040

Project Description: US 301 PD&E STUDY

Input Data



Show North Arrow

☑ Class I highway ☐ Class II highway ☐ Class III highway

Terrain ☑ Level ☐ Rolling

Grade Length mi Up/down

Peak-hour factor, PHF 0.92

No-passing zone 39%

% Trucks and Buses , P_T 5 %

% Recreational vehicles, P_R 0%

Access points mi 1/mi

Analysis direction vol., V_d 2212veh/h

Opposing direction vol., V_o 1195veh/h

Shoulder width ft 4.0

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_T (Exhibit 15-11 or 15-12)	1.0	1.0
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	1.000
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	1.00	1.00
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	2404	1299

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	55.0 mi/h
Total demand flow rate, both directions, v		Adj. for lane and shoulder width,[4] f_{LS} (Exhibit 15-7)	1.3 mi/h
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	0.3 mi/h
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	0.5 mi/h	Free-flow speed, FFS ($FSS=BFFS-f_{LS}-f_A$)	53.5 mi/h
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	24.2 mi/h
		Percent free flow speed, PFFS	45.2 %

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (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, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	1.000	1.000
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	2404	1299
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	96.6	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	11.9	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	100.0	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	F
Volume to capacity ratio, v/c	1.41

Capacity, $C_{d,ATS}$ (Equation 15-12) pc/h	*1700*
Capacity, $C_{d,PTSF}$ (Equation 15-13) pc/h	*1700*
Percent Free-Flow Speed $PFFS_d$(Equation 15-11 - Class III only)	*45.2*
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*2404.3*
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)	*5.72*
Bicycle level of service (Exhibit 15-4)	*F*
Notes	

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 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.

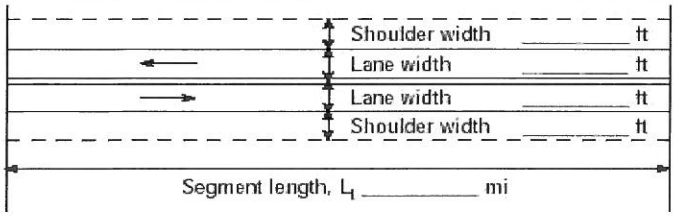
 HCS 2010™ Version 6.50 Generated: 8/20/2015 12:15 PM

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

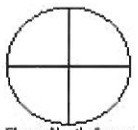
General Information		Site Information	
Analyst	MMA	Highway / Direction of Travel	US 301
Agency or Company	AIM ENGINEERING & SURVEYING	From/To	CR 579 TO STACY RD
Date Performed	8/10/2015	Jurisdiction	FDOT
Analysis Time Period	PM - NO-BUILD	Analysis Year	2040

Project Description: US 301 PD&E STUDY

Input Data



Analysis direction vol., V_d 1195veh/h
Opposing direction vol., V_o 2212veh/h
Shoulder width ft 4.0
Lane Width ft 12.0
Segment Length mi 1.3



☑ Class I highway ☐ Class II highway ☐ Class III highway
Terrain ☑ Level ☐ Rolling
Grade Length mi Up/down
Peak-hour factor, PHF 0.92
No-passing zone 39%
% Trucks and Buses , P_T 5 %
% Recreational vehicles, P_R 0%
Access points mi 1/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	1.0	1.0
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	1.000
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	1.00	1.00
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	1299	2404

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	55.0 mi/h
Total demand flow rate, both directions, v		Adj. for lane and shoulder width,[4] f_{LS}(Exhibit 15-7)	1.3 mi/h
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	0.3 mi/h
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	0.5 mi/h	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	53.5 mi/h
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	24.2 mi/h
		Percent free flow speed, PFFS	45.2 %

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T(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, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	1.000	1.000
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	1299	2404
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	88.6	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	11.9	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	92.8	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	F
Volume to capacity ratio, v/c	0.76

Capacity, $C_{d,ATS}$ (Equation 15-12) pc/h	*1700*
Capacity, $C_{d,PTSF}$ (Equation 15-13) pc/h	*1700*
Percent Free-Flow Speed $PFFS_d$(Equation 15-11 - Class III only)	*45.2*
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*1298.9*
Effective width, Ww (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

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 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.

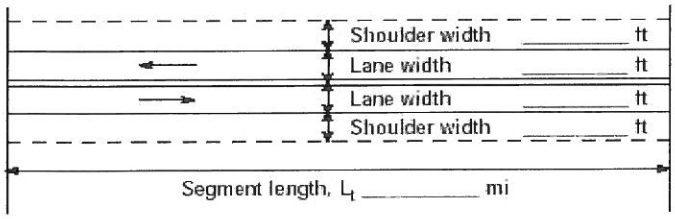
 HCS 2010™ Version 6.50 Generated: 8/26/2015 8:39 AM

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	MMA	Highway / Direction of Travel	US 301
Agency or Company	AIM ENGINEERING & SURVEYING	From/To	STACY RD TO MCINTOSH RD
Date Performed	8/10/2015	Jurisdiction	FDOT
Analysis Time Period	PM - NO-BUILD	Analysis Year	2040

Project Description: US 301 PD&E STUDY

Input Data



Analysis direction vol., V_d 1639veh/h
Opposing direction vol., V_o 884veh/h
Shoulder width ft 4.0
Lane Width ft 12.0
Segment Length mi 1.3

☑ Class I highway ☐ Class II highway ☐ Class III highway
Terrain ☑ Level ☐ Rolling
Grade Length mi Up/down
Peak-hour factor, PHF 0.92
No-passing zone 55%
% Trucks and Buses , P_T 5 %
% Recreational vehicles, P_R 0%
Access points mi 1/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	1.0	1.0
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	1.000
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	1.00	1.00
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	1782	961

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	60.0 mi/h
Total demand flow rate, both directions, v		Adj. for lane and shoulder width,[4] f_{LS}(Exhibit 15-7)	1.3 mi/h
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	0.3 mi/h
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	0.9 mi/h	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	58.5 mi/h
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	36.3 mi/h
		Percent free flow speed, PFFS	62.1 %

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T(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, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	1.000	1.000
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	1782	961
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	90.9	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	11.6	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	98.4	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	F
Volume to capacity ratio, v/c	1.05

Capacity, $C_{d,ATS}$ (Equation 15-12) pc/h	*1700*
Capacity, $C_{d,PTSF}$ (Equation 15-13) pc/h	*1700*
Percent Free-Flow Speed $PFFS_d$(Equation 15-11 - Class III only)	*62.1*
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*1781.5*
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)	*5.57*
Bicycle level of service (Exhibit 15-4)	*F*
Notes	

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 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.

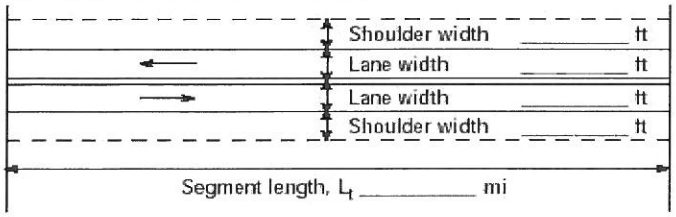
 HCS 2010™ Version 6.50 Generated: 8/20/2015 11:29 AM

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	MMA	Highway / Direction of Travel	US 301
Agency or Company	AIM ENGINEERING & SURVEYING	From/To	STACY RD TO MCINTOSH RD
Date Performed	8/10/2015	Jurisdiction	FDOT
Analysis Time Period	PM - NO-BUILD	Analysis Year	2040

Project Description: US 301 PD&E STUDY

Input Data



Show North Arrow

☑ Class I highway ☐ Class II highway ☐ Class III highway

Terrain ☑ Level ☐ Rolling

Grade Length mi Up/down

Peak-hour factor, PHF 0.92

No-passing zone 55%

% Trucks and Buses , P_T 5 %

% Recreational vehicles, P_R 0%

Access points *mi* 1/mi

Analysis direction vol., V_d	884veh/h
Opposing direction vol., V_o	1639veh/h
Shoulder width ft	4.0
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_T (Exhibit 15-11 or 15-12)	1.0	1.0
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	1.000
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	1.00	1.00
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	961	1782

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	60.0 mi/h
Total demand flow rate, both directions, v		Adj. for lane and shoulder width,[4] f_{LS}(Exhibit 15-7)	1.3 mi/h
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	0.3 mi/h
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	0.7 mi/h	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	58.5 mi/h
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	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, E_T(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, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	1.000	1.000
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	961	1782
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	81.6	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	11.6	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	85.7	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	F
Volume to capacity ratio, *v/c*	0.57

Capacity, $C_{d,ATS}$ (Equation 15-12) pc/h	*1700*
Capacity, $C_{d,PTSF}$ (Equation 15-13) pc/h	*1700*
Percent Free-Flow Speed $PFFS_d$(Equation 15-11 - Class III only)	*62.5*
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*960.9*
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)	*5.25*
Bicycle level of service (Exhibit 15-4)	*E*

Notes

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 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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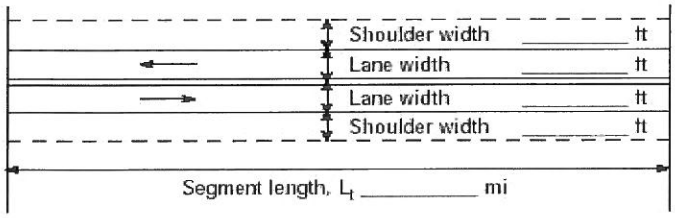
DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	MMA	Highway / Direction of Travel	US 301
Agency or Company	AIM ENGINEERING & SURVEYING	From/To	MCINTOSH TO FUTURE SR 56
Date Performed	8/10/2015	Jurisdiction	FDOT
Analysis Time Period	PM - NO-BUILD	Analysis Year	2040

Project Description: US 301 PD&E STUDY

Input Data



Show North Arrow

☑ Class I highway ☐ Class II highway ☐ Class III highway

Terrain ☑ Level ☐ Rolling

Analysis direction vol., V_d	1922veh/h
Opposing direction vol., V_o	1282veh/h
Shoulder width ft	4.0
Lane Width ft	12.0
Segment Length mi	7.1
Grade Length mi Up/down	
Peak-hour factor, PHF	0.92
No-passing zone	49%
% Trucks and Buses , P_T	5 %
% Recreational vehicles, P_R	0%
Access points *mi*	2/mi

Average Travel Speed

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T (Exhibit 15-11 or 15-12)	1.0	1.0
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	1.000
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	1.00	1.00
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	2089	1393

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	60.0 mi/h
Total demand flow rate, both directions, *v*		Adj. for lane and shoulder width,[4] f_{LS} (Exhibit 15-7)	1.3 mi/h
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	0.5 mi/h
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	0.7 mi/h	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	58.2 mi/h
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	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_T (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, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	1.000	1.000
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	2089	1393
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	95.4	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	9.0	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	100.0	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	F
Volume to capacity ratio, *v/c*	1.23

Capacity, $C_{d,ATS}$ (Equation 15-12) pc/h	*1700*
Capacity, $C_{d,PTSF}$ (Equation 15-13) pc/h	*1700*
Percent Free-Flow Speed $PFFS_d$(Equation 15-11 - Class III only)	*52.4*
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (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*

Notes

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 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.

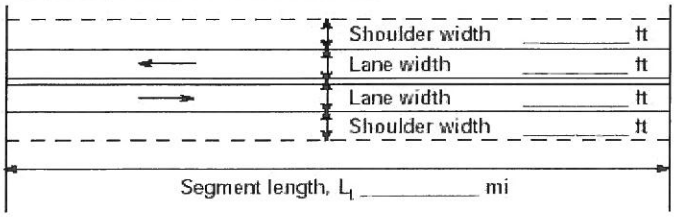
 HCS 2010™ Version 6.50 Generated: 8/20/2015 11:30 AM

DIRECTIONAL TWO-LANE HIGHWAY SEGMENT WORKSHEET

General Information		Site Information	
Analyst	MMA	Highway / Direction of Travel	US 301
Agency or Company	AIM ENGINEERING & SURVEYING	From/To	MCINTOSH TO FUTURE SR 56
Date Performed	8/10/2015	Jurisdiction	FDOT
Analysis Time Period	PM - NO-BUILD	Analysis Year	2040

Project Description: US 301 PD&E STUDY

Input Data



Show North Arrow

☑ Class I highway ☐ Class II highway ☐ Class III highway

Terrain ☑ Level ☐ Rolling

Grade Length mi Up/down

Peak-hour factor, PHF 0.92

No-passing zone 49%

% Trucks and Buses , P_T 5 %

% Recreational vehicles, P_R 0%

Access points *mi* 2/mi

Analysis direction vol., V_d	1282veh/h
Opposing direction vol., V_o	1922veh/h
Shoulder width ft	4.0
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_T (Exhibit 15-11 or 15-12)	1.0	1.0
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	1.000
Grade adjustment factor[1], $f_{g,ATS}$ (Exhibit 15-9)	1.00	1.00
Demand flow rate[2], v_i (pc/h) $v_i=V_i/(PHF*f_{g,ATS}*f_{HV,ATS})$	1393	2089

Free-Flow Speed from Field Measurement		Estimated Free-Flow Speed	
Mean speed of sample[3], S_{FM}		Base free-flow speed[4], BFFS	60.0 mi/h
Total demand flow rate, both directions, v		Adj. for lane and shoulder width,[4] f_{LS}(Exhibit 15-7)	1.3 mi/h
Free-flow speed, $FFS=S_{FM}+0.00776(v/f_{HV,ATS})$		Adj. for access points[4], f_A (Exhibit 15-8)	0.5 mi/h
Adj. for no-passing zones, $f_{np,ATS}$ (Exhibit 15-15)	0.6 mi/h	Free-flow speed, FFS (FSS=BFFS-f_{LS}-f_A)	58.2 mi/h
		Average travel speed, $ATS_d=FFS-0.00776(v_{d,ATS}+v_{o,ATS})-f_{np,ATS}$	30.6 mi/h
		Percent free flow speed, PFFS	52.5 %

Percent Time-Spent-Following

	Analysis Direction (d)	Opposing Direction (o)
Passenger-car equivalents for trucks, E_T(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, $f_{HV}=1/(1+P_T(E_T-1)+P_R(E_R-1))$	1.000	1.000
Grade adjustment factor[1], $f_{g,PTSF}$ (Exhibit 15-16 or Ex 15-17)	1.00	1.00
Directional flow rate[2], v_i(pc/h) $v_i=V_i/(PHF*f_{HV,PTSF}*f_{g,PTSF})$	1393	2089
Base percent time-spent-following[4], $BPTSF_d(\%)=100(1-e^{av_d^b})$	89.9	
Adj. for no-passing zone, $f_{np,PTSF}$ (Exhibit 15-21)	9.0	
Percent time-spent-following, $PTSF_d(\%)=BPTSF_d+f_{np,PTSF}*(v_{d,PTSF}/v_{d,PTSF}+v_{o,PTSF})$	93.5	

Level of Service and Other Performance Measures

Level of service, LOS (Exhibit 15-3)	F
Volume to capacity ratio, *v/c*	0.82

Capacity, $C_{d,ATS}$ (Equation 15-12) pc/h	*1700*
Capacity, $C_{d,PTSF}$ (Equation 15-13) pc/h	*1700*
Percent Free-Flow Speed $PFFS_d$(Equation 15-11 - Class III only)	*52.5*
Bicycle Level of Service	
Directional demand flow rate in outside lane, v_{OL} (Eq. 15-24) veh/h	*1393.5*
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)	*5.44*
Bicycle level of service (Exhibit 15-4)	*E*

Notes

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 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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Design Year (2040) Unsignalized Intersection Analyses – No-Build Alternative

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*MMA*	Intersection	*US 301 & HARNEY RD*
Agency/Co.	*AIM ENGINEERING & SURVEYING*	Jurisdiction	*FDOT*
Date Performed	*8/24/2015*	Analysis Year	*2040*
Analysis Time Period	*AM NO-BUILD*		
Project Description	*US 301 PD&E STUDY*		
East/West Street:	*HARNEY RD*	North/South Street:	*US 301*
Intersection Orientation:	*North-South*	Study Period (hrs):	*0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*1082*	*20*	*113*	*2034*	
Peak-Hour Factor, PHF	*1.00*	*0.92*	*0.92*	*0.92*	*0.92*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*1176*	*21*	*122*	*2210*	*0*
Percent Heavy Vehicles	*0*	--	--	*5*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	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*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*122*		*95*				
C (m) (veh/h)		*573*		*23*				
v/c		*0.21*		*4.13*				
95% queue length		*0.80*		*11.97*				
Control Delay (s/veh)		*13.0*		*1753*				
LOS		*B*		*F*				
Approach Delay (s/veh)	--	--	*1753*					
Approach LOS	--	--	*F*					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*MMA*	Intersection	*US 301 & CR 579*
Agency/Co.	*AIM ENGINEERING & SURVEYING*	Jurisdiction	*FDOT*
Date Performed	*8/24/2015*	Analysis Year	*2040*
Analysis Time Period	*AM NO-BUILD*		
Project Description	*US 301 PD&E STUDY*		
East/West Street:	*CR 579*	North/South Street:	*US 301*
Intersection Orientation:	*North-South*	Study Period (hrs):	*0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	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*	*235*	*2167*	*0*
Percent Heavy Vehicles	*0*	--	--	*5*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*1*	*1*	*0*
Configuration		*T*	*R*	*L*	*T*	
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (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*
Lanes	*0*	*0*	*0*	*1*	*0*	*1*
Configuration				*L*		*R*

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*L*	*L*		*R*			
v (veh/h)		*235*	*166*		*181*			
C (m) (veh/h)		*544*	*2*		*237*			
v/c		*0.43*	*83.00*		*0.76*			
95% queue length		*2.16*	*23.18*		*5.45*			
Control Delay (s/veh)		*16.6*	*40445*		*56.7*			
LOS		*C*	*F*		*F*			
Approach Delay (s/veh)	--	--	*19378*					
Approach LOS	--	--	*F*					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*MMA*	Intersection	*US 301 & STACY RD*
Agency/Co.	*AIM ENGINEERING & SURVEYING*	Jurisdiction	*FDOT*
Date Performed	*8/24/2015*	Analysis Year	*2040*
Analysis Time Period	*AM NO-BUILD*		
Project Description	*US 301 PD&E STUDY*		
East/West Street:	*STACY RD*	North/South Street:	*US 301*
Intersection Orientation:	*North-South*	Study Period (hrs):	*0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
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*	*30*	*1749*	*0*
Percent Heavy Vehicles	*0*	--	--	*5*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*1*	*1*	*1*	*1*	*1*	*0*
Configuration	*L*	*T*	*R*	*L*		*TR*
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	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*	*4*
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, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	*L*	*L*		*LTR*			*LTR*	
v (veh/h)	*0*	*30*		*680*			*0*	
C (m) (veh/h)	*363*	*526*		*12*				
v/c	*0.00*	*0.06*		*56.67*				
95% queue length	*0.00*	*0.18*		*86.45*				
Control Delay (s/veh)	~~*14.9*~~ *0.00*	*12.3*		*25657*				
LOS	*B*	*B*		*F*				
Approach Delay (s/veh)	--	--	*25657*					
Approach LOS	--	--	*F*					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*MMA*	Intersection	*US 301 & MCINTOSH RD*
Agency/Co.	*AIM ENGINEERING & SURVEYING*	Jurisdiction	*FDOT*
Date Performed	*8/24/2015*	Analysis Year	*2040*
Analysis Time Period	*AM NO-BUILD*		
Project Description	*US 301 PD&E STUDY*		
East/West Street:	*MCINTOSH RD*	North/South Street:	*US 301*
Intersection Orientation:	*North-South*	Study Period (hrs):	*0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*835*	*47*	*327*	*1595*	
Peak-Hour Factor, PHF	*1.00*	*0.92*	*0.92*	*0.92*	*0.92*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*907*	*51*	*355*	*1733*	*0*
Percent Heavy Vehicles	*0*	--	--	*5*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*1*	*1*	*0*
Configuration			*TR*	*L*	*T*	
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*43*		*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*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
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*				
Control Delay (s/veh)		*15.1*		*5564*				
LOS		*C*		*F*				
Approach Delay (s/veh)	--	--		*5564*				
Approach LOS	--	--		*F*				

