Gibsonton Drive
From Fern Hill Drive to US 301
Project Development & Environment (PD&E) Study

Project Traffic Analysis Report

Work Program Item Segment No. 450438-1
ETDM Project No. 14493
Hillsborough County, Florida

Prepared for:

Florida Department of Transportation
District Seven

September 2023

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. § 327 and a Memorandum of Understanding dated May 26, 2022, and executed by the Federal Highway Administration and FDOT.

PROFESSIONAL ENGINEER CERTIFICATE

I hereby certify that I am a registered engineer in the State of Florida practicing with American Consulting Engineers of Florida, LLC, authorized to operate as an engineering business, and that I have reviewed or approved the evaluation, findings, opinions, conclusions, or technical advice hereby reported for:

PROJECT: Gibsonton Drive from Fern Hill Drive to US 301 PD&E Study

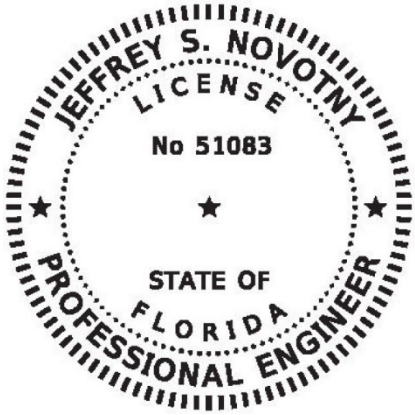
FPID No. 450438-1

The attached *Project Traffic Analysis Report* contains depictions of existing field conditions, traffic volumes, collision data, operational observations, traffic modeling, safety analysis, and conclusions and recommendations for the above referenced project. I acknowledge that the procedures and references used to develop the conclusions contained in this document are standard to the professional practice of civil engineering as applied through professional judgement and experience.

SEAL/SIGNATURE:

Jeffrey S Novotny

Digitally signed by Jeffrey S Novotny
Date: 2023.09.12 15:20:16 -04'00'



This item has been digitally signed and sealed by Jeffrey S. Novotny on the date adjacent to the seal.

Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

NAME: Jeffrey S. Novotny, P.E.
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DATE: 9/12/2023

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Traffic forecast for the project was developed using:

☑ Travel Demand Model	☑ Growth Rates
Type of Travel Demand Model Used: ☑ Metropolitan Planning Model - TBRPM v9.3 ☐ Other Model _____	*Refer to appropriate section of Project Traffic Analysis Report that discusses growth rates* **Section 2.4**

Is the travel demand model based on the latest adopted Long Range Transportation Plan?

☑ YES	☐ NO
Hillsborough County TPO 11/05/19 Date when TPO adopted the latest Long Range Transportation Plan	**Explain why?**
2015 Base Year of Travel Demand Model	
2045 Horizon Year of Travel Demand Model	
Long Range Transportation Plan documentation is available at (provide web address): https://planhillsborough.org/2045lrtp/	

Traffic Data and Factors

Standard K = 9.0% D Factor = 52.5% - 60.0% TDaily = Gibsonton Drive and Boyette Road - 8%, US 301 - 5%, Fern Hill Drive and Side Streets - 4%	Data Collection Year = 2022 Opening Year = 2025 Design Year = 2045

Discuss any changes in land use, economics, population and employment data since the model was built:
N/A

Traffic Analysis Assumptions

Discuss study area, data calibration/validation parameters, analysis tools, analysis periods and MOEs:

- The area of influence for this study spans Gibsonton Drive from west of the intersection of Fern Hill Drive to east of the US 301 intersection. The east leg of the US 301 intersection is named Boyette Road.

- Existing traffic counts for the study were collected on October 11, 2022 through October 13, 2022. 72-hour bi-directional volume counts, 72-hour bi-directional classification counts and peak hour turning movement counts were collected for analysis purposes.