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*MMA*	Intersection	*US 301 & HARNEY RD*
Agency/Co.	*AIM ENGINEERING & SURVEYING*	Jurisdiction	*FDOT*
Date Performed	*8/24/2015*	Analysis Year	*2040*
Analysis Time Period	*PM NO-BUILD*		
Project Description	*US 301 PD&E STUDY*		
East/West Street:	*HARNEY RD*	North/South Street:	*US 301*
Intersection Orientation:	*North-South*	Study Period (hrs):	*0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*2034*	*51*	*74*	*1082*	
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	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*0*	*1*	*0*
Configuration			*TR*	*LT*		
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
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, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*LT*		*LR*				
v (veh/h)		*80*		*143*				
C (m) (veh/h)		*220*		*19*				
v/c		*0.36*		*7.53*				
95% queue length		*1.57*		*18.41*				
Control Delay (s/veh)		*30.4*		*3336*				
LOS		*D*		*F*				
Approach Delay (s/veh)	--	--	*3336*					
Approach LOS	--	--	*F*					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*MMA*	Intersection	*US 301 & CR 579*
Agency/Co.	*AIM ENGINEERING & SURVEYING*	Jurisdiction	*FDOT*
Date Performed	*8/24/2015*	Analysis Year	*2040*
Analysis Time Period	*PM NO-BUILD*		
Project Description	*US 301 PD&E STUDY*		
East/West Street:	*CR 579*	North/South Street:	*US 301*
Intersection Orientation:	*North-South*	Study Period (hrs):	*0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	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	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*1*	*1*	*1*	*0*
Configuration		*T*	*R*	*L*	*T*	
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*132*		*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*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*1*	*0*	*1*
Configuration				*L*		*R*

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*L*	*L*		*R*			
v (veh/h)		*181*	*143*		*235*			
C (m) (veh/h)		*207*	*1*		*60*			
v/c		*0.87*	*143.00*		*3.92*			
95% queue length		*6.77*	*20.38*		*25.35*			
Control Delay (s/veh)		*81.5*	*70945*		*1454*			
LOS		*F*	*F*		*F*			
Approach Delay (s/veh)	--	--	*27743*					
Approach LOS	--	--	*F*					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	MMA	Intersection	US 301 & STACY RD
Agency/Co.	AIM ENGINEERING & SURVEYING	Jurisdiction	FDOT
Date Performed	8/24/2015	Analysis Year	2040
Analysis Time Period	PM NO-BUILD		
Project Description	US 301 PD&E STUDY		
East/West Street:	STACY RD	North/South Street:	US 301
Intersection Orientation:	North-South	Study Period (hrs):	0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	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 (veh/h)	2	1749	653	27	931	2
Percent Heavy Vehicles	0	--	--	5	--	--
Median Type	Undivided					
RT Channelized			0			0
Lanes	1	1	1	1	1	0
Configuration	L	T	R	L		TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	1	1	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			LTR	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			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			0.42	
95% queue length	0.01	0.47		50.66			1.25	
Control Delay (s/veh)	9.9	26.5		16289			236.7	
LOS	A	D		F			F	
Approach Delay (s/veh)	--	--	16289			236.7		
Approach LOS	--	--	F			F		

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*MMA*	Intersection	*US 301 & MCINTOSH RD*
Agency/Co.	*AIM ENGINEERING & SURVEYING*	Jurisdiction	*FDOT*
Date Performed	*8/24/2015*	Analysis Year	*2040*
Analysis Time Period	*PM NO-BUILD*		
Project Description	*US 301 PD&E STUDY*		
East/West Street:	*MCINTOSH RD*	North/South Street:	*US 301*
Intersection Orientation:	*North-South*	Study Period (hrs):	*0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (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	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*1*	*0*	*1*	*1*	*0*
Configuration			*TR*	*L*	*T*	
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (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)	*0*	*0*	*0*	*51*	*0*	*355*
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*	*0*
Configuration					*LR*	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*L*		*LR*				
v (veh/h)		*483*		*406*				
C (m) (veh/h)		*341*		*0*				
v/c		*1.42*						
95% queue length		*25.00*						
Control Delay (s/veh)		*233.8*						
LOS		*F*		*F*				
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						

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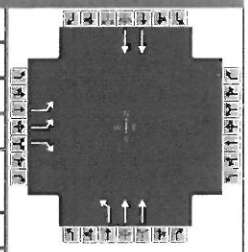
Design Year (2040) Signalized Intersection Analyses – No-Build Alternative

HCS 2010 Signalized Intersection Input Data

General Information				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	0.92
Intersection	US 301/FOWLER AVENUE	Analysis Year	DESIGN YEAR 2040	Analysis Period	1> 7:00
File Name	US301_FOWLER AVE_2040 AM_NO BUILD.xus				
Project Description	US 301 PD&E STUDY - FOWLER AVENUE TO FUTURE SR 56				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	621		423				104	932			1502	

Signal Information			
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 N/S	On

								1	2	3	4		
Green	10.0	52.5	25.0	0.0	0.0	0.0							
Yellow	5.5	5.5	5.5	0.0	0.0	0.0		5	6	7	8		
Red	2.0	2.0	2.0	0.0	0.0	0.0							

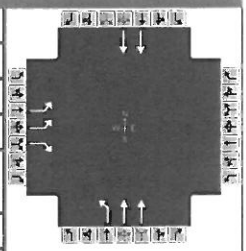
Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	621		423				104	932			1502	
Initial Queue (Q_b), veh/h	0		0				0	0			0	
Base Saturation Flow Rate (s_o), veh/h	1900		1900				1900	1900			1900	
Parking (N_m), man/h		None						None			None	
Heavy Vehicles (P_{HV}), %	7		7				5	5			5	
Ped / Bike / RTOR, /h							0	0	0	0	0	0
Buses (N_b), buses/h	0		0				0	0			0	
Arrival Type (*AT*)	3		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	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		25.0			10.0	62.5		52.5
Yellow Change Interval (*Y*), s	5.5				5.5	5.5		5.5
Red Clearance Interval (R_c), s	2.0				2.0	2.0		2.0
Minimum Green (G_{min}), s	10				10	10		10
Start-Up Lost Time (*l1*), s	2.0				2.0	2.0		2.0
Extension of Effective Green (*e*), s	2.0				2.0	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 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

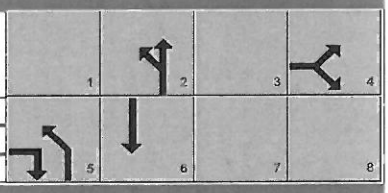
HCS 2010 Signalized Intersection Results Summary

General Information				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	0.92
Intersection	US 301/FOWLER AVENUE	Analysis Year	DESIGN YEAR 2040	Analysis Period	1> 7:00
File Name	US301_FOWLER AVE_2040 AM_NO BUILD.xus				
Project Description	US 301 PD&E STUDY - FOWLER AVENUE TO FUTURE SR 56				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	621		423				104	932			1502	

Signal Information					EB			WB			NB			SB		
Cycle, s	110.0	Reference Phase	2													
Offset, s	0	Reference Point	End	Green	10.0	52.5		25.0	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					
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	2.0		2.0	0.0	0.0	0.0					



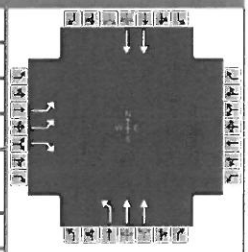
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4			5	2		6
Case Number		9.0			1.0	4.0		8.3
Phase Duration, s		32.5			17.5	77.5		60.0
Change Period, (*Y*+*Rc*), s		7.5			7.5	7.5		7.5
Max Allow Headway (*MAH*), s		3.0			5.9	5.8		5.8
Queue Clearance Time (g_s), s		27.0			5.2	18.7		53.8
Green Extension Time (g_e), s		0.0			0.2	36.9		0.0
Phase Call Probability		1.00			1.00	1.00		1.00
Max Out Probability		1.00			1.00	0.77		1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7		14				5	2			6	
Adjusted Flow Rate (*v*), veh/h	675		460				113	1013			1633	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1642		1505				1723	1723			1723	
Queue Service Time (g_s), s	22.0		25.0				3.2	16.7			51.8	
Cycle Queue Clearance Time (g_c), s	22.0		25.0				3.2	16.7			51.8	
Green Ratio (*g*/*C*)	0.23		0.32				0.59	0.64			0.48	
Capacity (*c*), veh/h	746		479				224	2192			1644	
Volume-to-Capacity Ratio (*X*)	0.904		0.960				0.505	0.462			0.993	
Available Capacity (c_a), veh/h	746		479				224	2192			1644	
Back of Queue (*Q*), veh/ln (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 (d_1), s/veh	41.3		36.8				23.6	10.3			28.6	
Incremental Delay (d_2), s/veh	14.1		30.9				3.8	0.3			20.5	
Initial Queue Delay (d_3), s/veh	0.0		0.0				0.0	0.0			0.0	
Control Delay (*d*), s/veh	55.5		67.7				27.3	10.6			49.0	
Level of Service (LOS)	E		E				C	B			D	
Approach Delay, s/veh / LOS	60.4		E	0.0			12.3		B	49.0		D
Intersection Delay, s/veh / LOS	41.7						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.9	C	2.7	B	0.7	A	2.4	B
Bicycle LOS Score / LOS		F			1.4	A	1.8	A

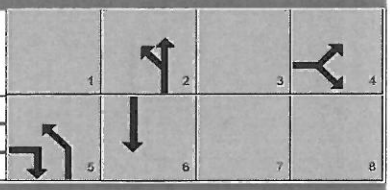
HCS 2010 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	AIM ENGINEERING & SURVEYING			Duration, h	0.25
Analyst		Analysis Date	8/31/2015	Area Type	Other
Jurisdiction	HILLSBOROUGH CO.	Time Period	PM PEAK HOUR	PHF	0.97
Intersection	US 301/FOWLER AVENUE	Analysis Year	DESIGN YEAR 2040	Analysis Period	1> 7:00
File Name	US301_FOWLER AVE_2040 PM_NO BUILD.xus				
Project Description	US 301 PD&E STUDY - FOWLER AVENUE TO FUTURE SR 56				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	1332		104				423	1552			932	

Signal Information					EB			WB			NB		
Cycle, s	130.0	Reference Phase	2										
Offset, s	0	Reference Point	End	Green	25.0	36.7	45.8	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			
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	2.0	2.0	0.0	0.0	0.0			



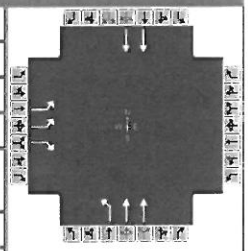
Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	1332		104				423	1552			932	
Initial Queue (Q_b), veh/h	0		0				0	0			0	
Base Saturation Flow Rate (s_o), veh/h	1900		1900				1900	1900			1900	
Parking (N_m), man/h		None						None			None	
Heavy Vehicles (P_{HV}), %	3		3				5	5			5	
Ped / Bike / RTOR, /h							0	0	0	0	0	0
Buses (N_b), buses/h	0		0				0	0			0	
Arrival Type (*AT*)	3		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	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		45.8			25.0	61.7		36.7
Yellow Change Interval (*Y*), s	5.5				5.5	5.5		5.5
Red Clearance Interval (R_c), s	2.0				2.0	2.0		2.0
Minimum Green (G_{min}), s	10				10	15		15
Start-Up Lost Time (*l*t), s	2.0				2.0	2.0		2.0
Extension of Effective Green (*e*), s	2.0				2.0	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 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

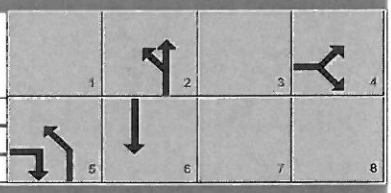
General Information				Intersection Information	
Agency	AIM ENGINEERING & SURVEYING			Duration, h	0.25
Analyst		Analysis Date	8/31/2015	Area Type	Other
Jurisdiction	HILLSBOROUGH CO.	Time Period	PM PEAK HOUR	PHF	0.97
Intersection	US 301/FOWLER AVENUE	Analysis Year	DESIGN YEAR 2040	Analysis Period	1> 7:00
File Name	US301_FOWLER AVE_2040 PM_NO BUILD.xus				
Project Description	US 301 PD&E STUDY - FOWLER AVENUE TO FUTURE SR 56				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	1332		104				423	1552			932	

Signal Information			
Cycle, s	130.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	25.0	36.7	45.8	0.0	0.0	0.0	
Yellow	5.5	5.5	5.5	0.0	0.0	0.0	
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		53.3			32.5	76.7		44.2
Change Period, ($Y+R_c$), 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 (g_s), s		47.8			27.0	54.7		38.1
Green Extension Time (g_e), s		0.0			0.0	6.7		0.0
Phase Call Probability		1.00			1.00	1.00		1.00
Max Out Probability		1.00			1.00	0.99		1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7		14				5	2			6	
Adjusted Flow Rate (*v*), veh/h	1373		107				436	1600			961	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1706		1563				1723	1723			1723	
Queue Service Time (g_s), s	45.8		4.4				25.0	52.7			36.1	
Cycle Queue Clearance Time (g_c), s	45.8		4.4				25.0	52.7			36.1	
Green Ratio (*g/C*)	0.35		0.54				0.49	0.53			0.28	
Capacity (*c*), veh/h	1202		851				389	1834			973	
Volume-to-Capacity Ratio (*X*)	1.142		0.126				1.120	0.872			0.988	
Available Capacity (c_a), veh/h	1202		851				389	1834			973	
Back of Queue (*Q*), veh/ln (50th percentile)	30.4		1.4				20.9	20.6			18.1	
Queue Storage Ratio (*RQ*) (50th percentile)	1.39		0.07				1.24	0.00			0.00	
Uniform Delay (d_1), s/veh	42.1		14.5				40.7	26.5			46.4	
Incremental Delay (d_2), s/veh	74.4		0.0				82.2	5.3			25.9	
Initial Queue Delay (d_3), s/veh	0.0		0.0				0.0	0.0			0.0	
Control Delay (*d*), s/veh	116.5		14.5				122.9	31.8			72.3	
Level of Service (LOS)	F		B				F	C			E	
Approach Delay, s/veh / LOS	109.2		F	0.0			51.4		D	72.3		E
Intersection Delay, s/veh / LOS	75.0						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.9	C	2.8	C	0.7	A	2.5	B
Bicycle LOS Score / LOS		F			2.2	B	1.3	A

APPENDIX J

Opening Year (2020) Build Alternative HCS Analyses

Opening Year (2020) Multilane Highway Segment Analyses – Build Alternative

MULTILANE HIGHWAYS WORKSHEET(Direction 1)

General Information

Analyst	MMA
Agency or Company	AIM ENGINEERING & SURVEYING
Date Performed	8/24/2015
Analysis Time Period	AM - BUILD

Site Information

Highway/Direction to Travel	US 301
From/To	FOWLER AVE TO HARNEY RD
Jurisdiction	FDOT
Analysis Year	2020

Project Description US 301 PD&E STUDY

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	1305	Peak-Hour Factor, PHF	0.85
AADT(veh/h)		%Trucks and Buses, P_T	5
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.976

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	5
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	55.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	1.3
f_M (mi/h)	0.0
FFS (mi/h)	53.8

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	786
Speed, S (mi/h)	55.0
D (pc/mi/ln)	14.3
LOS	B

Design

Design (N)

Required Number of Lanes, N	
Flow Rate, v_p (pc/h)	
Max Service Flow Rate (pc/h/ln)	
Design LOS	

Bicycle Level of Service

MULTILANE HIGHWAYS WORKSHEET(Direction 2)

General Information		Site Information	
Analyst	MMA	Highway/Direction to Travel	US 301
Agency or Company	AIM ENGINEERING & SURVEYING	From/To	FOWLER AVE TO HARNEY RD
Date Performed	8/24/2015	Jurisdiction	FDOT
Analysis Time Period	AM - BUILD	Analysis Year	2020

Project Description US 301 PD&E STUDY

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	435	Peak-Hour Factor, PHF	0.85
AADT(veh/h)		%Trucks and Buses, P_T	15
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.930

Speed Inputs		Calc Speed Adj and FFS	
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_M (mi/h)	0.0
FFS (measured)		FFS (mi/h)	53.8
Base Free-Flow Speed, BFFS	55.0		

Operations		Design	
Operational (LOS)		Design (N)	
Flow Rate, v_p (pc/h/ln)	275	Required Number of Lanes, N	
Speed, S (mi/h)	55.0	Flow Rate, v_p (pc/h)	
D (pc/mi/ln)	5.0	Max Service Flow Rate (pc/h/ln)	
LOS	A	Design LOS	

Bicycle Level of Service

MULTILANE HIGHWAYS WORKSHEET(Direction 1)

General Information		Site Information	
Analyst	MMA	Highway/Direction to Travel	US 301
Agency or Company	AIM ENGINEERING & SURVEYING	From/To	HARNEY RD TO CR 579
Date Performed	8/24/2015	Jurisdiction	FDOT
Analysis Time Period	AM - BUILD	Analysis Year	2020

Project Description US 301 PD&E STUDY

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	1131	Peak-Hour Factor, PHF	0.85
AADT(veh/h)		%Trucks and Buses, P_T	5
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.976

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	6
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	55.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	1.5
f_M (mi/h)	0.0
FFS (mi/h)	53.5

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	681
Speed, S (mi/h)	55.0
D (pc/mi/ln)	12.4
LOS	B

Design

Design (N)

Required Number of Lanes, N	
Flow Rate, v_p (pc/h)	
Max Service Flow Rate (pc/h/ln)	
Design LOS	

Bicycle Level of Service

MULTILANE HIGHWAYS WORKSHEET(Direction 2)

General Information

Analyst	MMA
Agency or Company	AIM ENGINEERING & SURVEYING
Date Performed	8/24/2015
Analysis Time Period	AM - BUILD

Site Information

Highway/Direction to Travel	US 301
From/To	HARNEY RD TO CR 579
Jurisdiction	FDOT
Analysis Year	2020

Project Description US 301 PD&E STUDY

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	394	Peak-Hour Factor, PHF	0.85
AADT(veh/h)		%Trucks and Buses, P_T	15
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.930

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	6
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	55.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	1.5
f_M (mi/h)	0.0
FFS (mi/h)	53.5

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	249
Speed, S (mi/h)	55.0
D (pc/mi/ln)	4.5
LOS	A

Design

Design (N)

Required Number of Lanes, N	
Flow Rate, v_p (pc/h)	
Max Service Flow Rate (pc/h/ln)	
Design LOS	

Bicycle Level of Service

MULTILANE HIGHWAYS WORKSHEET(Direction 1)

General Information		Site Information	
Analyst	MMA	Highway/Direction to Travel	US 301
Agency or Company	AIM ENGINEERING & SURVEYING	From/To	CR 579 TO STACY
Date Performed	8/24/2015	Jurisdiction	FDOT
Analysis Time Period	AM - BUILD	Analysis Year	2020

Project Description US 301 PD&E STUDY

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	1080	Peak-Hour Factor, PHF	0.85
AADT(veh/h)		%Trucks and Buses, P_T	5
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.976

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	1
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	55.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	0.3
f_M (mi/h)	0.0
FFS (mi/h)	54.8

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	651
Speed, S (mi/h)	55.0
D (pc/mi/ln)	11.8
LOS	B

Design

Design (N)

Required Number of Lanes, N	
Flow Rate, v_p (pc/h)	
Max Service Flow Rate (pc/h/ln)	
Design LOS	

Bicycle Level of Service

MULTILANE HIGHWAYS WORKSHEET(Direction 2)

General Information

Analyst	MMA
Agency or Company	AIM ENGINEERING & SURVEYING
Date Performed	8/24/2015
Analysis Time Period	AM - BUILD

Site Information

Highway/Direction to Travel	US 301
From/To	CR 579 TO STACY
Jurisdiction	FDOT
Analysis Year	2020

Project Description US 301 PD&E STUDY

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	360	Peak-Hour Factor, PHF	0.85
AADT(veh/h)		%Trucks and Buses, P_T	15
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.930

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	1
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	55.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	0.3
f_M (mi/h)	0.0
FFS (mi/h)	54.8

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	227
Speed, S (mi/h)	55.0
D (pc/mi/ln)	4.1
LOS	A

Design

Design (N)

Required Number of Lanes, N	
Flow Rate, v_p (pc/h)	
Max Service Flow Rate (pc/h/ln)	
Design LOS	

Bicycle Level of Service

MULTILANE HIGHWAYS WORKSHEET(Direction 1)

General Information

Analyst	MMA
Agency or Company	AIM ENGINEERING & SURVEYING
Date Performed	8/24/2015
Analysis Time Period	AM - BUILD

Site Information

Highway/Direction to Travel	US 301
From/To	STACY RD TO MCINTOSH RD
Jurisdiction	FDOT
Analysis Year	2020

Project Description US 301 PD&E STUDY

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	865	Peak-Hour Factor, PHF	0.85
AADT(veh/h)		%Trucks and Buses, P_T	5
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.976

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	1
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	60.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	0.3
f_M (mi/h)	0.0
FFS (mi/h)	59.8

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	521
Speed, S (mi/h)	60.0
D (pc/mi/ln)	8.7
LOS	A

Design

Design (N)

Required Number of Lanes, N	
Flow Rate, v_p (pc/h)	
Max Service Flow Rate (pc/h/ln)	
Design LOS	

Bicycle Level of Service

MULTILANE HIGHWAYS WORKSHEET(Direction 2)

General Information		Site Information	
Analyst	MMA	Highway/Direction to Travel	US 301
Agency or Company	AIM ENGINEERING & SURVEYING	From/To	STACY RD TO MCINTOSH RD
Date Performed	8/24/2015	Jurisdiction	FDOT
Analysis Time Period	AM - BUILD	Analysis Year	2020

Project Description US 301 PD&E STUDY

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	289	Peak-Hour Factor, PHF	0.85
AADT(veh/h)		%Trucks and Buses, P_T	15
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.930

Speed Inputs		Calc Speed Adj and FFS	
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)	1	f_A (mi/h)	0.3
Median Type, M	Divided	f_M (mi/h)	0.0
FFS (measured)		FFS (mi/h)	59.8
Base Free-Flow Speed, BFFS	60.0		

Operations		Design	
Operational (LOS)		Design (N)	
Flow Rate, v_p (pc/h/ln)	182	Required Number of Lanes, N	
Speed, S (mi/h)	60.0	Flow Rate, v_p (pc/h)	
D (pc/mi/ln)	3.0	Max Service Flow Rate (pc/h/ln)	
LOS	A	Design LOS	

Bicycle Level of Service

MULTILANE HIGHWAYS WORKSHEET(Direction 1)

General Information		Site Information	
Analyst	MMA	Highway/Direction to Travel	US 301
Agency or Company	AIM ENGINEERING & SURVEYING	From/To	MCINTOSH RD TO SR 56
Date Performed	8/24/2015	Jurisdiction	FDOT
Analysis Time Period	AM - BUILD	Analysis Year	2020

Project Description US 301 PD&E STUDY

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	917	Peak-Hour Factor, PHF	0.85
AADT(veh/h)		%Trucks and Buses, P_T	5
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.976

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	2
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	60.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	0.5
f_M (mi/h)	0.0
FFS (mi/h)	59.5

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	552
Speed, S (mi/h)	60.0
D (pc/mi/ln)	9.2
LOS	A

Design

Design (N)

Required Number of Lanes, N	
Flow Rate, v_p (pc/h)	
Max Service Flow Rate (pc/h/ln)	
Design LOS	

Bicycle Level of Service

MULTILANE HIGHWAYS WORKSHEET(Direction 2)

General Information

Analyst	MMA
Agency or Company	AIM ENGINEERING & SURVEYING
Date Performed	8/24/2015
Analysis Time Period	AM - BUILD

Site Information

Highway/Direction to Travel	US 301
From/To	MCINTOSH RD TO SR 56
Jurisdiction	FDOT
Analysis Year	2020

Project Description US 301 PD&E STUDY

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	306	Peak-Hour Factor, PHF	0.85
AADT(veh/h)		%Trucks and Buses, P_T	15
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.930

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	2
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	60.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	0.5
f_M (mi/h)	0.0
FFS (mi/h)	59.5

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	193
Speed, S (mi/h)	60.0
D (pc/mi/ln)	3.2
LOS	A

Design

Design (N)

Required Number of Lanes, N	
Flow Rate, v_p (pc/h)	
Max Service Flow Rate (pc/h/ln)	
Design LOS	

Bicycle Level of Service

MULTILANE HIGHWAYS WORKSHEET(Direction 1)

General Information		Site Information	
Analyst	MMA	Highway/Direction to Travel	US 301
Agency or Company	AIM ENGINEERING & SURVEYING	From/To	FOWLER AVE TO HARNEY RD
Date Performed	8/24/2015	Jurisdiction	FDOT
Analysis Time Period	PM - BUILD	Analysis Year	2020

Project Description US 301 PD&E STUDY

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	1360	Peak-Hour Factor, PHF	0.88
AADT(veh/h)		%Trucks and Buses, P_T	5
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.976

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	5
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	55.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	1.3
f_M (mi/h)	0.0
FFS (mi/h)	53.8

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	792
Speed, S (mi/h)	55.0
D (pc/mi/ln)	14.4
LOS	B

Design

Design (N)

Required Number of Lanes, N	
Flow Rate, v_p (pc/h)	
Max Service Flow Rate (pc/h/ln)	
Design LOS	

Bicycle Level of Service

MULTILANE HIGHWAYS WORKSHEET(Direction 2)

General Information

Analyst	MMA
Agency or Company	AIM ENGINEERING & SURVEYING
Date Performed	8/24/2015
Analysis Time Period	PM - BUILD

Site Information

Highway/Direction to Travel	US 301
From/To	FOWLER AVE TO HARNEY RD
Jurisdiction	FDOT
Analysis Year	2020

Project Description US 301 PD&E STUDY

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	380	Peak-Hour Factor, PHF	0.88
AADT(veh/h)		%Trucks and Buses, P_T	5
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.976

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	5
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	55.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	1.3
f_M (mi/h)	0.0
FFS (mi/h)	53.8

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	221
Speed, S (mi/h)	55.0
D (pc/mi/ln)	4.0
LOS	A

Design

Design (N)

Required Number of Lanes, N	
Flow Rate, v_p (pc/h)	
Max Service Flow Rate (pc/h/ln)	
Design LOS	

Bicycle Level of Service

MULTILANE HIGHWAYS WORKSHEET(Direction 1)

General Information		Site Information	
Analyst	MMA	Highway/Direction to Travel	US 301
Agency or Company	AIM ENGINEERING & SURVEYING	From/To	HARNEY RD TO CR 579
Date Performed	08/24/2015	Jurisdiction	FDOT
Analysis Time Period	PM - BUILD	Analysis Year	2020

Project Description US 301 PD&E STUDY

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	1131	Peak-Hour Factor, PHF	0.88
AADT(veh/h)		%Trucks and Buses, P_T	5
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.976

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	6
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	55.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	1.5
f_M (mi/h)	0.0
FFS (mi/h)	53.5

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	658
Speed, S (mi/h)	55.0
D (pc/mi/ln)	12.0
LOS	B

Design

Design (N)

Required Number of Lanes, N	
Flow Rate, v_p (pc/h)	
Max Service Flow Rate (pc/h/ln)	
Design LOS	

Bicycle Level of Service

MULTILANE HIGHWAYS WORKSHEET(Direction 2)

General Information		Site Information	
Analyst	MMA	Highway/Direction to Travel	US 301
Agency or Company	AIM ENGINEERING & SURVEYING	From/To	HARNEY RD TO CR 579
Date Performed	08/24/2015	Jurisdiction	FDOT
Analysis Time Period	PM - BUILD	Analysis Year	2020

Project Description US 301 PD&E STUDY

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	394	Peak-Hour Factor, PHF	0.88
AADT(veh/h)		%Trucks and Buses, P_T	5
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.976

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	6
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	55.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	1.5
f_M (mi/h)	0.0
FFS (mi/h)	53.5

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	229
Speed, S (mi/h)	55.0
D (pc/mi/ln)	4.2
LOS	A

Design

Design (N)

Required Number of Lanes, N	
Flow Rate, v_p (pc/h)	
Max Service Flow Rate (pc/h/ln)	
Design LOS	

Bicycle Level of Service

MULTILANE HIGHWAYS WORKSHEET(Direction 1)

General Information		Site Information	
Analyst	MMA	Highway/Direction to Travel	US 301
Agency or Company	AIM ENGINEERING & SURVEYING	From/To	CR 579 TO STACY
Date Performed	8/24/2015	Jurisdiction	FDOT
Analysis Time Period	PM - BUILD	Analysis Year	2020

Project Description US 301 PD&E STUDY

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	1081	Peak-Hour Factor, PHF	0.88
AADT(veh/h)		%Trucks and Buses, P_T	5
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.976

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	1
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	55.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	0.3
f_M (mi/h)	0.0
FFS (mi/h)	54.8

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	629
Speed, S (mi/h)	55.0
D (pc/mi/ln)	11.4
LOS	B

Design

Design (N)

Required Number of Lanes, N	
Flow Rate, v_p (pc/h)	
Max Service Flow Rate (pc/h/ln)	
Design LOS	

Bicycle Level of Service

MULTILANE HIGHWAYS WORKSHEET(Direction 2)

General Information		Site Information	
Analyst	MMA	Highway/Direction to Travel	US 301
Agency or Company	AIM ENGINEERING & SURVEYING	From/To	CR 579 TO STACY
Date Performed	8/24/2015	Jurisdiction	FDOT
Analysis Time Period	PM - BUILD	Analysis Year	2020

Project Description US 301 PD&E STUDY

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	365	Peak-Hour Factor, PHF	0.88
AADT(veh/h)		%Trucks and Buses, P_T	5
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.976

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	1
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	55.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	0.3
f_M (mi/h)	0.0
FFS (mi/h)	54.8

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	212
Speed, S (mi/h)	55.0
D (pc/mi/ln)	3.9
LOS	A

Design

Design (N)

Required Number of Lanes, N	
Flow Rate, v_p (pc/h)	
Max Service Flow Rate (pc/h/ln)	
Design LOS	

Bicycle Level of Service

MULTILANE HIGHWAYS WORKSHEET(Direction 1)

General Information		Site Information	
Analyst	MMA	Highway/Direction to Travel	US 301
Agency or Company	AIM ENGINEERING & SURVEYING	From/To	STACY RD TO MCINTOSH RD
Date Performed	08/24/2015	Jurisdiction	FDOT
Analysis Time Period	PM - BUILD	Analysis Year	2020

Project Description US 301 PD&E STUDY

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	850	Peak-Hour Factor, PHF	0.88
AADT(veh/h)		%Trucks and Buses, P_T	5
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.976

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	1
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	60.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	0.3
f_M (mi/h)	0.0
FFS (mi/h)	59.8

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	495
Speed, S (mi/h)	60.0
D (pc/mi/ln)	8.3
LOS	A

Design

Design (N)

Required Number of Lanes, N	
Flow Rate, v_p (pc/h)	
Max Service Flow Rate (pc/h/ln)	
Design LOS	

Bicycle Level of Service

MULTILANE HIGHWAYS WORKSHEET(Direction 2)

General Information		Site Information	
Analyst	MMA	Highway/Direction to Travel	US 301
Agency or Company	AIM ENGINEERING & SURVEYING	From/To	STACY RD TO MCINTOSH RD
Date Performed	08/24/2015	Jurisdiction	FDOT
Analysis Time Period	PM - BUILD	Analysis Year	2020

Project Description US 301 PD&E STUDY

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	289	Peak-Hour Factor, PHF	0.88
AADT(veh/h)		%Trucks and Buses, P_T	5
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.976

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	1
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	60.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	0.3
f_M (mi/h)	0.0
FFS (mi/h)	59.8

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	168
Speed, S (mi/h)	60.0
D (pc/mi/ln)	2.8
LOS	A

Design

Design (N)

Required Number of Lanes, N	
Flow Rate, v_p (pc/h)	
Max Service Flow Rate (pc/h/ln)	
Design LOS	

Bicycle Level of Service

MULTILANE HIGHWAYS WORKSHEET(Direction 1)

General Information		Site Information	
Analyst	MMA	Highway/Direction to Travel	US 301
Agency or Company	AIM ENGINEERING & SURVEYING	From/To	MCINTOSH RD TO SR 56
Date Performed	08/24/2015	Jurisdiction	FDOT
Analysis Time Period	PM - BUILD	Analysis Year	2020

Project Description US 301 PD&E STUDY

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	917	Peak-Hour Factor, PHF	0.88
AADT(veh/h)		%Trucks and Buses, P_T	5
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.976

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	2
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	60.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	0.5
f_M (mi/h)	0.0
FFS (mi/h)	59.5

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	534
Speed, S (mi/h)	60.0
D (pc/mi/ln)	8.9
LOS	A

Design

Design (N)

Required Number of Lanes, N	
Flow Rate, v_p (pc/h)	
Max Service Flow Rate (pc/h/ln)	
Design LOS	

Bicycle Level of Service

MULTILANE HIGHWAYS WORKSHEET(Direction 2)

General Information		Site Information	
Analyst	MMA	Highway/Direction to Travel	US 301
Agency or Company	AIM ENGINEERING & SURVEYING	From/To	MCINTOSH RD TO SR 56
Date Performed	08/24/2015	Jurisdiction	FDOT
Analysis Time Period	PM - BUILD	Analysis Year	2020

Project Description US 301 PD&E STUDY

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	306	Peak-Hour Factor, PHF	0.88
AADT(veh/h)		%Trucks and Buses, P_T	5
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.976

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	2
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	60.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	0.5
f_M (mi/h)	0.0
FFS (mi/h)	59.5

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	178
Speed, S (mi/h)	60.0
D (pc/mi/ln)	3.0
LOS	A

Design

Design (N)

Required Number of Lanes, N	
Flow Rate, v_p (pc/h)	
Max Service Flow Rate (pc/h/ln)	
Design LOS	

Bicycle Level of Service

Opening Year (2020) Unsignalized Intersection Analyses – Build Alternative

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	MMA	Intersection	US 301 & HARNEY RD
Agency/Co.	AIM ENGINEERING & SURVEYING	Jurisdiction	FDOT
Date Performed	8/24/2015	Analysis Year	2020
Analysis Time Period	AM - BUILD		

Project Description	US 301 PD&E STUDY
East/West Street:	HARNEY RD
North/South Street:	US 301
Intersection Orientation:	North-South
Study Period (hrs):	0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		403	13	18	1240	
Peak-Hour Factor, PHF	1.00	0.85	0.85	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					
RT Channelized			0			0
Lanes	0	2	0	1	2	0
Configuration		T	TR	L	T	
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
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	0	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, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L		LR				
v (veh/h)		21		28				
C (m) (veh/h)		1050		436				
v/c		0.02		0.06				
95% queue length		0.06		0.21				
Control Delay (s/veh)		8.5		13.8				
LOS		A		B				
Approach Delay (s/veh)	--	--	13.8					
Approach LOS	--	--	B					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*MMA*	Intersection	*US 301 & CR 579*
Agency/Co.	*AIM ENGINEERING & SURVEYING*	Jurisdiction	*FDOT*
Date Performed	*8/24/2015*	Analysis Year	*2020*
Analysis Time Period	*AM BUILD*		
Project Description	*US 301 PD&E STUDY*		
East/West Street:	*CR 579*	North/South Street:	*US 301*
Intersection Orientation:	*North-South*	Study Period (hrs):	*0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
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*	*0.85*	*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	*Raised curb*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*0*	*1*	*2*	*0*
Configuration		*T*	*TR*	*L*	*T*	
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*24*		*35*
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*	*28*	*0*	*41*
Percent Heavy Vehicles	*0*	*0*	*0*	*17*	*0*	*17*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*1*	*0*	*1*
Configuration				*L*		*R*

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*L*	*L*		*R*			
v (veh/h)		*124*	*28*		*41*			
C (m) (veh/h)		*1101*	*241*		*775*			
v/c		*0.11*	*0.12*		*0.05*			
95% queue length		*0.38*	*0.39*		*0.17*			
Control Delay (s/veh)		*8.7*	*21.9*		*9.9*			
LOS		*A*	*C*		*A*			
Approach Delay (s/veh)	--	--	*14.8*					
Approach LOS	--	--	*B*					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	MMA	Intersection	US 301 & STACY RD
Agency/Co.	AIM ENGINEERING & SURVEYING	Jurisdiction	FDOT
Date Performed	8/24/2015	Analysis Year	2020
Analysis Time Period	AM BUILD		

Project Description	US 301 PD&E STUDY
East/West Street:	STACY RD
North/South Street:	US 301
Intersection Orientation:	North-South
Study Period (hrs):	0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	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	Raised curb					
RT Channelized			0			0
Lanes	1	2	1	1	2	0
Configuration	L	T	R	L	T	TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	0	0	0	215	0	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, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	L		TR		LTR	
v (veh/h)	0	17	252		8		0	
C (m) (veh/h)	695	1115	357		882			
v/c	0.00	0.02	0.71		0.01			
95% queue length	0.00	0.05	5.17		0.03			
Control Delay (s/veh)	~~10.2~~ 0.00	8.3	36.0		9.1			
LOS	~~B~~ A	A	E		A			
Approach Delay (s/veh)	--	--	35.2					
Approach LOS	--	--	E					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	MMA	Intersection	US 301 & MCINTOSH RD
Agency/Co.	AIM ENGINEERING & SURVEYING	Jurisdiction	FDOT
Date Performed	8/24/2015	Analysis Year	2020
Analysis Time Period	AM BUILD		

Project Description	US 301 PD&E STUDY
East/West Street:	MCINTOSH RD
North/South Street:	US 301
Intersection Orientation:	North-South
Study Period (hrs):	0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		273	13	76	841	
Peak-Hour Factor, PHF	1.00	0.85	0.85	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	Raised curb					
RT Channelized			0			0
Lanes	0	2	0	1	2	0
Configuration		T	TR	L	T	
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
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	
RT Channelized			0			0
Lanes	0	0	0	1	0	1
Configuration				L		R

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L	L		R			
v (veh/h)		89	18		38			
C (m) (veh/h)		1199	331		865			
v/c		0.07	0.05		0.04			
95% queue length		0.24	0.17		0.14			
Control Delay (s/veh)		8.2	16.5		9.4			
LOS		A	C		A			
Approach Delay (s/veh)	--	--	11.7					
Approach LOS	--	--	B					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	MMA	Intersection	US 301 & HARNEY RD
Agency/Co.	AIM ENGINEERING & SURVEYING	Jurisdiction	FDOT
Date Performed	08/24/2015	Analysis Year	2020
Analysis Time Period	PM BUILD		

Project Description	US 301 PD&E STUDY
East/West Street:	HARNEY RD
North/South Street:	US 301
Intersection Orientation:	North-South
Study Period (hrs):	0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		1219	31	5	413	
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	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	0	2	0	1	2	0
Configuration		T	TR	L	T	
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				3		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	0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L		LR				
v (veh/h)		5		46				
C (m) (veh/h)		460		395				
v/c		0.01		0.12				
95% queue length		0.03		0.39				
Control Delay (s/veh)		12.9		15.3				
LOS		B		C				
Approach Delay (s/veh)	--	--	15.3					
Approach LOS	--	--	C					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*MMA*	Intersection	*US 301 & CR 579*
Agency/Co.	*AIM ENGINEERING & SURVEYING*	Jurisdiction	*FDOT*
Date Performed	*8/24/2015*	Analysis Year	*2020*
Analysis Time Period	*PM BUILD*		
Project Description	*US 301 PD&E STUDY*		
East/West Street:	*CR 579*	North/South Street:	*US 301*
Intersection Orientation:	*North-South*	Study Period (hrs):	*0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*966*	*38*	*44*	*319*	
Peak-Hour Factor, PHF	*1.00*	*0.88*	*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	*Raised curb*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*0*	*1*	*2*	*0*
Configuration		*T*	*TR*	*L*	*T*	
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	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*	*1*
Percent Grade (%)		*0*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*1*	*0*	*1*
Configuration				*L*		*R*

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
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*			
LOS		*B*	*D*		*B*			
Approach Delay (s/veh)	--	--	*17.9*					
Approach LOS	--	--	*C*					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	MMA	Intersection	US 301 & STACY RD
Agency/Co.	AIM ENGINEERING & SURVEYING	Jurisdiction	FDOT
Date Performed	08/24/2015	Analysis Year	2020
Analysis Time Period	PM BUILD		

Project Description	US 301 PD&E STUDY
East/West Street:	STACY RD
North/South Street:	US 301
Intersection Orientation:	North-South
Study Period (hrs):	0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)	2	804	268	11	279	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	Raised curb					
RT Channelized			0			0
Lanes	1	2	1	1	2	0
Configuration	L	T	R	L	T	TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
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	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		0			0	
RT Channelized			0			0
Lanes	0	1	0	1	1	0
Configuration		LTR		L		TR