- The forecasted volumes for this study were developed using growth rates calculated from output results of the Travel Demand Model, Tampa Bay Regional Planning Model (TBRPM) v9.3. The Hillsborough County Long Range Transportation Plan (LRTP) was adopted 11/05/2019, https://planhillsborough.org/2045lrtp/. The Annual Average Daily Traffic (AADT) calculated from the 2022 counts were utilized to develop existing year (2022) AADTs. A range of growth rates from 1.1% to 2.2% were used along Gibsonton Drive and used in the TBRPM v9.3 development.

- The Existing Year (2022), Opening Year (2025) and Design Year (2045) were all evaluted using SYNCHRO version 11.1 utilizing Measures of Effectivness (MOEs) of 95th percentile queue length and delay and level of service (LOS) for overall intersection, approaches, and individual movements.

EXECUTIVE SUMMARY

The Florida Department of Transportation (FDOT) District Seven is conducting a Project Development and Environment (PD&E) study along Gibsonton Drive from Fern Hill Drive to U.S. Highway 301 (US 301), in Hillsborough County. The study focuses on widening this section of Gibsonton Drive from a 4-lane divided facility to a 6-lane divided facility and includes pedestrian and bicycle accommodations. The study also evaluates issues related to traffic operations, safety, access management, and freight movements. The proposed improvements in this study will accommodate improvements at the I-75/Gibsonton Drive interchange as well as improvements at Gibsonton Drive/Fern Hill Drive intersection as proposed under other projects.

The PD&E study objectives include: determine proposed typical sections and develop preliminary conceptual design plans for proposed improvements, while minimizing impacts to the environment; consider agency and public comments; and ensure project compliance with all applicable federal and state laws. A Type 2 Categorical Exclusion is the class of action for this study. The proposed improvements will include construction of stormwater management facility (SMF) and floodplain compensation (FPC) sites. The PD&E study satisfies all applicable requirements, including the National Environmental Policy Act (NEPA), to qualify for federal-aid funding of subsequent development phases (design, right of way acquisition, and construction).

This *Project Traffic Analysis Report (PTAR)* is prepared to document existing traffic conditions along Gibsonton Drive and to forecast future design volumes and evaluate existing and future traffic operational conditions and safety for the study area. The purpose of this *PTAR* is to provide FDOT District Seven the necessary traffic data and operational analysis to conduct the environmental evaluations needed for the recommended improvements along Gibsonton Drive study area. The following intersections were evaluated along Gibsonton Drive:

- Fern Hill Drive
- Mathog Road
- Park Place Avenue/Alafia Trace Boulevard
- US 301.

A five (5) year historic crash analysis (2018 – 2022) found 910 total crashes and two (2) fatal crashes for the corridor with most of the crashes occurring at the signalized intersections (86%). The intersection at US 301 had the highest number of crashes (557) with the Fern Hill Drive intersection second highest (159). Rear end collisions (47%) were the most common type of collision and could be attributed to the congestion along the corridor and stopping unexpectedly at the signalized intersections. There were a total of six (6) bicycle crashes and five (5) pedestrian crashes reported along the corridor with no reported fatalities with these crash types but four (4) of these crashes involved severe injuries.

Operational effectiveness was evaluated using performance measures of effectiveness (MOEs) such as speed, delay, level of service (LOS) and queues. The target LOS was considered to be "D" or better along the study corridor within the project limits. Existing conditions (2022) evaluations show that the Fern Hill Drive intersection is operating at LOS E and US 301 intersection is operating at LOS F, during both AM and PM peak hours. From the 95th percentile queue analysis results, it is reported that the eastbound volumes at the Fern Hill Drive intersection exceed capacity which could contribute to queues longer than the provided storage capacity. The reported 95th percentile queue lengths at the US 301 intersection are also exceeding the existing capacity for most intersection movements.