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	L		TR		LTR	
v (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	
LOS	A	B	D		B		B	
Approach Delay (s/veh)	--	--	22.3			10.8		
Approach LOS	--	--	C			B		

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*MMA*	Intersection	*US 301 & MCINTOSH RD*
Agency/Co.	*AIM ENGINEERING & SURVEYING*	Jurisdiction	*FDOT*
Date Performed	*8/24/2015*	Analysis Year	*2020*
Analysis Time Period	*PM BUILD*		

Project Description	*US 301 PD&E STUDY*
East/West Street: *MCINTOSH RD*	North/South Street: *US 301*
Intersection Orientation: *North-South*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	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*	--	--
Median Type	*Raised curb*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*0*	*1*	*2*	*0*
Configuration		*T*	*TR*	*L*	*T*	
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*33*		*101*
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*	*37*	*0*	*114*
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*	*1*	*0*	*1*
Configuration				*L*		*R*

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
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		*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		*B*	*C*		*B*			
Approach Delay (s/veh)	--	--	*14.8*					
Approach LOS	--	--	*B*					

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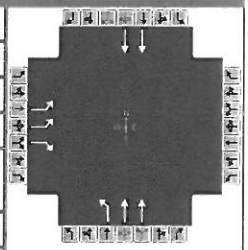
Opening Year (2020) Signalized Intersection Analyses – Build Alternative

HCS 2010 Signalized Intersection Input Data

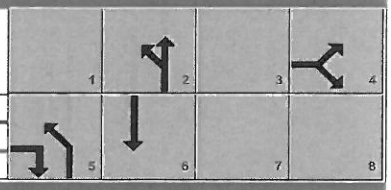
General Information				Intersection Information	
Agency	AIM ENGINEERING & SURVEYING			Duration, h	0.25
Analyst		Analysis Date	8/31/2015	Area Type	Other
Jurisdiction	HILLSBOROUGH CO.	Time Period	AM PEAK HOUR	PHF	0.85
Intersection	US 301/FOWLER AVENUE	Analysis Year	OPENING YEAR 2020	Analysis Period	1> 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			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	246		121				50	207			785	

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	10.0	41.0	26.5	0.0	0.0	0.0	
Yellow	5.5	5.5	5.5	0.0	0.0	0.0	
Red	2.0	2.0	2.0	0.0	0.0	0.0	



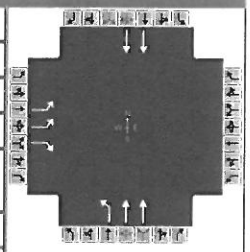
Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	246		121				50	207			785	
Initial Queue (Q_b), veh/h	0		0				0	0			0	
Base Saturation Flow Rate (s_o), veh/h	1900		1900				1900	1900			1900	
Parking (N_m), man/h		None						None			None	
Heavy Vehicles (P_{HV}), %	7		7				15	15			5	
Ped / Bike / RTOR, /h							0	0	0	0	0	0
Buses (N_b), buses/h	0		0				0	0			0	
Arrival Type (*AT*)	3		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	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		26.5			10.0	41.0		41.0
Yellow Change Interval (*Y*), s	5.5				5.5	5.5		5.5
Red Clearance Interval (R_c), s	2.0				2.0	2.0		2.0
Minimum Green (G_{min}), s	10				10	15		15
Start-Up Lost Time (*lt*), s	2.0				2.0	2.0		2.0
Extension of Effective Green (*e*), s	2.0				2.0	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 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

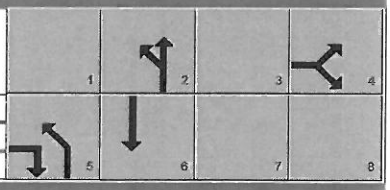
General Information				Intersection Information	
Agency	AIM ENGINEERING & SURVEYING			Duration, h	0.25
Analyst		Analysis Date	8/31/2015	Area Type	Other
Jurisdiction	HILLSBOROUGH CO.	Time Period	AM PEAK HOUR	PHF	0.85
Intersection	US 301/FOWLER AVENUE	Analysis Year	OPENING YEAR 2020	Analysis Period	1> 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			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	246		121				50	207			785	

Signal Information			
Cycle, s	100.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	10.0	41.0	26.5	0.0	0.0	0.0	
Yellow	5.5	5.5	5.5	0.0	0.0	0.0	
Red	2.0	2.0	2.0	0.0	0.0	0.0	



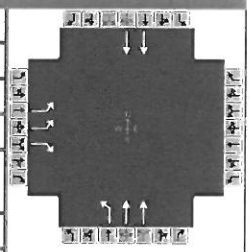
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4			5	2		6
Case Number		9.0			1.0	4.0		8.3
Phase Duration, s		34.0			17.5	66.0		48.5
Change Period, ($Y+R_c$), s		7.5			7.5	7.5		7.5
Max Allow Headway (*MAH*), s		3.0			5.9	5.8		5.8
Queue Clearance Time (g_s), s		9.1			3.8	5.5		23.6
Green 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	T	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 (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*), veh/h	870		549				333	1840			1413	
Volume-to-Capacity Ratio (*X*)	0.333		0.259				0.177	0.132			0.654	
Available Capacity (c_a), 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 (d_1), s/veh	29.6		22.3				14.6	9.3			23.8	
Incremental Delay (d_2), s/veh	0.1		0.1				0.5	0.1			1.5	
Initial Queue Delay (d_3), 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)	C		C				B	A			C	
Approach Delay, s/veh / LOS	27.3		C	0.0			10.5		B	25.3		C
Intersection Delay, s/veh / LOS	23.1						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.9	C	2.7	B	0.7	A	2.4	B
Bicycle LOS Score / LOS		F			0.7	A	1.2	A

HCS 2010 Signalized Intersection Input Data

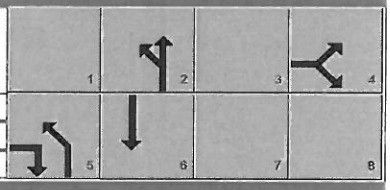
General Information				Intersection Information	
Agency	AIM ENGINEERING & SURVEYING			Duration, h	0.25
Analyst		Analysis Date	8/31/2015	Area Type	Other
Jurisdiction	HILLSBOROUGH CO.	Time Period	PM PEAK HOUR	PHF	0.88
Intersection	US 301/FOWLER AVENUE	Analysis Year	OPENING YEAR 2020	Analysis Period	1> 7:00
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	L	T	R	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	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	10.0	38.0	29.5	0.0	0.0	0.0	
Yellow	5.5	5.5	5.5	0.0	0.0	0.0	
Red	2.0	2.0	2.0	0.0	0.0	0.0	



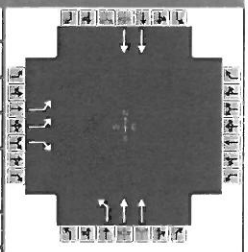
Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	709		110				112	761			182	
Initial Queue (Q_b), veh/h	0		0				0	0			0	
Base Saturation Flow Rate (s_o), veh/h	1900		1900				1900	1900			1900	
Parking (N_m), man/h		None						None			None	
Heavy Vehicles (P_{HV}), %	3		3				5	5			5	
Ped / Bike / RTOR, /h							0	0	0	0	0	0
Buses (N_b), buses/h	0		0				0	0			0	
Arrival Type (*AT*)	3		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	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) 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 (R_c), s	2.0				2.0	2.0		2.0
Minimum Green (G_{min}), s	10				10	10		10
Start-Up Lost Time (*lt*), s	2.0				2.0	2.0		2.0
Extension of Effective Green (*e*), s	2.0				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

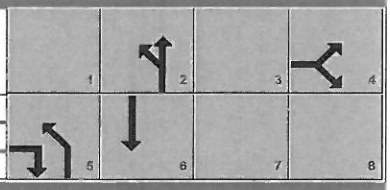
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	AIM ENGINEERING & SURVEYING			Duration, h	0.25
Analyst		Analysis Date	8/31/2015	Area Type	Other
Jurisdiction	HILLSBOROUGH CO.	Time Period	PM PEAK HOUR	PHF	0.88
Intersection	US 301/FOWLER AVENUE	Analysis Year	OPENING YEAR 2020	Analysis Period	1> 7:00
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	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	709		110				112	761			182	

Signal Information					EB			WB			NB		
Cycle, s	100.0	Reference Phase	2										
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		
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, ($Y+R_c$), 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 (g_s), 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
Max Out Probability		0.30			0.24	0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7		14				5	2			6	
Adjusted Flow Rate (*v*), veh/h	806		125				127	865			207	
Adjusted Saturation Flow 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 Clearance Time (g_c), 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	
Capacity (*c*), veh/h	1006		617				631	1912			1309	
Volume-to-Capacity Ratio (*X*)	0.801		0.202				0.202	0.452			0.158	
Available Capacity (c_a), 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	
Uniform Delay (d_1), s/veh	32.5		19.9				13.7	13.2			20.4	
Incremental Delay (d_2), s/veh	4.3		0.1				0.1	0.1			0.0	
Initial Queue Delay (d_3), s/veh	0.0		0.0				0.0	0.0			0.0	
Control Delay (*d*), s/veh	36.9		20.0				13.8	13.3			20.5	
Level of Service (LOS)	D		B				B	B			C	
Approach Delay, s/veh / LOS	34.6		C	0.0			13.3		B	20.5		C
Intersection Delay, s/veh / LOS	23.3						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.9	C	2.7	B	0.7	A	2.4	B
Bicycle LOS Score / LOS		F			1.3	A	0.7	A

APPENDIX K

Design Year (2040) Build Alternative HCS Analyses and Queue Length Calculations

Design Year (2040) Multilane Highway Segment Analyses – Build Alternative

MULTILANE HIGHWAYS WORKSHEET(Direction 1)

General Information

Analyst	MMA
Agency or Company	AIM ENGINEERING & SURVEYING
Date Performed	8/10/2015
Analysis Time Period	AM - BUILD

Site Information

Highway/Direction to Travel	US 301
From/To	FOWLER AVE TO HARNEY RD
Jurisdiction	FDOT
Analysis Year	2040

Project Description US 301 PD&E STUDY

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	2466	Peak-Hour Factor, PHF	0.92
AADT(veh/h)		%Trucks and Buses, P_T	5
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.976

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	5
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	55.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	1.3
f_M (mi/h)	0.0
FFS (mi/h)	53.8

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	1373
Speed, S (mi/h)	55.0
D (pc/mi/ln)	25.0
LOS	C

Design

Design (N)

Required Number of Lanes, N	
Flow Rate, v_p (pc/h)	
Max Service Flow Rate (pc/h/ln)	
Design LOS	

Bicycle Level of Service

MULTILANE HIGHWAYS WORKSHEET(Direction 2)

General Information		Site Information	
Analyst	MMA	Highway/Direction to Travel	US 301
Agency or Company	AIM ENGINEERING & SURVEYING	From/To	FOWLER AVE TO HARNEY RD
Date Performed	8/10/2015	Jurisdiction	FDOT
Analysis Time Period	AM - BUILD	Analysis Year	2040

Project Description US 301 PD&E STUDY

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	1328	Peak-Hour Factor, PHF	0.92
AADT(veh/h)		%Trucks and Buses, P_T	5
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.976

Speed Inputs		Calc Speed Adj and FFS	
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_M (mi/h)	0.0
FFS (measured)		FFS (mi/h)	53.8
Base Free-Flow Speed, BFFS	55.0		

Operations		Design	
Operational (LOS)		Design (N)	
Flow Rate, v_p (pc/h/ln)	739	Required Number of Lanes, N	
Speed, S (mi/h)	55.0	Flow Rate, v_p (pc/h)	
D (pc/mi/ln)	13.4	Max Service Flow Rate (pc/h/ln)	
LOS	B	Design LOS	

Bicycle Level of Service

MULTILANE HIGHWAYS WORKSHEET(Direction 1)

General Information		Site Information	
Analyst	MMA	Highway/Direction to Travel	US 301
Agency or Company	AIM ENGINEERING & SURVEYING	From/To	HARNEY RD TO CR 579
Date Performed	8/10/2015	Jurisdiction	FDOT
Analysis Time Period	AM - BUILD	Analysis Year	2040

Project Description US 301 PD&E STUDY

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	2147	Peak-Hour Factor, PHF	0.92
AADT(veh/h)		%Trucks and Buses, P_T	5
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.976

Speed Inputs		Calc Speed Adj and FFS	
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)	1	f_A (mi/h)	0.3
Median Type, M	Divided	f_M (mi/h)	0.0
FFS (measured)		FFS (mi/h)	54.8
Base Free-Flow Speed, BFFS	55.0		

Operations		Design	
Operational (LOS)		Design (N)	
Flow Rate, v_p (pc/h/ln)	1196	Required Number of Lanes, N	
Speed, S (mi/h)	55.0	Flow Rate, v_p (pc/h)	
D (pc/mi/ln)	21.7	Max Service Flow Rate (pc/h/ln)	
LOS	C	Design LOS	

Bicycle Level of Service

MULTILANE HIGHWAYS WORKSHEET(Direction 2)

General Information

Analyst	MMA
Agency or Company	AIM ENGINEERING & SURVEYING
Date Performed	8/10/2015
Analysis Time Period	AM - BUILD

Site Information

Highway/Direction to Travel	US 301
From/To	HARNEY RD TO CR 579
Jurisdiction	FDOT
Analysis Year	2040

Project Description US 301 PD&E STUDY

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	1156	Peak-Hour Factor, PHF	0.92
AADT(veh/h)		%Trucks and Buses, P_T	5
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.976

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	1
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	55.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	0.3
f_M (mi/h)	0.0
FFS (mi/h)	54.8

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	643
Speed, S (mi/h)	55.0
D (pc/mi/ln)	11.7
LOS	B

Design

Design (N)

Required Number of Lanes, N	
Flow Rate, v_p (pc/h)	
Max Service Flow Rate (pc/h/ln)	
Design LOS	

Bicycle Level of Service

MULTILANE HIGHWAYS WORKSHEET(Direction 1)

General Information		Site Information	
Analyst	MMA	Highway/Direction to Travel	US 301
Agency or Company	AIM ENGINEERING & SURVEYING	From/To	CR 579 TO STACY
Date Performed	8/10/2015	Jurisdiction	FDOT
Analysis Time Period	AM - BUILD	Analysis Year	2040

Project Description US 301 PD&E STUDY

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	2211	Peak-Hour Factor, PHF	0.92
AADT(veh/h)		%Trucks and Buses, P_T	5
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.976

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	1
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	55.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	0.3
f_M (mi/h)	0.0
FFS (mi/h)	54.8

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	1231
Speed, S (mi/h)	55.0
D (pc/mi/ln)	22.4
LOS	C

Design

Design (N)

Required Number of Lanes, N	
Flow Rate, v_p (pc/h)	
Max Service Flow Rate (pc/h/ln)	
Design LOS	

Bicycle Level of Service

MULTILANE HIGHWAYS WORKSHEET(Direction 2)

General Information		Site Information	
Analyst	MMA	Highway/Direction to Travel	US 301
Agency or Company	AIM ENGINEERING & SURVEYING	From/To	CR 579 TO STACY
Date Performed	8/10/2015	Jurisdiction	FDOT
Analysis Time Period	AM - BUILD	Analysis Year	2040

Project Description US 301 PD&E STUDY

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	1191	Peak-Hour Factor, PHF	0.92
AADT(veh/h)		%Trucks and Buses, P_T	5
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.976

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	1
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	55.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	0.3
f_M (mi/h)	0.0
FFS (mi/h)	54.8

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	663
Speed, S (mi/h)	55.0
D (pc/mi/ln)	12.1
LOS	B

Design

Design (N)

Required Number of Lanes, N	
Flow Rate, v_p (pc/h)	
Max Service Flow Rate (pc/h/ln)	
Design LOS	

Bicycle Level of Service

MULTILANE HIGHWAYS WORKSHEET(Direction 1)

General Information		Site Information	
Analyst	MMA	Highway/Direction to Travel	US 301
Agency or Company	AIM ENGINEERING & SURVEYING	From/To	STACY RD TO MCINTOSH RD
Date Performed	8/10/2015	Jurisdiction	FDOT
Analysis Time Period	AM - BUILD	Analysis Year	2040

Project Description US 301 PD&E STUDY

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	1638	Peak-Hour Factor, PHF	0.92
AADT(veh/h)		%Trucks and Buses, P_T	5
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.976

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	1
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	60.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	0.3
f_M (mi/h)	0.0
FFS (mi/h)	59.8

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	912
Speed, S (mi/h)	60.0
D (pc/mi/ln)	15.2
LOS	B

Design

Design (N)

Required Number of Lanes, N	
Flow Rate, v_p (pc/h)	
Max Service Flow Rate (pc/h/ln)	
Design LOS	

Bicycle Level of Service

MULTILANE HIGHWAYS WORKSHEET(Direction 2)

General Information

Analyst	MMA
Agency or Company	AIM ENGINEERING & SURVEYING
Date Performed	8/10/2015
Analysis Time Period	AM - BUILD

Site Information

Highway/Direction to Travel	US 301
From/To	STACY RD TO MCINTOSH RD
Jurisdiction	FDOT
Analysis Year	2040

Project Description US 301 PD&E STUDY

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	882	Peak-Hour Factor, PHF	0.92
AADT(veh/h)		%Trucks and Buses, P_T	5
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.976

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	1
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	60.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	0.3
f_M (mi/h)	0.0
FFS (mi/h)	59.8

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	491
Speed, S (mi/h)	60.0
D (pc/mi/ln)	8.2
LOS	A

Design

Design (N)

Required Number of Lanes, N	
Flow Rate, v_p (pc/h)	
Max Service Flow Rate (pc/h/ln)	
Design LOS	

Bicycle Level of Service

MULTILANE HIGHWAYS WORKSHEET(Direction 1)

General Information		Site Information	
Analyst	MMA	Highway/Direction to Travel	US 301
Agency or Company	AIM ENGINEERING & SURVEYING	From/To	MCINTOSH RD TO SR 56
Date Performed	8/10/2015	Jurisdiction	FDOT
Analysis Time Period	AM - BUILD	Analysis Year	2040

Project Description US 301 PD&E STUDY

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	1922	Peak-Hour Factor, PHF	0.92
AADT(veh/h)		%Trucks and Buses, P_T	5
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.976

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	2
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	60.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	0.5
f_M (mi/h)	0.0
FFS (mi/h)	59.5

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	1070
Speed, S (mi/h)	60.0
D (pc/mi/ln)	17.8
LOS	B

Design

Design (N)

Required Number of Lanes, N	
Flow Rate, v_p (pc/h)	
Max Service Flow Rate (pc/h/ln)	
Design LOS	

Bicycle Level of Service

MULTILANE HIGHWAYS WORKSHEET(Direction 2)

General Information		Site Information	
Analyst	MMA	Highway/Direction to Travel	US 301
Agency or Company	AIM ENGINEERING & SURVEYING	From/To	MCINTOSH RD TO SR 56
Date Performed	8/10/2015	Jurisdiction	FDOT
Analysis Time Period	AM - BUILD	Analysis Year	2040

Project Description US 301 PD&E STUDY

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	1282	Peak-Hour Factor, PHF	0.92
AADT(veh/h)		%Trucks and Buses, P_T	5
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.976

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	2
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	60.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	0.5
f_M (mi/h)	0.0
FFS (mi/h)	59.5

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	714
Speed, S (mi/h)	60.0
D (pc/mi/ln)	11.9
LOS	B

Design

Design (N)

Required Number of Lanes, N	
Flow Rate, v_p (pc/h)	
Max Service Flow Rate (pc/h/ln)	
Design LOS	

Bicycle Level of Service

MULTILANE HIGHWAYS WORKSHEET(Direction 1)

General Information		Site Information	
Analyst	MMA	Highway/Direction to Travel	US 301
Agency or Company	AIM ENGINEERING & SURVEYING	From/To	FOWLER AVE TO HARNEY RD
Date Performed	8/10/2015	Jurisdiction	FDOT
Analysis Time Period	PM - BUILD	Analysis Year	2040

Project Description US 301 PD&E STUDY

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	2466	Peak-Hour Factor, PHF	0.92
AADT(veh/h)		%Trucks and Buses, P_T	5
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.976

Speed Inputs		Calc Speed Adj and FFS	
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_M (mi/h)	0.0
FFS (measured)		FFS (mi/h)	53.8
Base Free-Flow Speed, BFFS	55.0		

Operations		Design	
Operational (LOS)		Design (N)	
Flow Rate, v_p (pc/h/ln)	1373	Required Number of Lanes, N	
Speed, S (mi/h)	55.0	Flow Rate, v_p (pc/h)	
D (pc/mi/ln)	25.0	Max Service Flow Rate (pc/h/ln)	
LOS	C	Design LOS	

Bicycle Level of Service

MULTILANE HIGHWAYS WORKSHEET(Direction 2)

General Information		Site Information	
Analyst	MMA	Highway/Direction to Travel	US 301
Agency or Company	AIM ENGINEERING & SURVEYING	From/To	FOWLER AVE TO HARNEY RD
Date Performed	8/10/2015	Jurisdiction	FDOT
Analysis Time Period	PM - BUILD	Analysis Year	2040

Project Description US 301 PD&E STUDY

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	1328	Peak-Hour Factor, PHF	0.92
AADT(veh/h)		%Trucks and Buses, P_T	5
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.976

Speed Inputs		Calc Speed Adj and FFS	
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_M (mi/h)	0.0
FFS (measured)		FFS (mi/h)	53.8
Base Free-Flow Speed, BFFS	55.0		

Operations		Design	
Operational (LOS)		Design (N)	
Flow Rate, v_p (pc/h/ln)	739	Required Number of Lanes, N	
Speed, S (mi/h)	55.0	Flow Rate, v_p (pc/h)	
D (pc/mi/ln)	13.4	Max Service Flow Rate (pc/h/ln)	
LOS	B	Design LOS	

Bicycle Level of Service

MULTILANE HIGHWAYS WORKSHEET(Direction 1)

General Information		Site Information	
Analyst	MMA	Highway/Direction to Travel	US 301
Agency or Company	AIM ENGINEERING & SURVEYING	From/To	HARNEY RD TO CR 579
Date Performed	8/10/2015	Jurisdiction	FDOT
Analysis Time Period	PM - BUILD	Analysis Year	2040

Project Description US 301 PD&E STUDY

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	2147	Peak-Hour Factor, PHF	0.92
AADT(veh/h)		%Trucks and Buses, P_T	5
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.976

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	1
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	55.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	0.3
f_M (mi/h)	0.0
FFS (mi/h)	54.8

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	1196
Speed, S (mi/h)	55.0
D (pc/mi/ln)	21.7
LOS	C

Design

Design (N)

Required Number of Lanes, N	
Flow Rate, v_p (pc/h)	
Max Service Flow Rate (pc/h/ln)	
Design LOS	

Bicycle Level of Service

MULTILANE HIGHWAYS WORKSHEET(Direction 2)

General Information		Site Information	
Analyst	MMA	Highway/Direction to Travel	US 301
Agency or Company	AIM ENGINEERING & SURVEYING	From/To	HARNEY RD TO CR 579
Date Performed	8/10/2015	Jurisdiction	FDOT
Analysis Time Period	PM - BUILD	Analysis Year	2040

Project Description US 301 PD&E STUDY

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	1156	Peak-Hour Factor, PHF	0.92
AADT(veh/h)		%Trucks and Buses, P_T	5
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.976

Speed Inputs		Calc Speed Adj and FFS	
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)	1	f_A (mi/h)	0.3
Median Type, M	Divided	f_M (mi/h)	0.0
FFS (measured)		FFS (mi/h)	54.8
Base Free-Flow Speed, BFFS	55.0		

Operations		Design	
Operational (LOS)		Design (N)	
Flow Rate, v_p (pc/h/ln)	643	Required Number of Lanes, N	
Speed, S (mi/h)	55.0	Flow Rate, v_p (pc/h)	
D (pc/mi/ln)	11.7	Max Service Flow Rate (pc/h/ln)	
LOS	B	Design LOS	

Bicycle Level of Service

MULTILANE HIGHWAYS WORKSHEET(Direction 1)

☒

General Information		Site Information	
Analyst	MMA	Highway/Direction to Travel	US 301
Agency or Company	AIM ENGINEERING & SURVEYING	From/To	CR 579 TO STACY
Date Performed	8/10/2015	Jurisdiction	FDOT
Analysis Time Period	PM - BUILD	Analysis Year	2040

Project Description US 301 PD&E STUDY

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	2212	Peak-Hour Factor, PHF	0.92
AADT(veh/h)		%Trucks and Buses, P_T	5
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.976

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	1
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	55.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	0.3
f_M (mi/h)	0.0
FFS (mi/h)	54.8

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	1232
Speed, S (mi/h)	55.0
D (pc/mi/ln)	22.4
LOS	C

Design

Design (N)

Required Number of Lanes, N	
Flow Rate, v_p (pc/h)	
Max Service Flow Rate (pc/h/ln)	
Design LOS	

Bicycle Level of Service

MULTILANE HIGHWAYS WORKSHEET(Direction 2)

☒

General Information		Site Information	
Analyst	MMA	Highway/Direction to Travel	US 301
Agency or Company	AIM ENGINEERING & SURVEYING	From/To	CR 579 TO STACY
Date Performed	8/10/2015	Jurisdiction	FDOT
Analysis Time Period	PM - BUILD	Analysis Year	2040

Project Description US 301 PD&E STUDY

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	1195	Peak-Hour Factor, PHF	0.92
AADT(veh/h)		%Trucks and Buses, P_T	5
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.976

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	1
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	55.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	0.3
f_M (mi/h)	0.0
FFS (mi/h)	54.8

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	665
Speed, S (mi/h)	55.0
D (pc/mi/ln)	12.1
LOS	B

Design

Design (N)

Required Number of Lanes, N	
Flow Rate, v_p (pc/h)	
Max Service Flow Rate (pc/h/ln)	
Design LOS	

Bicycle Level of Service

MULTILANE HIGHWAYS WORKSHEET(Direction 1)

General Information		Site Information	
Analyst	MMA	Highway/Direction to Travel	US 301
Agency or Company	AIM ENGINEERING & SURVEYING	From/To	STACY RD TO MCINTOSH RD
Date Performed	8/10/2015	Jurisdiction	FDOT
Analysis Time Period	PM - BUILD	Analysis Year	2040

Project Description US 301 PD&E STUDY

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	1639	Peak-Hour Factor, PHF	0.92
AADT(veh/h)		%Trucks and Buses, P_T	5
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.976

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	1
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	60.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	0.3
f_M (mi/h)	0.0
FFS (mi/h)	59.8

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	913
Speed, S (mi/h)	60.0
D (pc/mi/ln)	15.2
LOS	B

Design

Design (N)

Required Number of Lanes, N	
Flow Rate, v_p (pc/h)	
Max Service Flow Rate (pc/h/ln)	
Design LOS	

Bicycle Level of Service

MULTILANE HIGHWAYS WORKSHEET(Direction 2)

General Information		Site Information	
Analyst	MMA	Highway/Direction to Travel	US 301
Agency or Company	AIM ENGINEERING & SURVEYING	From/To	STACY RD TO MCINTOSH RD
Date Performed	8/10/2015	Jurisdiction	FDOT
Analysis Time Period	PM - BUILD	Analysis Year	2040

Project Description US 301 PD&E STUDY

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	884	Peak-Hour Factor, PHF	0.92
AADT(veh/h)		%Trucks and Buses, P_T	5
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.976

Speed Inputs		Calc Speed Adj and FFS	
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)	1	f_A (mi/h)	0.3
Median Type, M	Divided	f_M (mi/h)	0.0
FFS (measured)		FFS (mi/h)	59.8
Base Free-Flow Speed, BFFS	60.0		

Operations		Design	
Operational (LOS)		Design (N)	
Flow Rate, v_p (pc/h/ln)	492	Required Number of Lanes, N	
Speed, S (mi/h)	60.0	Flow Rate, v_p (pc/h)	
D (pc/mi/ln)	8.2	Max Service Flow Rate (pc/h/ln)	
LOS	A	Design LOS	

Bicycle Level of Service

MULTILANE HIGHWAYS WORKSHEET(Direction 1)

General Information		Site Information	
Analyst	MMA	Highway/Direction to Travel	US 301
Agency or Company	AIM ENGINEERING & SURVEYING	From/To	MCINTOSH RD TO SR 56
Date Performed	8/10/2015	Jurisdiction	FDOT
Analysis Time Period	PM - BUILD	Analysis Year	2040

Project Description US 301 PD&E STUDY

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	1922	Peak-Hour Factor, PHF	0.92
AADT(veh/h)		%Trucks and Buses, P_T	5
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.976

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	2
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	60.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	0.5
f_M (mi/h)	0.0
FFS (mi/h)	59.5

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	1070
Speed, S (mi/h)	60.0
D (pc/mi/ln)	17.8
LOS	B

Design

Design (N)

Required Number of Lanes, N	
Flow Rate, v_p (pc/h)	
Max Service Flow Rate (pc/h/ln)	
Design LOS	

Bicycle Level of Service

MULTILANE HIGHWAYS WORKSHEET(Direction 2)

General Information

Analyst	MMA
Agency or Company	AIM ENGINEERING & SURVEYING
Date Performed	8/10/2015
Analysis Time Period	PM - BUILD

Site Information

Highway/Direction to Travel	US 301
From/To	MCINTOSH RD TO SR 56
Jurisdiction	FDOT
Analysis Year	2040

Project Description US 301 PD&E STUDY

☐ Oper.(LOS) ☐ Des. (N) ☐ Plan. (vp)

Flow Inputs

Volume, V (veh/h)	1282	Peak-Hour Factor, PHF	0.92
AADT(veh/h)		%Trucks and Buses, P_T	5
Peak-Hour Prop of AADT (veh/d)		%RVs, P_R	0
Peak-Hour Direction Prop, D		General Terrain:	Level
DDHV (veh/h)		Grade Length (mi)	0.00
Driver Type Adjustment	1.00	Up/Down %	0.00
		Number of Lanes	2

Calculate Flow Adjustments

f_p	1.00	E_R	1.2
E_T	1.5	f_{HV}	0.976

Speed Inputs

Lane Width, LW (ft)	12.0
Total Lateral Clearance, LC (ft)	12.0
Access Points, A (A/mi)	2
Median Type, M	Divided
FFS (measured)	
Base Free-Flow Speed, BFFS	60.0

Calc Speed Adj and FFS

f_{LW} (mi/h)	0.0
f_{LC} (mi/h)	0.0
f_A (mi/h)	0.5
f_M (mi/h)	0.0
FFS (mi/h)	59.5

Operations

Operational (LOS)

Flow Rate, v_p (pc/h/ln)	714
Speed, S (mi/h)	60.0
D (pc/mi/ln)	11.9
LOS	B

Design

Design (N)

Required Number of Lanes, N	
Flow Rate, v_p (pc/h)	
Max Service Flow Rate (pc/h/ln)	
Design LOS	

Bicycle Level of Service

Design Year (2040) Unsignalized Intersection Analyses – Build Alternative

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	MMA	Intersection	US 301 & HARNEY RD
Agency/Co.	AIM ENGINEERING & SURVEYING	Jurisdiction	FDOT
Date Performed	8/4/2015	Analysis Year	2040
Analysis Time Period	AM - BUILD		

Project Description	US 301 PD&E STUDY
East/West Street:	HARNEY RD
North/South Street:	US 301
Intersection Orientation:	North-South
Study Period (hrs):	0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		1082	20	113	2034	
Peak-Hour Factor, PHF	1.00	0.92	0.92	0.92	0.92	1.00
Hourly Flow Rate, HFR (veh/h)	0	1176	21	122	2210	0
Percent Heavy Vehicles	0	--	--	5	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	0	2	0	1	2	0
Configuration		T	TR	L	T	
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	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			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	0	0	0
Configuration					LR	

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L		LR				
v (veh/h)		122		95				
C (m) (veh/h)		562		274				
v/c		0.22		0.35				
95% queue length		0.82		1.49				
Control Delay (s/veh)		13.2		25.0				
LOS		B		C				
Approach Delay (s/veh)	--	--	25.0					
Approach LOS	--	--	C					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	MMA	Intersection	US 301 & CR 579
Agency/Co.	AIM ENGINEERING & SURVEYING	Jurisdiction	FDOT
Date Performed	8/4/2015	Analysis Year	2040
Analysis Time Period	AM		

Project Description	US 301 PD&E STUDY
East/West Street:	CR 579
North/South Street:	US 301
Intersection Orientation:	North-South
Study Period (hrs):	0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	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	235	2167	0
Percent Heavy Vehicles	0	--	--	5	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	0	2	0	1	2	0
Configuration		T	TR	L	T	
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (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
Lanes	0	0	0	1	0	1
Configuration				L		R

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L	L		R			
v (veh/h)		235	166		181			
C (m) (veh/h)		533	55		442			
v/c		0.44	3.02		0.41			
95% queue length		2.23	17.44		1.96			
Control Delay (s/veh)		17.0	1068		18.7			
LOS		C	F		C			
Approach Delay (s/veh)	--	--	520.6					
Approach LOS	--	--	F					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	MMA	Intersection	US 301 & STACY RD
Agency/Co.	AIM ENGINEERING & SURVEYING	Jurisdiction	FDOT
Date Performed	8/4/2015	Analysis Year	2040
Analysis Time Period	AM		
Project Description	US 301 PD&E STUDY		
East/West Street:	STACY RD	North/South Street:	US 301
Intersection Orientation:	North-South	Study Period (hrs):	0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
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	30	1749	0
Percent Heavy Vehicles	0	--	--	5	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	1	2	1	1	2	0
Configuration	L	T	R	L	T	TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	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			0
Lanes	0	1	0	1	1	0
Configuration		LTR		L		TR

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	L		TR		LTR	
v (veh/h)	0	30	653		27		0	
C (m) (veh/h)	363	516	144		601			
v/c	0.00	0.06	4.53		0.04			
95% queue length	0.00	0.18	67.27		0.14			
Control Delay (s/veh)	~~14.9~~ 0.0	12.4	1652		11.3			
LOS	~~B~~ A	B	F		B			
Approach Delay (s/veh)	--	--	1587					
Approach LOS	--	--	F					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	MMA	Intersection	US 301 & MCINTOSH RD
Agency/Co.	AIM ENGINEERING & SURVEYING	Jurisdiction	FDOT
Date Performed	8/4/2015	Analysis Year	2040
Analysis Time Period	AM		

Project Description	US 301 PD&E STUDY
East/West Street:	MCINTOSH RD
North/South Street:	US 301
Intersection Orientation:	North-South
Study Period (hrs):	0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		835	47	327	1595	
Peak-Hour Factor, PHF	1.00	0.92	0.92	0.92	0.92	1.00
Hourly Flow Rate, HFR (veh/h)	0	907	51	355	1733	0
Percent Heavy Vehicles	0	--	--	5	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	0	2	0	1	2	0
Configuration		T	TR	L	T	
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				43		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			N	
Storage		0			0	
RT Channelized			0			0
Lanes	0	0	0	1	0	1
Configuration				L		R

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		L	L		R			
v (veh/h)		355	46		485			
C (m) (veh/h)		695	58		576			
v/c		0.51	0.79		0.84			
95% queue length		2.93	3.47		8.95			
Control Delay (s/veh)		15.5	176.5		36.0			
LOS		C	F		E			
Approach Delay (s/veh)	--	--	48.1					
Approach LOS	--	--	E					

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*MMA*	Intersection	*US 301 & HARNEY RD*
Agency/Co.	*AIM ENGINEERING & SURVEYING*	Jurisdiction	*FDOT*
Date Performed	*8/4/2015*	Analysis Year	*2040*
Analysis Time Period	*PM*		
Project Description	*US 301 PD&E STUDY*		
East/West Street:	*HARNEY RD*	North/South Street:	*US 301*
Intersection Orientation:	*North-South*	Study Period (hrs):	*0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*2034*	*51*	*74*	*1082*	
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 curb*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*0*	*1*	*2*	*0*
Configuration		*T*	*TR*	*L*	*T*	
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
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, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*L*		*LR*				
v (veh/h)		*80*		*143*				
C (m) (veh/h)		*213*		*160*				
v/c		*0.38*		*0.89*				
95% queue length		*1.64*		*6.34*				
Control Delay (s/veh)		*31.7*		*101.7*				
LOS		*D*		*F*				
Approach Delay (s/veh)	--	--	*101.7*					
Approach LOS	--	--	*F*					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*MMA*	Intersection	*US 301 & CR 579*
Agency/Co.	*AIM ENGINEERING & SURVEYING*	Jurisdiction	*FDOT*
Date Performed	*8/4/2015*	Analysis Year	*2040*
Analysis Time Period	*PM*		

Project Description	*US 301 PD&E STUDY*
East/West Street: *CR 579*	North/South Street: *US 301*
Intersection Orientation: *North-South*	Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	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	*Raised curb*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*0*	*1*	*2*	*0*
Configuration		*T*	*TR*	*L*	*T*	
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)				*132*		*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*			*0*	
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*1*	*0*	*1*
Configuration				*L*		*R*

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*L*	*L*		*R*			
v (veh/h)		*181*	*143*		*235*			
C (m) (veh/h)		*200*	*21*		*236*			
v/c		*0.90*	*6.81*		*1.00*			
95% queue length		*7.14*	*18.20*		*9.33*			
Control Delay (s/veh)		*89.9*	*2978*		*102.0*			
LOS		*F*	*F*		*F*			
Approach Delay (s/veh)	--	--	*1190*					
Approach LOS	--	--	*F*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	MMA
Agency/Co.	AIM ENGINEERING & SURVEYING
Date Performed	8/4/2015
Analysis Time Period	PM

Site Information

Intersection	US 301 & STACY RD
Jurisdiction	FDOT
Analysis Year	2040

Project Description: US 301 PD&E STUDY

East/West Street: STACY RD | North/South Street: US 301

Intersection Orientation: North-South | Study Period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	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 (veh/h)	2	1749	653	27	931	2
Percent Heavy Vehicles	0	--	--	5	--	--
Median Type	Raised curb					
RT Channelized			0			0
Lanes	1	2	1	1	2	0
Configuration	L	T	R	L	T	TR
Upstream Signal		0			0	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	1	1	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	1	1	0
Configuration		LTR		L		TR

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration	L	L	L		TR		LTR	
v (veh/h)	2	27	363		30		10	
C (m) (veh/h)	742	188	72		350		191	
v/c	0.00	0.14	5.04		0.09		0.05	
95% queue length	0.01	0.49	39.80		0.28		0.16	
Control Delay (s/veh)	9.9	27.3	1934		16.2		24.9	
LOS	A	D	F		C		C	
Approach Delay (s/veh)	--	--	1788			24.9		
Approach LOS	--	--	F			C		

TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*MMA*	Intersection	*US 301 & MCINTOSH RD*
Agency/Co.	*AIM ENGINEERING & SURVEYING*	Jurisdiction	*FDOT*
Date Performed	*8/4/2015*	Analysis Year	*2040*
Analysis Time Period	*PM*		
Project Description	*US 301 PD&E STUDY*		
East/West Street:	*MCINTOSH RD*	North/South Street:	*US 301*
Intersection Orientation:	*North-South*	Study Period (hrs):	*0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (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	*Raised curb*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*0*	*1*	*2*	*0*
Configuration		*T*	*TR*	*L*	*T*	
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (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)	*0*	*0*	*0*	*51*	*0*	*355*
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*	*1*	*0*	*1*
Configuration				*L*		*R*

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*L*	*L*		*R*			
v (veh/h)		*483*	*51*		*355*			
C (m) (veh/h)		*332*			*335*			
v/c		*1.45*			*1.06*			
95% queue length		*25.88*			*12.86*			
Control Delay (s/veh)		*250.7*			*102.0*			
LOS		*F*			*F*			
Approach Delay (s/veh)	--	--						
Approach LOS	--	--						

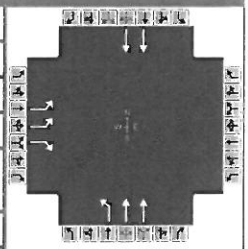
HCS+™ Version 5.6

Generated: 8/20/2015 12:05 PM

Design Year (2040) Signalized Intersection Analyses – Build Alternative

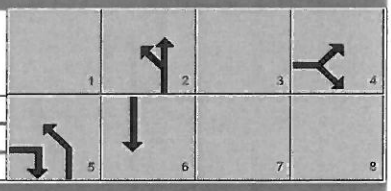
HCS 2010 Signalized Intersection Input Data