The Build Alternative evaluated the widening of Gibsonton Drive from a 4-lane divided arterial typical section to a 6-lane divided urban facility with a 22-ft median. Improvements recommended for the US 301 intersection include an additional eastbound right turn lane and an additional westbound left turn lane. Due to adjacent projects being completed by others for both the adjacent I-75 interchange and operational improvements at the Fern Hill Drive intersection, the following improvements were implemented at the Fern Hill Drive intersection for both No-Build and Build Alternatives in Design Year (2045):

- Northbound approach: Three left turn lanes, one thru lane and one exclusive right turn lane,
- Southbound approach: One left turn lane, one thru lane and one right turn lane,
- Westbound approach: One left turn lane, four thru lanes with one shared thru-right lane,
- Eastbound approach: One left turn lane, three thru lanes, and one exclusive right turn lane.

As shown in **Table ES-1**, the Build Alternative improves the intersection delays compared to the No-Build Alternative. Additional turn lane improvements at the US 301 intersection further reduce intersection delay and improves the overall intersection results but does not meet target LOS. Other intersection geometries would need to be evaluated for this intersection in order to meet LOS target. **Table ES-2** shows the queue lengths are also reduced in the Build Alternative compared to the No-Build Alternative. Available storage for through movements was taken to be the distance to the next adjacent intersection. The widening of Gibsonton Drive will improve the capacity, operation and safety related to reduced congestion along Gibsonton Drive between I-75 and US 301.

Table ES-1 Design Year (2045) Intersection Analysis Summary

Intersection	No-Build (2045) Alternative				Build (2045) Alternative			
	AM Peak		PM Peak		AM Peak		PM Peak	
	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
Fern Hill Drive	48.6	D	52.3	D	48.0	D	52.0	D
Mathog Road	69.2	E	54.8	D	19.6	B	20.9	C
Park Place Avenue/ Alafia Trace Blvd	69.3	E	55.2	E	33.2	C	33.6	C
US 301 (additional turn lane improvements)	255.2	F	266.0	F	171.7	F	177.1	F

Red text: LOS is worse than target LOS D.

Table ES-2 Design Year (2045) Queue Analysis Summary

Intersection	Movement	Available Storage (ft)	No-Build (2045) Alternative 95th Percentile Queue (ft)		Build (2045) Alternative 95th Percentile Queue (ft)	
			AM Peak	PM Peak	AM Peak	PM Peak
Fern Hill Drive	EB Left	420	316	316	316	316
	EB Thru	4650	1293	1534	1278	1534
	EB Right	200	249	293	57	119
	WB Left	450	m144	m306	m205	#471
	WB Thru-Right	2300	m652	m465	843	909
	NB Left	200	288	#197	#288	#197
	NB Thru	370	49	68	49	68
	NB Right	250	60	72	60	72
	SB Left	150	#175	#195	#175	#195
	SB Thru	185	28	85	28	85
	SB Right	150	82	88	82	88
Mathog Road	EB Left	200	m22	m13	m22	m12
	EB Thru	2280	#2274	#2668	647	1600
	EB Right	350	m0	m0	m6	m291
	WB Left	200	m137	m#165	m178	m197
	WB Thru-Right	520	m#2189	m#2273	187	144
	NB Left	170	#261	#213	187	158
	NB Thru	290	31	24	29	23
	NB Right	200	17	23	17	22
	SB Left-Thru-Right	2430	53	35	53	35
Park Place Avenue/ Alafia Trace Blvd	EB Left	240	m#80	m39	m107	m54
	EB Thru	540	m36	m54	15	61
	EB Right	510	m0	m0	m0	m1
	WB Left	305	m75	m189	m86	m227
	WB Thru-Right	1335	m116	m181	m116	m119
	NB Left	140	#528	#370	#398	268
	NB Thru-Right	300	76	154	57	92
	SB Left	200	43	#66	40	54
	SB Thru-Right	370	56	48	52	45
US 301	EB Left	440	m#466	m#411	#570	m#473
	EB Thru	1340	m#1446	m#1818	#931	#1162
	EB Right	790	m#708	m#746	306	391
	WB Left	330	#1029	#1101	#432	#461
	WB Thru	4170	#2386	#2102	#1555	#1246
	WB Right	175	322	100	363	84
	NB Left	550	#878	#853	#726	#705
	NB Thru	7920	#2181	820	#2043	#760
	NB Right	435	272	373	258	438
	SB Left	275	#527	#879	#503	#603
	SB Thru	3000	#1008	#1843	#1004	#1505
	SB Right	800	361	366	353	241

- 95th percentile volume exceeds capacity, queue may be longer,
m - Volume for 95th percentile queue is metered by upstream signal,
Red indicates 95th percentile volume exceeds capacity,
Note: Taper lengths were not included in the storage length.