General Information				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	0.92
Intersection	US 301/FOWLER AVENUE	Analysis Year	DESIGN YEAR 2040	Analysis Period	1> 7:00
File Name	US301_FOWLER AVE_2040 AM_ BUILD.xus				
Project Description	US 301 PD&E STUDY - FOWLER AVENUE TO FUTURE SR 56				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	621		423				104	932			1502	

Signal Information					EB			WB			NB			SB		
Cycle, s	110.0	Reference Phase	2													
Offset, s	0	Reference Point	End	Green	10.0		52.5	25.0	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					
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0		2.0	2.0	0.0	0.0	0.0					



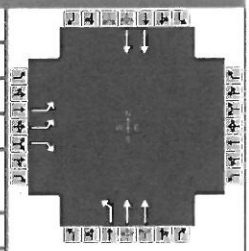
Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	621		423				104	932			1502	
Initial Queue (Q_b), veh/h	0		0				0	0			0	
Base Saturation Flow Rate (s_o), veh/h	1900		1900				1900	1900			1900	
Parking (N_m), man/h		None						None			None	
Heavy Vehicles (P_{HV}), %	7		7				5	5			5	
Ped / Bike / RTOR, /h							0	0	0	0	0	0
Buses (N_b), buses/h	0		0				0	0			0	
Arrival Type (*AT*)	3		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	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		25.0			10.0	62.5		52.5
Yellow Change Interval (*Y*), s	5.5				5.5	5.5		5.5
Red Clearance Interval (R_c), s	2.0				2.0	2.0		2.0
Minimum Green (G_{min}), s	10				10	10		10
Start-Up Lost Time (*lt*), s	2.0				2.0	2.0		2.0
Extension of Effective Green (e), s	2.0				2.0	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 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

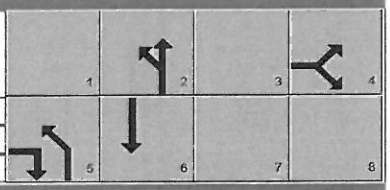
General Information				Intersection Information	
Agency	AIM ENGINEERING & SURVEYING			Duration, h	0.25
Analyst		Analysis Date	8/31/2015	Area Type	Other
Jurisdiction	HILLSBOROUGH CO.	Time Period	AM PEAK HOUR	PHF	0.92
Intersection	US 301/FOWLER AVENUE	Analysis Year	DESIGN YEAR 2040	Analysis Period	1> 7:00
File Name	US301_FOWLER AVE_2040 AM_ BUILD.xus				
Project Description	US 301 PD&E STUDY - FOWLER AVENUE TO FUTURE SR 56				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	621		423				104	932			1502	

Signal Information			
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 N/S	On

Green	10.0	52.5	25.0	0.0	0.0	0.0	
Yellow	5.5	5.5	5.5	0.0	0.0	0.0	
Red	2.0	2.0	2.0	0.0	0.0	0.0	



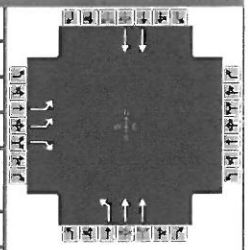
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4			5	2		6
Case Number		9.0			1.0	4.0		8.3
Phase Duration, s		32.5			17.5	77.5		60.0
Change Period, (*Y*+*Rc*), s		7.5			7.5	7.5		7.5
Max Allow Headway (*MAH*), s		3.0			5.9	5.8		5.8
Queue Clearance Time (g_s), s		27.0			5.2	18.7		53.8
Green Extension Time (g_e), s		0.0			0.2	36.9		0.0
Phase Call Probability		1.00			1.00	1.00		1.00
Max Out Probability		1.00			1.00	0.77		1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7		14				5	2			6	
Adjusted Flow Rate (*v*), veh/h	675		460				113	1013			1633	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1642		1505				1723	1723			1723	
Queue Service Time (g_s), s	22.0		25.0				3.2	16.7			51.8	
Cycle Queue Clearance Time (g_c), s	22.0		25.0				3.2	16.7			51.8	
Green Ratio (*g*/*C*)	0.23		0.32				0.59	0.64			0.48	
Capacity (*c*), veh/h	746		479				224	2192			1644	
Volume-to-Capacity Ratio (*X*)	0.904		0.960				0.505	0.462			0.993	
Available Capacity (c_a), veh/h	746		479				224	2192			1644	
Back of Queue (*Q*), veh/ln (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 (d_1), s/veh	41.3		36.8				23.6	10.3			28.6	
Incremental Delay (d_2), s/veh	14.1		30.9				3.8	0.3			20.5	
Initial Queue Delay (d_3), s/veh	0.0		0.0				0.0	0.0			0.0	
Control Delay (*d*), s/veh	55.5		67.7				27.3	10.6			49.0	
Level of Service (LOS)	E		E				C	B			D	
Approach Delay, s/veh / LOS	60.4		E	0.0			12.3		B	49.0		D
Intersection Delay, s/veh / LOS	41.7						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.9	C	2.7	B	0.7	A	2.4	B
Bicycle LOS Score / LOS		F			1.4	A	1.8	A

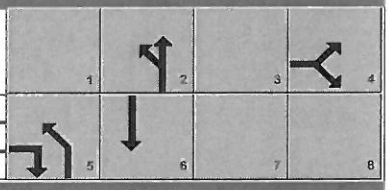
HCS 2010 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	AIM ENGINEERING & SURVEYING			Duration, h	0.25
Analyst		Analysis Date	8/31/2015	Area Type	Other
Jurisdiction	HILLSBOROUGH CO.	Time Period	PM PEAK HOUR	PHF	0.97
Intersection	US 301/FOWLER AVENUE	Analysis Year	DESIGN YEAR 2040	Analysis Period	1> 7:00
File Name	US 301_STACY RD_2040 PM_BUILD.xus				
Project Description	US 301 PD&E STUDY - FOWLER AVENUE TO FUTURE SR 56				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	1332		104				423	1552			932	

Signal Information					EB			WB			NB		
Cycle, s	130.0	Reference Phase	2										
Offset, s	0	Reference Point	End	Green	25.0	36.7		45.8	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		
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	2.0		2.0	0.0	0.0	0.0		



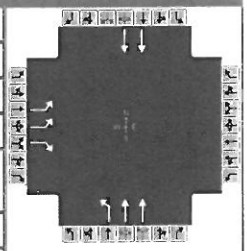
Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	1332		104				423	1552			932	
Initial Queue (Q_b), veh/h	0		0				0	0			0	
Base Saturation Flow Rate (s_o), veh/h	1900		1900				1900	1900			1900	
Parking (N_m), man/h		None						None			None	
Heavy Vehicles (P_{HV}), %	3		3				5	5			5	
Ped / Bike / RTOR, /h							0	0	0	0	0	0
Buses (N_b), buses/h	0		0				0	0			0	
Arrival Type (*AT*)	3		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	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		45.8			25.0	61.7		36.7
Yellow Change Interval (*Y*), s	5.5				5.5	5.5		5.5
Red Clearance Interval (R_c), s	2.0				2.0	2.0		2.0
Minimum Green (G_{min}), s	10				10	15		15
Start-Up Lost Time (*l*$_t$), s	2.0				2.0	2.0		2.0
Extension of Effective Green (*e*), s	2.0				2.0	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 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	

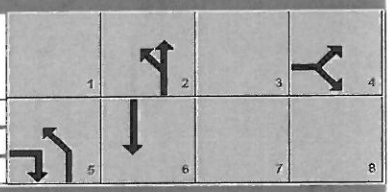
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	AIM ENGINEERING & SURVEYING			Duration, h	0.25
Analyst		Analysis Date	8/31/2015	Area Type	Other
Jurisdiction	HILLSBOROUGH CO.	Time Period	PM PEAK HOUR	PHF	0.97
Intersection	US 301/FOWLER AVENUE	Analysis Year	DESIGN YEAR 2040	Analysis Period	1> 7:00
File Name	US 301_STACY RD_2040 PM_BUILD.xus				
Project Description	US 301 PD&E STUDY - FOWLER AVENUE TO FUTURE SR 56				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	1332		104				423	1552			932	

Signal Information					EB			WB			NB		
Cycle, s	130.0	Reference Phase	2										
Offset, s	0	Reference Point	End	Green	25.0	36.7	45.8	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			
Force Mode	Fixed	Simult. Gap N/S	On	Red	2.0	2.0	2.0	0.0	0.0	0.0			



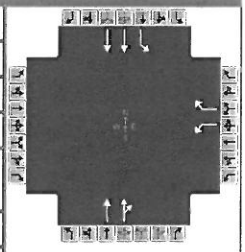
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4			5	2		6
Case Number		9.0			1.0	4.0		8.3
Phase Duration, s		53.3			32.5	76.7		44.2
Change Period, ($Y+R_c$), s		7.5			7.5	7.5		7.5
Max Allow Headway (*MAH*), s		3.0			5.9	5.8		5.8
Queue Clearance Time (g_s), s		47.8			27.0	54.7		38.1
Green Extension Time (g_e), s		0.0			0.0	6.7		0.0
Phase Call Probability		1.00			1.00	1.00		1.00
Max Out Probability		1.00			1.00	0.99		1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7		14				5	2			6	
Adjusted Flow Rate (*v*), veh/h	1373		107				436	1600			961	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1706		1563				1723	1723			1723	
Queue Service Time (g_s), s	45.8		4.4				25.0	52.7			36.1	
Cycle Queue Clearance Time (g_c), s	45.8		4.4				25.0	52.7			36.1	
Green Ratio (*g/C*)	0.35		0.54				0.49	0.53			0.28	
Capacity (*c*), veh/h	1202		851				389	1834			973	
Volume-to-Capacity Ratio (*X*)	1.142		0.126				1.120	0.872			0.988	
Available Capacity (c_a), veh/h	1202		851				389	1834			973	
Back of Queue (*Q*), veh/ln (50th percentile)	30.4		1.4				20.9	20.6			18.1	
Queue Storage Ratio (*RQ*) (50th percentile)	1.39		0.07				1.24	0.00			0.00	
Uniform Delay (d_1), s/veh	42.1		14.5				40.7	26.5			46.4	
Incremental Delay (d_2), s/veh	74.4		0.0				82.2	5.3			25.9	
Initial Queue Delay (d_3), s/veh	0.0		0.0				0.0	0.0			0.0	
Control Delay (*d*), s/veh	116.5		14.5				122.9	31.8			72.3	
Level of Service (LOS)	F		B				F	C			E	
Approach Delay, s/veh / LOS	109.2		F	0.0			51.4		D	72.3		E
Intersection Delay, s/veh / LOS	75.0						E					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.9	C	2.8	C	0.7	A	2.5	B
Bicycle LOS Score / LOS		F			2.2	B	1.3	A

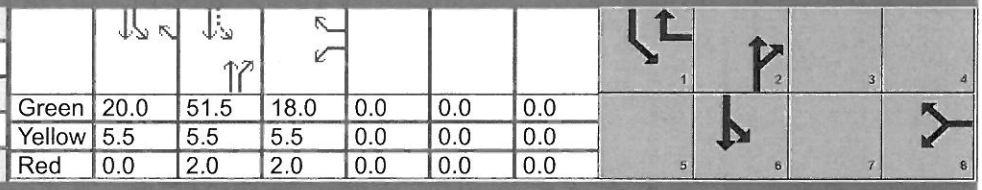
HCS 2010 Signalized Intersection Input Data

General Information				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	0.92
Intersection	US 301/CR 579	Analysis Year	DESIGN YEAR 2040	Analysis Period	1> 7:00
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			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				153		167		1024	132	217	1994	

Signal Information			
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 N/S	On



Green	20.0	51.5	18.0	0.0	0.0	0.0						
Yellow	5.5	5.5	5.5	0.0	0.0	0.0						
Red	0.0	2.0	2.0	0.0	0.0	0.0						

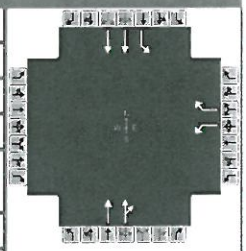
Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				153		167		1024	132	217	1994	
Initial Queue (Q_b), veh/h				0		0		0	0	0	0	
Base Saturation Flow Rate (s_o), veh/h				1900		1900		1900	1900	1900	1900	
Parking (N_m), man/h					None			None			None	
Heavy Vehicles (P_{HV}), %				17		17		5		5	5	
Ped / Bike / RTOR, /h							0	0	0	0	0	0
Buses (N_b), 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 (G_{max}) 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 (R_c), s			2.0			2.0	0.0	2.0
Minimum Green (G_{min}), s			10			15	10	15
Start-Up Lost Time (*lt*), s			2.0			2.0	2.0	2.0
Extension of Effective Green (*e*), s			2.0			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	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

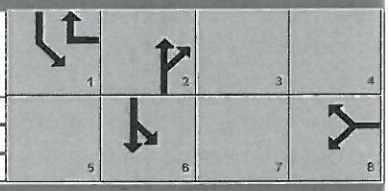
General Information				Intersection Information	
Agency	AIM ENGINEERING & SURVEYING			Duration, h	0.25
Analyst		Analysis Date	8/31/2015	Area Type	Other
Jurisdiction	HILLSBOROUGH CO.	Time Period	AM PEAK HOUR	PHF	0.92
Intersection	US 301/CR 579	Analysis Year	DESIGN YEAR 2040	Analysis Period	1> 7:00
File 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			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				153		167		1024	132	217	1994	

Signal Information			
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 N/S	On

Green	20.0	51.5	18.0	0.0	0.0	0.0	
Yellow	5.5	5.5	5.5	0.0	0.0	0.0	
Red	0.0	2.0	2.0	0.0	0.0	0.0	



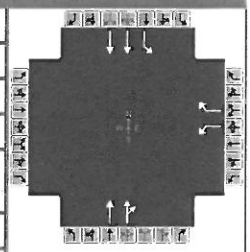
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2	1	6
Case Number				9.0		8.3	1.0	4.0
Phase Duration, s				25.5		59.0	25.5	84.5
Change Period, ($Y+R_c$), s				7.5		7.5	5.5	7.5
Max Allow Headway (*MAH*), s				3.0		5.8	5.9	5.8
Queue Clearance Time (g_s), s				13.1		34.2	7.8	58.0
Green Extension Time (g_e), s				0.3		17.0	1.2	13.3
Phase Call Probability				1.00		1.00	1.00	1.00
Max Out Probability				0.22		0.98	0.09	0.99

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3		18		2	12	1	6	
Adjusted Flow Rate (*v*), veh/h				166		182		640	616	236	2167	
Adjusted Saturation Flow Rate (*s*), veh/h/ln				1547		1376		1810	1737	1723	1723	
Queue Service Time (g_s), s				11.1		10.9		32.0	32.2	5.8	56.0	
Cycle Queue Clearance Time (g_c), s				11.1		10.9		32.0	32.2	5.8	56.0	
Green Ratio (*g/C*)				0.16		0.35		0.47	0.47	0.67	0.70	
Capacity (*c*), veh/h				253		475		847	813	454	2412	
Volume-to-Capacity Ratio (*X*)				0.657		0.382		0.756	0.758	0.520	0.899	
Available Capacity (c_a), veh/h				253		475		847	813	454	2412	
Back of Queue (*Q*), veh/ln (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 (d_1), s/veh				43.1		27.1		24.1	24.1	17.0	13.3	
Incremental Delay (d_2), s/veh				4.9		0.2		4.6	4.9	2.1	5.3	
Initial Queue Delay (d_3), s/veh				0.0		0.0		0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh				48.0		27.3		28.7	29.0	19.0	18.6	
Level of Service (LOS)				D		C		C	C	B	B	
Approach Delay, s/veh / LOS	0.0			37.2		D	28.9		C	18.7		B
Intersection Delay, s/veh / LOS	23.5						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.7	B	2.9	C	2.3	B	0.7	A
Bicycle LOS Score / LOS				F	1.5	A	2.5	B

HCS 2010 Signalized Intersection Input Data

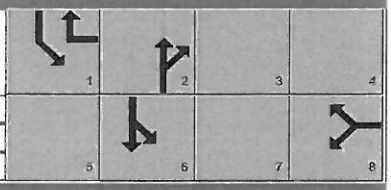
General Information				Intersection Information	
Agency	AIM ENGINEERING & SURVEYING			Duration, h	0.25
Analyst		Analysis Date	8/31/2015	Area Type	Other
Jurisdiction	HILLSBOROUGH CO.	Time Period	PM PEAK HOUR	PHF	0.92
Intersection	US 301/CR 579	Analysis Year	DESIGN YEAR 2040132	Analysis Period	1> 7:00
File Name	US 301_CR 579_2040 PM_BUILD.xus				
Project Description	US 301 PD&E STUDY - FOWLER AVENUE TO FUTURE SR 56				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				132		217		1994	153	167	1024	

Signal Information			
Cycle, s	125.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

	EB		WB			
Green	10.0	83.0	11.5	0.0	0.0	0.0
Yellow	5.5	5.5	5.5	0.0	0.0	0.0
Red	0.0	2.0	2.0	0.0	0.0	0.0



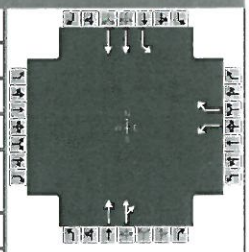
Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				132		217		1994	153	167	1024	
Initial Queue (Q_b), veh/h				0		0		0	0	0	0	
Base Saturation Flow Rate (s_o), veh/h				1900		1900		1900	1900	1900	1900	
Parking (N_m), man/h					None			None			None	
Heavy Vehicles (P_{HV}), %				1		1		5		5	5	
Ped / Bike / RTOR, /h							0	0	0	0	0	0
Buses (N_b), 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 (G_{max}) or Phase Split, s				11.5		83.0	10.0	93.0
Yellow Change Interval (*Y*), s			5.5			5.5	5.5	5.5
Red Clearance Interval (R_c), s			2.0			2.0	0.0	2.0
Minimum Green (G_{min}), s			10			15	10	15
Start-Up Lost Time (*lt*), s			2.0			2.0	2.0	2.0
Extension of Effective Green (e), s			2.0			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	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

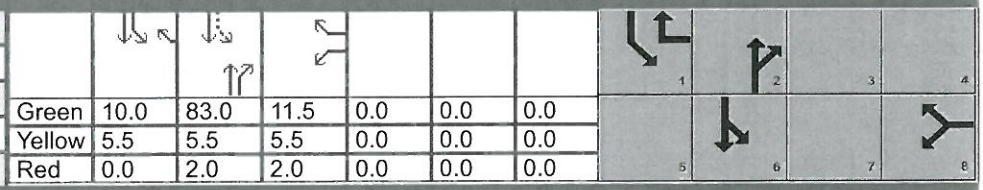
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	AIM ENGINEERING & SURVEYING			Duration, h	0.25
Analyst		Analysis Date	8/31/2015	Area Type	Other
Jurisdiction	HILLSBOROUGH CO.	Time Period	PM PEAK HOUR	PHF	0.92
Intersection	US 301/CR 579	Analysis Year	DESIGN YEAR 2040132	Analysis Period	1> 7:00
File Name	US 301_CR 579_2040 PM_BUILD.xus				
Project Description	US 301 PD&E STUDY - FOWLER AVENUE TO FUTURE SR 56				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				132		217		1994	153	167	1024	

Signal Information			
Cycle, s	125.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	10.0	83.0	11.5	0.0	0.0	0.0						
Yellow	5.5	5.5	5.5	0.0	0.0	0.0						
Red	0.0	2.0	2.0	0.0	0.0	0.0						

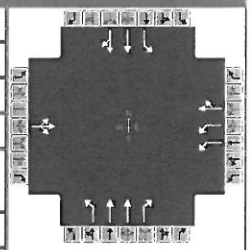
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2	1	6
Case Number				9.0		8.3	1.0	4.0
Phase Duration, s				19.0		90.5	15.5	106.0
Change Period, ($Y+R_c$), s				7.5		7.5	5.5	7.5
Max Allow Headway (*MAH*), s				3.1		5.8	5.9	5.8
Queue Clearance Time (g_s), s				13.5		84.0	10.8	14.6
Green Extension Time (g_e), s				0.0		0.0	0.0	74.1
Phase Call Probability				1.00		1.00	1.00	1.00
Max Out Probability				1.00		1.00	1.00	0.94