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Acronyms

AADT	Annual Average Daily Traffic
ACF	Axle Correction Factor
AOI	Area of Influence
CARS	Crash Analysis Reporting System
CIP	Capital Improvement Program
D-Factor	Directional Factor
DDHV	Directional Design Hour Volume
DHT	Design Hour Truck
EB	Eastbound
ELA	Environmental Look Around
ETAT	Environmental Technical Advisory Team
ETDM	Efficient Transportation Decision Making
FDOT	Florida Department of Transportation (also “Department”)
FPC	Floodplain Compensation Site
FTO	Florida Traffic Online Application
FY	Fiscal Year
HCM	Highway Capacity Manual
IMR	Interchange Modification Report
LOS	Level of Service
LRTP	Long Range Transportation Plan
MEV	Million Entering Vehicles
MOE	Measures of Effectiveness
MPH	Miles per Hour
MVMT	Million Vehicle Miles Traveled
NB	Northbound
NCHRP	National Cooperative Highway Research Program
NEPA	National Environmental Policy Act
OEM	Office of Environmental Management
PD&E	Project Development and Environment
PHF	Peak Hour Factor
PTAR	Project Traffic Analysis Report
ROW	Right-of-Way
SB	Southbound
SF	Seasonal Factor
SIS	Strategic Intermodal System
SMF	Stormwater Management Facility
STIP	State Transportation Improvement Program
T-Factor	Daily Truck Factor
TBRPM	Tampa Bay Regional Planning Model
TIP	Transportation Improvement Program
TPO	Transportation Planning Organization
WB	Westbound
WPI	Work Program Item

SECTION 1 INTRODUCTION

1.1 PD&E STUDY PURPOSE

The objective of the Project Development and Environment (PD&E) study is to assist the Florida Department of Transportation's (FDOT) Office of Environmental Management (OEM) in reaching a decision on the type, location, and conceptual design of the proposed improvements for the widening of Gibsonton Drive, including stormwater management facility (SMF) and floodplain compensation (FPC) sites. This study documents the need for the improvements as well as the procedures utilized to develop and evaluate various improvements, including elements such as proposed typical sections, preliminary horizontal alignments, and intersection enhancements.

The PD&E study satisfies all applicable requirements, including the National Environmental Policy Act (NEPA), to qualify for federal-aid funding of subsequent development phases (design, right of way acquisition, and construction). This project was screened through the FDOT's Efficient Transportation Decision Making (ETDM) process as ETDM Project No. 14493. The ETDM Programming Screen Summary Report was published on October 27, 2022, containing comments from the Environmental Technical Advisory Team (ETAT) on the project's effects on various natural, physical, and social resources. A Type 2 Categorical Exclusion is the class of action for this PD&E study.

1.2 PROJECT PURPOSE AND NEED

1.2.1 Purpose

The purpose of this project is to address future roadway capacity issues as well as improve safety conditions on Gibsonton Drive, which is an important east-west connection between I-75 and US 301.

1.2.2 Need

This project is needed to accommodate traffic volumes for the future year (2045) and to accommodate projected traffic flows from the proposed reconstruction of the I-75/Gibsonton Drive interchange. Additionally, this segment experiences high crash rates that are more than six times the statewide average for similar facilities.