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3		18		2	12	1	6	
Adjusted Flow Rate (*v*), veh/h				143		236		1167	1167	182	1113	
Adjusted Saturation Flow Rate (*s*), veh/h/ln				1792		1594		1810	1764	1723	1723	
Queue Service Time (g_s), s				9.9		11.5		78.8	82.0	8.8	12.6	
Cycle Queue Clearance Time (g_c), s				9.9		11.5		78.8	82.0	8.8	12.6	
Green Ratio (*g/C*)				0.09		0.17		0.66	0.66	0.76	0.79	
Capacity (*c*), veh/h				165		274		1202	1171	197	2715	
Volume-to-Capacity Ratio (*X*)				0.870		0.860		0.971	0.996	0.923	0.410	
Available Capacity (c_a), veh/h				165		274		1202	1171	197	2715	
Back of Queue (*Q*), veh/ln (50th percentile)				5.9		8.5		30.9	33.8	7.8	2.7	
Queue Storage Ratio (*RQ*) (50th percentile)				0.00		0.00		0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh				56.0		50.3		19.9	20.8	45.8	4.1	
Incremental Delay (d_2), s/veh				34.9		22.2		19.5	25.3	44.3	0.2	
Initial Queue Delay (d_3), s/veh				0.0		0.0		0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh				91.0		72.5		39.4	46.2	90.1	4.4	
Level of Service (LOS)				F		E		D	D	F	A	
Approach Delay, s/veh / LOS	0.0			79.5		E	42.8		D	16.4		B
Intersection Delay, s/veh / LOS	37.7						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.8	C	2.9	C	2.2	B	0.6	A
Bicycle LOS Score / LOS				F	2.4	B	1.6	A

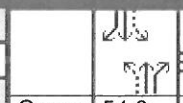
HCS 2010 Signalized Intersection Input Data

General Information				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	0.92
Intersection	US 301/STACY ROAD	Analysis Year	DESIGN YEAR 2040	Analysis Period	1> 7:00
File Name	US 301_STACY RD_2040 AM_BUILD.xus				
Project Description	US 301 PD&E STUDY - FOWLER AVENUE TO FUTURE SR 56				

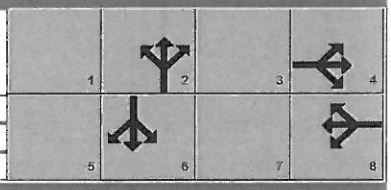


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	1	1	1	601	1	25	1	858	334	28	1610	1

Signal Information			
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 N/S	On



Green	54.0	10.0	24.0	0.0	0.0	0.0						
Yellow	5.5	5.0	5.5	0.0	0.0	0.0						
Red	2.0	2.0	2.0	0.0	0.0	0.0						



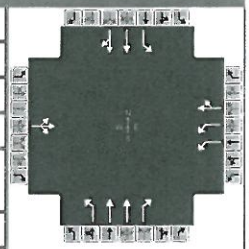
Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	1	1	1	601	1	25	1	858	334	28	1610	1
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		0		4	4		5	5	5	5	5	
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N_b), buses/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 Filtering (*I*)	1.00	1.00	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

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) or Phase Split, s		10.0		24.0		54.0		54.0
Yellow Change Interval (*Y*), s	5.5	5.0	5.5	5.5	5.5	5.5	5.5	5.5
Red Clearance Interval (R_c), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Green (G_{min}), s	10	10	10	10	10	10	10	10
Start-Up Lost Time (*l1*), 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	2.0	2.0	2.0
Recall Mode	Off	Off	Off	Off	Off	Min	Off	Min
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
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	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	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	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		No	0.50		No	0.50		No	0.50	

HCS 2010 Signalized Intersection Results Summary

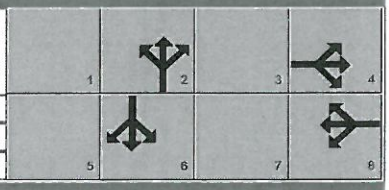
General Information				Intersection Information	
Agency	AIM ENGINEERING & SURVEYING			Duration, h	0.25
Analyst		Analysis Date	8/31/2015	Area Type	Other
Jurisdiction	HILLSBOROUGH CO.	Time Period	AM PEAK HOUR	PHF	0.92
Intersection	US 301/STACY ROAD	Analysis Year	DESIGN YEAR 2040	Analysis Period	1> 7:00
File Name	US 301_STACY RD_2040 AM_BUILD.xus				
Project Description	US 301 PD&E STUDY - FOWLER AVENUE TO FUTURE SR 56				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	1	1	1	601	1	25	1	858	334	28	1610	1

Signal Information			
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 N/S	On

Green	54.0	10.0	24.0	0.0	0.0	0.0						
Yellow	5.5	5.0	5.5	0.0	0.0	0.0						
Red	2.0	2.0	2.0	0.0	0.0	0.0						



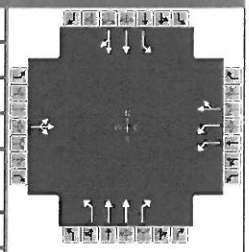
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2		6
Case Number		12.0		10.0		5.0		6.0
Phase Duration, s		17.0		31.5		61.5		61.5
Change Period, ($Y+R_c$), s		7.0		7.5		7.5		7.5
Max Allow Headway (*MAH*), s		3.0		2.9		2.9		2.9
Queue Clearance Time (g_s), s		2.2		22.6		55.0		54.5
Green Extension Time (g_e), s		0.0		0.3		0.0		0.0
Phase Call Probability		1.00		1.00		1.00		1.00
Max Out Probability		0.00		1.00		1.00		1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		3		653	28		1	933	363	30	876	876
Adjusted Saturation Flow Rate (*s*), veh/h/ln		1721		1689	1557		266	1723	1533	581	1810	1809
Queue Service Time (g_s), s		0.2		20.6	1.6		0.4	20.8	17.4	4.2	52.5	52.5
Cycle Queue Clearance Time (g_c), s		0.2		20.6	1.6		53.0	20.8	17.4	25.0	52.5	52.5
Green Ratio (*g/C*)		0.09		0.22	0.22		0.49	0.49	0.49	0.49	0.49	0.49
Capacity (*c*), veh/h		156		737	340		69	1691	753	241	888	888
Volume-to-Capacity Ratio (*X*)		0.021		0.886	0.083		0.016	0.551	0.482	0.126	0.986	0.986
Available Capacity (c_a), veh/h		156		737	340		69	1691	753	241	888	888
Back of Queue (*Q*), veh/ln (50th percentile)		0.1		9.3	0.6		0.0	7.4	5.5	0.6	26.2	26.1
Queue Storage Ratio (*RQ*) (50th percentile)		0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh		45.5		41.7	34.2		53.7	19.5	18.7	28.3	27.6	27.6
Incremental Delay (d_2), s/veh		0.0		12.1	0.0		0.0	0.2	0.2	0.1	26.5	26.6
Initial Queue Delay (d_3), s/veh		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		45.6		53.8	34.3		53.8	19.8	18.9	28.4	54.2	54.2
Level of Service (LOS)		D		D	C		D	B	B	C	D	D
Approach Delay, s/veh / LOS	45.6	D		53.0	D		19.5	B		53.7	D	
Intersection Delay, s/veh / LOS	41.8						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.0	C	2.9	C	2.4	B	2.1	B
Bicycle LOS Score / LOS	0.5	A	1.6	A	1.6	A	2.0	A

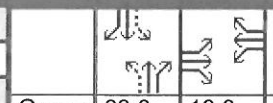
HCS 2010 Signalized Intersection Input Data

General Information				Intersection Information	
Agency	AIM ENGINEERING & SURVEYING			Duration, h	0.25
Analyst		Analysis Date	8/31/2015	Area Type	Other
Jurisdiction	HILLSBOROUGH CO.	Time Period	PM PEAK HOUR	PHF	0.92
Intersection	US 301/STACY ROAD	Analysis Year	DESIGN YEAR 2040	Analysis Period	1> 7:00
File Name	US 301_STACY RD_2040 PM_BUILD.xus				
Project Description	US 301 PD&E STUDY - FOWLER AVENUE TO FUTURE SR 56				

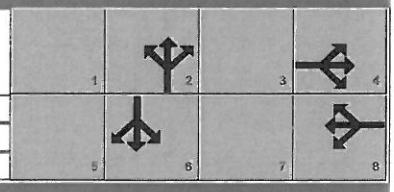


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	1	1	8	334	1	28	2	1610	601	25	857	2

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	68.0	10.0	20.0	0.0	0.0	0.0						
Yellow	5.5	5.0	5.5	0.0	0.0	0.0						
Red	2.0	2.0	2.0	0.0	0.0	0.0						



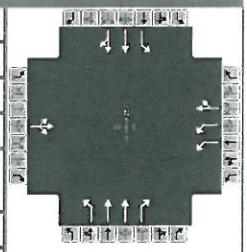
Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	1	1	8	334	1	28	2	1610	601	25	857	2
Initial Queue (Q_b), veh/h	0	0	0	0	0	0	0	0	0	0	0	0
Base Saturation Flow Rate (s_o), veh/h	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Parking (N_m), man/h		None			None			None			None	
Heavy Vehicles (P_{HV}), %		0		1	1		5	5	5	5	5	
Ped / Bike / RTOR, /h	0	0	0	0	0	0	0	0	0	0	0	0
Buses (N_b), buses/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 Filtering (*I*)	1.00	1.00	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

Phase Information	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Maximum Green (G_{max}) 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 (R_c), s	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Minimum Green (G_{min}), s	10	10	10	10	10	15	10	15
Start-Up Lost Time (*lt*), 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
Recall Mode	Off	Off	Off	Off	Off	Min	Off	Min
Dual Entry	No	Yes	No	Yes	No	Yes	No	Yes
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	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	0	No	25
Walkway / Crosswalk Width / Length, ft	9.0	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		No	0.50		No	0.50		No	0.50	

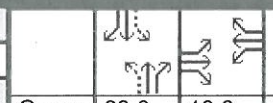
HCS 2010 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	AIM ENGINEERING & SURVEYING			Duration, h	0.25
Analyst		Analysis Date	8/31/2015	Area Type	Other
Jurisdiction	HILLSBOROUGH CO.	Time Period	PM PEAK HOUR	PHF	0.92
Intersection	US 301/STACY ROAD	Analysis Year	DESIGN YEAR 2040	Analysis Period	1> 7:00
File Name	US 301_STACY RD_2040 PM_BUILD.xus				
Project Description	US 301 PD&E STUDY - FOWLER AVENUE TO FUTURE SR 56				

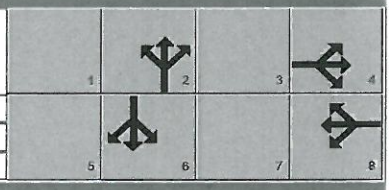


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	1	1	8	334	1	28	2	1610	601	25	857	2

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	68.0	10.0	20.0	0.0	0.0	0.0						
Yellow	5.5	5.0	5.5	0.0	0.0	0.0						
Red	2.0	2.0	2.0	0.0	0.0	0.0						



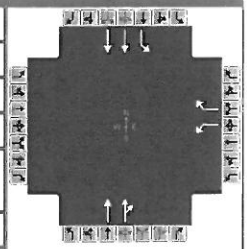
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		4		8		2		6
Case Number		12.0		10.0		5.0		6.0
Phase Duration, s		17.0		27.5		75.5		75.5
Change Period, ($Y+R_c$), s		7.0		7.5		7.5		7.5
Max Allow Headway (*MAH*), s		3.1		3.0		6.0		6.0
Queue Clearance Time (g_s), s		2.7		13.6		55.7		67.7
Green Extension Time (g_e), s		0.0		0.5		12.1		0.3
Phase Call Probability		1.00		1.00		1.00		1.00
Max Out Probability		0.00		0.05		0.99		1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	7	4	14	3	8	18	5	2	12	1	6	16
Adjusted Flow Rate (*v*), veh/h		11		363	32		2	1750	653	27	467	467
Adjusted Saturation Flow 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 Clearance Time (g_c), s		0.7		11.6	2.0		18.4	53.7	38.6	65.7	18.1	18.1
Green Ratio (*g/C*)		0.08		0.17	0.17		0.57	0.57	0.57	0.57	0.57	0.57
Capacity (*c*), veh/h		134		580	267		301	1952	869	92	1025	1025
Volume-to-Capacity Ratio (*X*)		0.081		0.626	0.118		0.007	0.896	0.752	0.296	0.455	0.455
Available Capacity (c_a), veh/h		134		580	267		301	1952	869	92	1025	1025
Back of Queue (*Q*), veh/ln (50th percentile)		0.3		4.9	0.8		0.0	20.3	12.9	0.9	6.7	6.8
Queue Storage Ratio (*RQ*) (50th percentile)		0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d_1), s/veh		50.8		46.5	42.5		20.5	22.9	19.6	51.8	15.2	15.2
Incremental Delay (d_2), s/veh		0.1		1.6	0.1		0.0	6.2	4.4	3.8	0.7	0.7
Initial Queue Delay (d_3), s/veh		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (*d*), s/veh		50.9		48.1	42.6		20.6	29.1	24.1	55.6	15.9	15.9
Level of Service (LOS)		D		D	D		C	C	C	E	B	B
Approach Delay, s/veh / LOS	50.9	D		47.7	D		27.8	C		17.0	B	
Intersection Delay, s/veh / LOS	27.2						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	3.0	C	2.9	C	2.4	B	2.1	B
Bicycle LOS Score / LOS	0.5	A	1.1	A	2.5	B	1.3	A

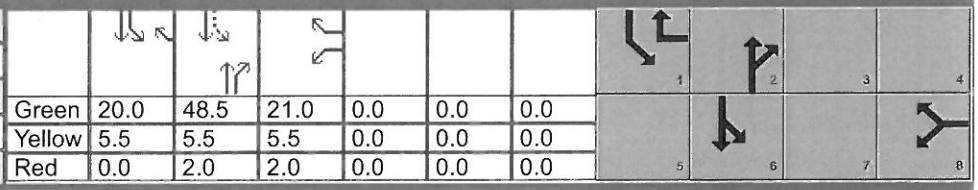
HCS 2010 Signalized Intersection Input Data

General Information				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	0.92
Intersection	US 301/McINTOSH ROAD	Analysis Year	DESIGN YEAR 2040	Analysis Period	1> 7:00
File Name	US 301_MCINTOSH RD_2040 AM_BUILD.xus				
Project Description	US 301 PD&E STUDY - FOWLER AVENUE TO FUTURE SR 56				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				43		447		835	47	327	1595	

Signal Information			
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 N/S	On



	EB			WB			NB			SB		
Green	20.0	48.5		21.0	0.0	0.0	0.0					
Yellow	5.5	5.5		5.5	0.0	0.0	0.0					
Red	0.0	2.0		2.0	0.0	0.0	0.0					

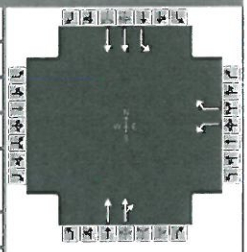
Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				43		447		835	47	327	1595	
Initial Queue (Q_b), veh/h				0		0		0	0	0	0	
Base Saturation Flow Rate (s_o), veh/h				1900		1900		1900	1900	1900	1900	
Parking (N_m), man/h					None			None			None	
Heavy Vehicles (P_{HV}), %				5		5		5		5	5	
Ped / Bike / RTOR, /h							0	0	0	0	0	0
Buses (N_b), 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 (G_{max}) or Phase Split, s				21.0		48.5	20.0	68.5
Yellow Change Interval (*Y*), s			5.5			5.5	5.5	5.5
Red Clearance Interval (R_c), s			2.0			2.0	0.0	2.0
Minimum Green (G_{min}), s			10			15	10	15
Start-Up Lost Time (*l1*), s			2.0			2.0	2.0	2.0
Extension of Effective Green (*e*), s			2.0			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	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

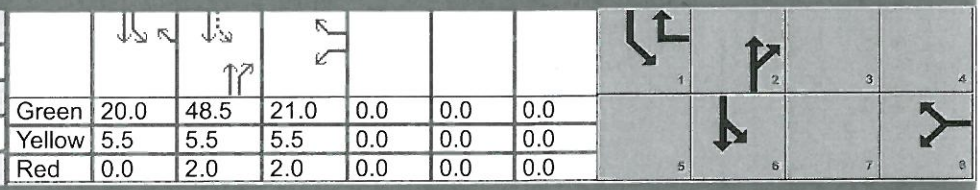
HCS 2010 Signalized Intersection Results Summary

General Information				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	0.92
Intersection	US 301/McINTOSH ROAD	Analysis Year	DESIGN YEAR 2040	Analysis Period	1> 7:00
File Name	US 301_MCINTOSH RD_2040 AM_BUILD.xus				
Project Description	US 301 PD&E STUDY - FOWLER AVENUE TO FUTURE SR 56				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				43		447		835	47	327	1595	

Signal Information			
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 N/S	On



Green	20.0	48.5	21.0	0.0	0.0	0.0
Yellow	5.5	5.5	5.5	0.0	0.0	0.0
Red	0.0	2.0	2.0	0.0	0.0	0.0

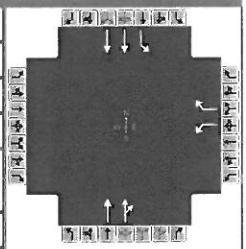
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2	1	6
Case Number				9.0		8.3	1.0	4.0
Phase Duration, s				28.5		56.0	25.5	81.5
Change Period, (Y+R_c), s				7.5		7.5	5.5	7.5
Max Allow Headway (*MAH*), s				3.1		5.8	5.9	5.8
Queue Clearance Time (g_s), s				23.0		24.5	12.3	38.5
Green Extension Time (g_e), s				0.0		21.7	1.5	26.5
Phase Call Probability				1.00		1.00	1.00	1.00
Max Out Probability				1.00		0.89	0.61	0.86

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3		18		2	12	1	6	
Adjusted Flow Rate (*v*), veh/h				47		486		484	475	355	1734	
Adjusted Saturation Flow Rate (*s*), veh/h/ln				1723		1533		1810	1775	1723	1723	
Queue Service Time (g_s), s				2.5		21.0		22.4	22.5	10.3	36.5	
Cycle Queue Clearance Time (g_c), 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_a), 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	
Uniform Delay (d_1), s/veh				37.0		31.7		23.5	23.5	15.6	11.9	
Incremental Delay (d_2), s/veh				0.1		11.1		2.0	2.0	5.1	1.7	
Initial Queue Delay (d_3), s/veh				0.0		0.0		0.0	0.0	0.0	0.0	
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	
Approach Delay, s/veh / LOS	0.0			42.3		D	25.5		C	14.7		B
Intersection Delay, s/veh / LOS	21.7						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.7	B	2.9	C	2.3	B	0.7	A
Bicycle LOS Score / LOS				F	1.3	A	2.2	B

HCS 2010 Signalized Intersection Input Data

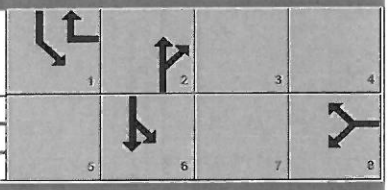
General Information				Intersection Information	
Agency	AIM ENGINEERING & SURVEYING			Duration, h	0.25
Analyst		Analysis Date	8/31/2015	Area Type	Other
Jurisdiction	HILLSBOROUGH CO.	Time Period	PM PEAK HOUR	PHF	0.92
Intersection	US 301/McINTOSH ROAD	Analysis Year	DESIGN YEAR 2040	Analysis Period	1> 7:00
File Name	US 301_MCINTOSH RD_2040 PM_BUILD.xus				
Project Description	US 301 PD&E STUDY - FOWLER AVENUE TO FUTURE SR 56				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				47		327		1595	44	445	837	

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	29.5	60.0	10.0	0.0	0.0	0.0	
Yellow	5.5	5.5	5.5	0.0	0.0	0.0	
Red	0.0	2.0	2.0	0.0	0.0	0.0	



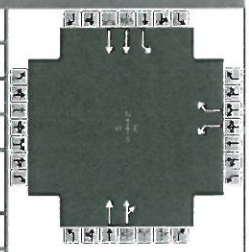
Traffic Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				47		327		1595	44	445	837	
Initial Queue (Q_b), veh/h				0		0		0	0	0	0	
Base Saturation Flow Rate (s_o), veh/h				1900		1900		1900	1900	1900	1900	
Parking (N_m), man/h					None			None			None	
Heavy Vehicles (P_{HV}), %				4		4		5		5	5	
Ped / Bike / RTOR, /h							0	0	0	0	0	0
Buses (N_b), 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 (G_{max}) or Phase Split, s				10.0		60.0	29.5	89.5
Yellow Change Interval (*Y*), s			5.5			5.5	5.5	5.5
Red Clearance Interval (R_c), s			2.0			2.0	0.0	2.0
Minimum Green (G_{min}), s			10			15	10	15
Start-Up Lost Time (*lt*), s			2.0			2.0	2.0	2.0
Extension of Effective Green (*e*), s			2.0			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	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

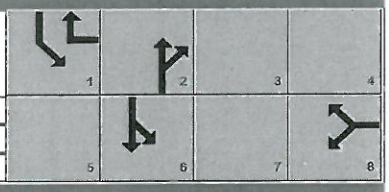
General Information				Intersection Information	
Agency	AIM ENGINEERING & SURVEYING			Duration, h	0.25
Analyst		Analysis Date	8/31/2015	Area Type	Other
Jurisdiction	HILLSBOROUGH CO.	Time Period	PM PEAK HOUR	PHF	0.92
Intersection	US 301/McINTOSH ROAD	Analysis Year	DESIGN YEAR 2040	Analysis Period	1> 7:00
File Name	US 301_MCINTOSH RD_2040 PM_BUILD.xus				
Project Description	US 301 PD&E STUDY - FOWLER AVENUE TO FUTURE SR 56				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h				47		327		1595	44	445	837	

Signal Information			
Cycle, s	120.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	Yes	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	29.5	60.0	10.0	0.0	0.0	0.0	
Yellow	5.5	5.5	5.5	0.0	0.0	0.0	
Red	0.0	2.0	2.0	0.0	0.0	0.0	



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase				8		2	1	6
Case Number				9.0		8.3	1.0	4.0
Phase Duration, s				17.5		67.5	35.0	102.5
Change Period, ($Y+R_c$), s				7.5		7.5	5.5	7.5
Max Allow Headway (*MAH*), s				3.1		5.8	5.9	5.8
Queue Clearance Time (g_s), s				12.0		61.1	31.3	11.0
Green Extension Time (g_e), s				0.0		0.0	0.0	59.4
Phase Call Probability				1.00		1.00	1.00	1.00
Max Out Probability				1.00		1.00	1.00	0.68

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement				3		18		2	12	1	6	
Adjusted Flow Rate (*v*), veh/h				51		355		892	889	484	910	
Adjusted Saturation Flow Rate (*s*), veh/h/ln				1740		1548		1810	1792	1723	1723	
Queue Service Time (g_s), s				3.3		10.0		58.7	59.1	29.3	9.0	
Cycle Queue Clearance Time (g_c), 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*), veh/h				145		510		905	896	486	2728	
Volume-to-Capacity Ratio (*X*)				0.352		0.697		0.986	0.993	0.996	0.334	
Available Capacity (c_a), veh/h				145		510		905	896	486	2728	
Back of Queue (*Q*), veh/ln (50th percentile)				1.4		8.9		28.5	29.0	18.6	1.8	
Queue Storage Ratio (*RQ*) (50th percentile)				0.00		0.00		0.00	0.00	0.00	0.00	
Uniform Delay (d_1), s/veh				51.9		35.0		29.6	29.8	39.7	3.5	
Incremental Delay (d_2), s/veh				0.5		3.5		26.5	28.2	39.8	0.2	
Initial Queue Delay (d_3), s/veh				0.0		0.0		0.0	0.0	0.0	0.0	
Control Delay (*d*), s/veh				52.5		38.6		56.1	58.0	79.5	3.7	
Level of Service (LOS)				D		D		E	E	E	A	
Approach Delay, s/veh / LOS	0.0			40.3		D	57.0		E	30.0		C
Intersection Delay, s/veh / LOS	44.6						D					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	2.8	C	2.9	C	2.3	B	0.6	A
Bicycle LOS Score / LOS				F	2.0	A	1.6	A

Design Year (2040) Queue Length Calculations - Build Alternative

Estimated Design Year (2040) Peak Hour Queue Lengths

AM Peak Hour											
Intersection	Movement	No. of Lanes	Volume	95% Back of Queue [1] (in vehicles)	Queue Length [1] (in feet)	50% Back of Queue [2] (in vehicles)	Queue Length [2] (in feet)	Truck %	g/C Ratio	No. of Signal Cycles	Queue Length [3] (in feet)
Harney Road	SB LT	1	113	0.82	21	N/A	N/A	5.0	N/A	N/A	N/A
	SB TH	2	2034	N/A	N/A	N/A	N/A	5.0	N/A	N/A	N/A
CR 579	SB LT	1	217	2.23	56	2.8	140	5.0	0.67	33	114
	SB TH	2	1994	N/A	N/A	16.3	815	5.0	0.70	33	476
Stacy Road	NB LT	1	0	0	0	0	0	5.0	0.49	33	0
	NB TH	2	858	N/A	N/A	7.4	370	5.0	0.49	33	348
	NB RT	1	334	N/A	N/A	5.5	275	5.0	0.49	33	271
	SB LT	1	28	0.18	5	0.6	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
McIntosh Road	SB LT	1	327	2.93	73	3.7	185	5.0	0.64	33	187
	SB TH	2	1595	N/A	N/A	10.6	530	5.0	0.67	33	419

PM Peak Hour											
Intersection	Movement	No. of Lanes	Volume	95% Back of Queue [1] (in vehicles)	Queue Length [1] (in feet)	50% Back of Queue [2] (in vehicles)	Queue Length [2] (in feet)	Truck %	g/C Ratio	No. of Signal Cycles	Queue Length [3] (in feet)
Harney Road	SB LT	1	74	1.56	39	N/A	N/A	5.0	N/A	N/A	N/A
	SB TH	2	1082	N/A	N/A	N/A	N/A	5.0	N/A	N/A	N/A
CR 579	SB LT	1	167	7.14	179	7.8	390	5.0	0.76	29	73
	SB TH	2	1024	N/A	N/A	2.7	135	5.0	0.79	29	195
Stacy Road	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	606
	NB RT	1	601	N/A	N/A	12.9	645	5.0	0.57	30	452
	SB LT	1	25	0.49	12	0.9	45	5.0	0.57	30	19
	SB TH/RT	2	859	N/A	N/A	6.8	340	5.0	0.57	30	323
McIntosh Road	SB LT	1	445	25.88	647	18.6	930	5.0	0.76	30	187
	SB TH	2	837	N/A	N/A	1.8	90	5.0	0.79	30	154

[1] HCS 2010 Unsignalized Intersection Analysis: Queue Length = (95^{th}-percentile Back of Queue) x (25.0)

[2] HCS 2010 Signalized Intersection Analysis: Queue Length = (2.0) x (50^{th}-percentile Back of Queue) x (25.0)

[3] Red Time Equation: Queue Length = [(2.0) x (Volume) x (25.0) x (1+Truck %) x (1-g/C)]/[(No. of Lanes) x (No. of Signal Cycles)]

APPENDIX L

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_{24}-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 % = ½ x ((1.85% + 0.83% + 0.96%)/(3)) = 0.6%

Design Hour Bus % = ½ x ((0.20% + 0.25% + 0.06%)/(3)) = 0.1%

TABLE 1

Generalized **Annual Average Daily** Volumes for Florida's **Urbanized Areas**

12/18/12

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	16,800	17,700	**
4	Divided	*	37,900	39,800	**
6	Divided	*	58,400	59,900	**
8	Divided	*	78,800	80,100	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	7,300	14,800	15,600
4	Divided	*	14,500	32,400	33,800
6	Divided	*	23,300	50,000	50,900
8	Divided	*	32,000	67,300	68,100

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
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

BICYCLE MODE[2]

(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	E
0-49%	*	2,900	7,600	19,700
50-84%	2,100	6,700	19,700	>19,700
85-100%	9,300	19,700	>19,700	**

PEDESTRIAN MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	2,800	9,500
50-84%	*	1,600	8,700	15,800
85-100%	3,800	10,700	17,400	>19,700

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

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
12	162,400	216,700	256,600	268,900

Urbanized

Lanes	B	C	D	E
4	45,800	61,500	74,400	79,900
6	68,100	93,000	111,800	123,300
8	91,500	123,500	148,700	166,800
10	114,800	156,000	187,100	210,300

Freeway Adjustments

Auxiliary Lanes Present in Both Directions	Ramp Metering
+ 20,000	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
2	Undivided	8,600	17,000	24,200	33,300
4	Divided	36,700	51,800	65,600	72,600
6	Divided	55,000	77,700	98,300	108,800

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
2	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1]Values shown are presented as two-way annual average daily volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

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

COUNTY: 10 - HILLSBOROUGH

SITE	CO SEC SUB	MILEPOST	DESCRIPTION
0059	10010000	26.190	SR 41/US 301, N OF SR 400/SR600 INTERCHANGE

FUNC. CLASS: 14 - URBAN OTHER PRINCIPAL ARTERIAL
SURVEY TYPE: PORTABLE DURATION: 2 DAYS

	ANNUAL AVERAGE DAILY VOLUME	%
CLASS 01	243	0.75
CLASS 02	21506	66.17
CLASS 03	7543	23.21
CLASS 04	84	0.26
CLASS 05	1265	3.89
CLASS 06	399	1.23
CLASS 07	35	0.11
CLASS 08	732	2.25
CLASS 09	624	1.92
CLASS 10	38	0.12
CLASS 11	15	0.05
CLASS 12	12	0.04
CLASS 13	2	0.01
CLASS 14	0	0.00
CLASS 15	0	0.00
	32498	100.01

SUMMARY DAILY STATISTICS

DAILY		DESIGN HOUR	
24T&B =	9.87%	DHT =	4.93%
24T =	9.61%		
24H =	5.72%	DH3 =	2.86%
24M =	4.15%	DH2 =	2.08%

SITE	CO SEC SUB	MILEPOST	DESCRIPTION
0060	10260000	5.000	SR 41/US 301, NORTH OF SR 582/FOWLER AVE

FUNC. CLASS: 14 - URBAN OTHER PRINCIPAL ARTERIAL
SURVEY TYPE: PORTABLE DURATION: 2 DAYS

	ANNUAL AVERAGE DAILY VOLUME	%
CLASS 01	303	1.85
CLASS 02	10056	61.32
CLASS 03	4342	26.48
CLASS 04	32	0.20
CLASS 05	551	3.36
CLASS 06	291	1.78
CLASS 07	88	0.54
CLASS 08	174	1.06
CLASS 09	366	2.23
CLASS 10	97	0.59
CLASS 11	17	0.10
CLASS 12	16	0.10
CLASS 13	1	0.01
CLASS 14	0	0.00
CLASS 15	64	0.39
	16398	100.01

SUMMARY DAILY STATISTICS

DAILY		DESIGN HOUR	
24T&B =	9.97%	DHT =	4.98%
24T =	9.77%		
24H =	6.41%	DH3 =	3.20%
24M =	3.56%	DH2 =	1.78%

6.41/9.97×100 = 64.29% (H)
3.56/9.97×100 = 35.71% (M)

CLASSES: PASSENGER VEHICLES 01-03, TRUCK & BUSES 04-13, TRUCKS 05-13, MEDIUM TRUCKS 04-05, HEAVY TRUCKS 06-13

FLORIDA DEPARTMENT OF TRANSPORTATION
ANNUAL VEHICLE CLASSIFICATION REPORT - REPORT TYPE: ALL
COUNT YEAR 2014

COUNTY: 10 - HILLSBOROUGH

SITE	CO SEC SUB	MILEPOST	DESCRIPTION
0050	10210000	2.500	SR 41/US 301, 0.25 MI N OF STACY RD

FUNC. CLASS: 04 -
SURVEY TYPE: PORTABLE DURATION: 2 DAYS

	ANNUAL AVERAGE DAILY VOLUME	%
CLASS 01	93	0.83
CLASS 02	6828	60.96
CLASS 03	3057	27.29
CLASS 04	28	0.25
CLASS 05	366	3.26
CLASS 06	200	1.79
CLASS 07	89	0.80
CLASS 08	102	0.91
CLASS 09	369	3.29
CLASS 10	36	0.32
CLASS 11	2	0.02
CLASS 12	0	0.00
CLASS 13	1	0.01
CLASS 14	0	0.00
CLASS 15	30	0.27
	11201	100.00

SUMMARY DAILY STATISTICS

DAILY		DESIGN HOUR	
24T&B	= 10.64%	DHT	= 5.32%
24T	= 10.40%		
24H	= 7.13%	DH3	= 3.57%
24M	= 3.51%	DH2	= 1.76%

7.13/10.64 × 100 = 67.01% (H)
3.51/10.64 × 100 = 32.99% (M)

SITE	CO SEC SUB	MILEPOST	DESCRIPTION
0053	10030000	11.292	SR 600/US 92, EAST OF KINGSWAY ROAD

FUNC. CLASS: 14 - URBAN OTHER PRINCIPAL ARTERIAL
SURVEY TYPE: PORTABLE DURATION: 2 DAYS

	ANNUAL AVERAGE DAILY VOLUME	%
CLASS 01	9	0.11
CLASS 02	5330	65.80
CLASS 03	1921	23.71
CLASS 04	143	1.76
CLASS 05	421	5.20
CLASS 06	65	0.81
CLASS 07	8	0.10
CLASS 08	54	0.67
CLASS 09	120	1.48
CLASS 10	26	0.32
CLASS 11	2	0.02
CLASS 12	0	0.00
CLASS 13	0	0.00
CLASS 14	0	0.00
CLASS 15	1	0.01
	8100	99.99

SUMMARY DAILY STATISTICS

DAILY		DESIGN HOUR	
24T&B	= 10.37%	DHT	= 5.18%
24T	= 8.60%		
24H	= 3.40%	DH3	= 1.70%
24M	= 6.96%	DH2	= 3.48%

CLASSES: PASSENGER VEHICLES 01-03, TRUCK & BUSES 04-13, TRUCKS 05-13, MEDIUM TRUCKS 04-05, HEAVY TRUCKS 06-13

FLORIDA DEPARTMENT OF TRANSPORTATION
ANNUAL VEHICLE CLASSIFICATION REPORT - REPORT TYPE: ALL
COUNT YEAR 2014

COUNTY: 14 - PASCO

SITE	CO SEC SUB	MILEPOST	DESCRIPTION
5501	14050000	2.300	SR 41/US 301, S OF CHANCY RD.

FUNC. CLASS: 14 - URBAN OTHER PRINCIPAL ARTERIAL
SURVEY TYPE: PORTABLE DURATION: 2 DAYS

	ANNUAL AVERAGE DAILY VOLUME	%
CLASS 01	139	0.96
CLASS 02	8630	59.52
CLASS 03	4109	28.34
CLASS 04	8	0.06
CLASS 05	537	3.70
CLASS 06	161	1.11
CLASS 07	82	0.56
CLASS 08	275	1.89
CLASS 09	468	3.22
CLASS 10	89	0.61
CLASS 11	0	0.00
CLASS 12	0	0.00
CLASS 13	2	0.01
CLASS 14	0	0.00
CLASS 15	0	0.00
	14500	99.98

SUMMARY DAILY STATISTICS

DAILY		DESIGN HOUR	
24T&B	= 11.19%	DHT	= 5.59%
24T	= 11.13%		
24H	= 7.43%	DH3	= 3.71%
24M	= 3.76%	DH2	= 1.88%

7.43/11.19 x100 = 66.40% (H)
3.76/11.19 x100 = 33.60% (M)

SITE	CO SEC SUB	MILEPOST	DESCRIPTION
5504	14570000	5.200	SR 54 E OF LITTLE ROAD

FUNC. CLASS: 14 - URBAN OTHER PRINCIPAL ARTERIAL
SURVEY TYPE: PORTABLE DURATION: 2 DAYS

	ANNUAL AVERAGE DAILY VOLUME	%
CLASS 01	251	0.49
CLASS 02	40934	79.48
CLASS 03	8429	16.37
CLASS 04	14	0.03
CLASS 05	868	1.68
CLASS 06	186	0.36
CLASS 07	45	0.09
CLASS 08	483	0.94
CLASS 09	251	0.49
CLASS 10	16	0.03
CLASS 11	0	0.00
CLASS 12	0	0.00
CLASS 13	24	0.05
CLASS 14	0	0.00
CLASS 15	0	0.00
	51501	100.01

SUMMARY DAILY STATISTICS

DAILY		DESIGN HOUR	
24T&B	= 3.66%	DHT	= 1.83%
24T	= 3.64%		
24H	= 1.95%	DH3	= 0.98%
24M	= 1.71%	DH2	= 0.86%

CLASSES: PASSENGER VEHICLES 01-03, TRUCK & BUSES 04-13, TRUCKS 05-13, MEDIUM TRUCKS 04-05, HEAVY TRUCKS 06-13

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.)

NOTE: Modeled ADT is the LOS(C) volume referenced in the FDOT LOS tables or demand, whichever is less.

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	Speed:	55 mph	Speed:	55 mph
	89 kmh		89 kmh		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=	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

STAMINA/TNM INPUT

The following are spreadsheet calculations based on the input above - do not enter data below this line

Existing Facility Model:	LOS (C)	No-Build (Design Year) Model:	LOS (C)	Build (Design 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		Demand		Demand	
Southbound: Autos	1118	Southbound: Autos	2313	Southbound: Autos	2313
Med Trucks	23	Med Trucks	47	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	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

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 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.)

NOTE: Modeled ADT is the LOS(C) volume referenced in the FDOT LOS tables or demand, whichever is less.

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	Speed:	55 mph	Speed:	55 mph
	89 kmh		89 kmh		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=	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

STAMINA/TNM INPUT

The following are spreadsheet calculations based on the input above - do not enter data below this line

Existing Facility Model:	Demand	No-Build (Design Year) Model:	LOS (C)	Build (Design 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		**Demand**		**Demand**	
Southbound: Autos	1013	Southbound: Autos	2014	Southbound: Autos	2014
Med Trucks	21	Med Trucks	41	Med Trucks	41
Hvy Trucks	39	Hvy Trucks	77	Hvy Trucks	77
Buses	6	Buses	13	Buses	13
Motorcycles	1	Motorcycles	2	Motorcycles	2
Northbound: Autos	338	Northbound: Autos	1084	Northbound: Autos	1084
Med Trucks	7	Med Trucks	22	Med Trucks	22
Hvy Trucks	13	Hvy Trucks	42	Hvy Trucks	42
Buses	2	Buses	7	Buses	7
Motorcycles	0	Motorcycles	1	Motorcycles	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 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 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.)

NOTE: Modeled ADT is the LOS(C) volume referenced in the FDOT LOS tables or demand, whichever is less.

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	14,600	Demand	37,800	Demand	37,800
Speed:	55 mph	Speed:	55 mph	Speed:	55 mph
	89 kmh		89 kmh		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=	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

STAMINA/TNM INPUT

The following are spreadsheet calculations based on the input above - do not enter data below this line

Existing Facility Model:	Demand	No-Build (Design Year) Model:	LOS (C)	Build (Design 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		**Demand**		**Demand**	
Southbound: Autos	924	Southbound: Autos	2074	Southbound: Autos	2074
Med Trucks	19	Med Trucks	42	Med Trucks	42
Hvy Trucks	35	Hvy Trucks	80	Hvy Trucks	80
Buses	6	Buses	13	Buses	13
Motorcycles	1	Motorcycles	2	Motorcycles	2
Northbound: Autos	308	Northbound: Autos	1117	Northbound: 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	Motorcycles	1	Motorcycles	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 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.)

NOTE: Modeled ADT is the LOS(C) volume referenced in the FDOT LOS tables or demand, whichever is less.

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	Speed:	60 mph	Speed:	60 mph
	97 kmh		97 kmh		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	% 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

STAMINA/TNM INPUT

The following are spreadsheet calculations based on the input above - do not enter data below this line

Existing Facility Model:	Demand	No-Build (Design Year) Model:	LOS (C)	Build (Design 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		**Demand**		**Demand**	
Southbound: Autos	741	Southbound: Autos	1531	Southbound: Autos	1531
Med Trucks	15	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

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 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.)

NOTE: Modeled ADT is the LOS(C) volume referenced in the FDOT LOS tables or demand, whichever is less.

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	Speed:	60 mph	Speed:	60 mph
	97 kmh		97 kmh		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	% 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

STAMINA/TNM INPUT

The following are spreadsheet calculations based on the input above - do not enter data below this line

Existing Facility Model:	Demand	No-Build (Design Year) Model:	LOS (C)	Build (Design 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		**Demand**		**Demand**	
Southbound: Autos	785	Southbound: Autos	1953	Southbound: Autos	1953
Med Trucks	16	Med Trucks	40	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