1.2.3 Project Status

This project is listed as a candidate for funding in the Hillsborough Transportation Planning Organization (TPO) Fiscal Year (FY) 2021/2022-2025/2026 Transportation Improvement Program (TIP). Funding for the PD&E study has been requested and an application for Federal funding has been submitted. The project is also listed in the Cost Feasible Plan of the Hillsborough County TPO's 2045 Long Range Transportation Plan (LRTP). FDOT's State Transportation Improvement Program (STIP) includes an intersection improvement project at Gibsonton Drive and Fern Hill Drive (Financial Project Identification # 439772-1) funded in FY 2023. Hillsborough County Capital Improvement Program (CIP) has identified intersection improvements at Gibsonton Drive and Fern Hill Drive under project CIP # 69600311.

1.2.4 Roadway Capacity

Within the project limits, Gibsonton Drive operates at Level of Service (LOS) F and fails to meet the target LOS D based on 2022 traffic counts. The Gibsonton Drive segment west of Fern Hill Drive is currently not six lanes; however, with the addition of the I-75/Gibsonton Drive interchange improvements, Gibsonton Drive will be widened to six lanes between I-75 and Fern Hill Drive. The segment directly to the east of the project limits is six lanes, thus creating a bottleneck. This segment is projected to continue to operate deficiently in the year 2045 at LOS F with no capacity improvements. This analysis is based on the Generalized Service Volume Tables from the FDOT 2023 Multimodal Quality/Level of Service Handbook for a context classification suburban commercial (C3C) facility and utilizes traffic forecasts from the Tampa Bay Regional Planning Model (TBRPM).

1.2.5 Safety

Crash data was collected for the years 2018 - 2022. Crash totals were obtained for a five-year period and are summarized in **Table 1-1**. This segment suffered a high number of crashes considering its short length (approximately less than one (1) mile). This is reflected in the very high crash rates summarized in **Table 1-2** and **Table 1-3**. The calculated crash rates for the segments and intersections are higher than the statewide average rate for similar state facilities except at the Park Place Avenue/Alafia Trace Boulevard intersection.

Table 1-1 Gibsonton Drive Number of Crashes for 2018-2022

Limits	2018	2019	2020*	2021	2022	Total
Gibsonton Drive from Fern Hill Drive to US 301	220	239	153	136	162	910

Source: Signal 4 Analytics

**Crashes in 2020 are substantially less than those in 2019 due to COVID*

Table 1-2 Crash Rates for Segments

Segment		Crashes	Length (mi)	2022 AADT	Crash Rate (MVMT)	Statewide Average	Above Statewide Average?
From	To						
Fern Hill Dr	Mathog Rd	95	0.33	45,800	3.444	1.747	Yes
Mathog Rd	Park Place Ave	4	0.03	44,000	1.660	1.747	Yes
Park Place Ave	US 301	27	0.14	45,600	2.317	1.747	Yes

Note: Crashes reported to occur within intersection turn lanes were extracted out of the segments.

Table 1-3 Crash Rates for Intersections

Intersection	Crashes	Entering Volume	Crash Rate (MEV)	Statewide Average	Above Statewide Average?
Fern Hill Dr	159	57,750	1.509	0.526	Yes
Mathog Rd	68	45,200	0.824	0.526	Yes
Park Place Avenue/Alafia Trace Blvd	3	47,500	0.035	0.526	No
US 301	554	99,800	3.042	0.744	Yes

1.3 PROJECT DESCRIPTION

The project consists of widening Gibsonton Drive from Fern Hill Drive to US 301 in Hillsborough County, a distance approximately less than one (1) mile. Improvements will also include bicycle and pedestrian facilities. The project traverses the unincorporated census designated place of Riverview and provides access to I-75 for the communities of Riverview, Boyette, Fish Hawk and Lithia. Within the project limits, Gibsonton Drive is a four-lane, divided roadway with paved shoulders and 5-ft (ft) sidewalks along both sides of the road. There are some gaps in the sidewalk on the south side (eastbound direction) of the road. Gibsonton Drive is functionally classified by Hillsborough County as an arterial with an existing posted speed limit of 45 miles per hour (mph). A project location map is provided in **Figure 1-1**.

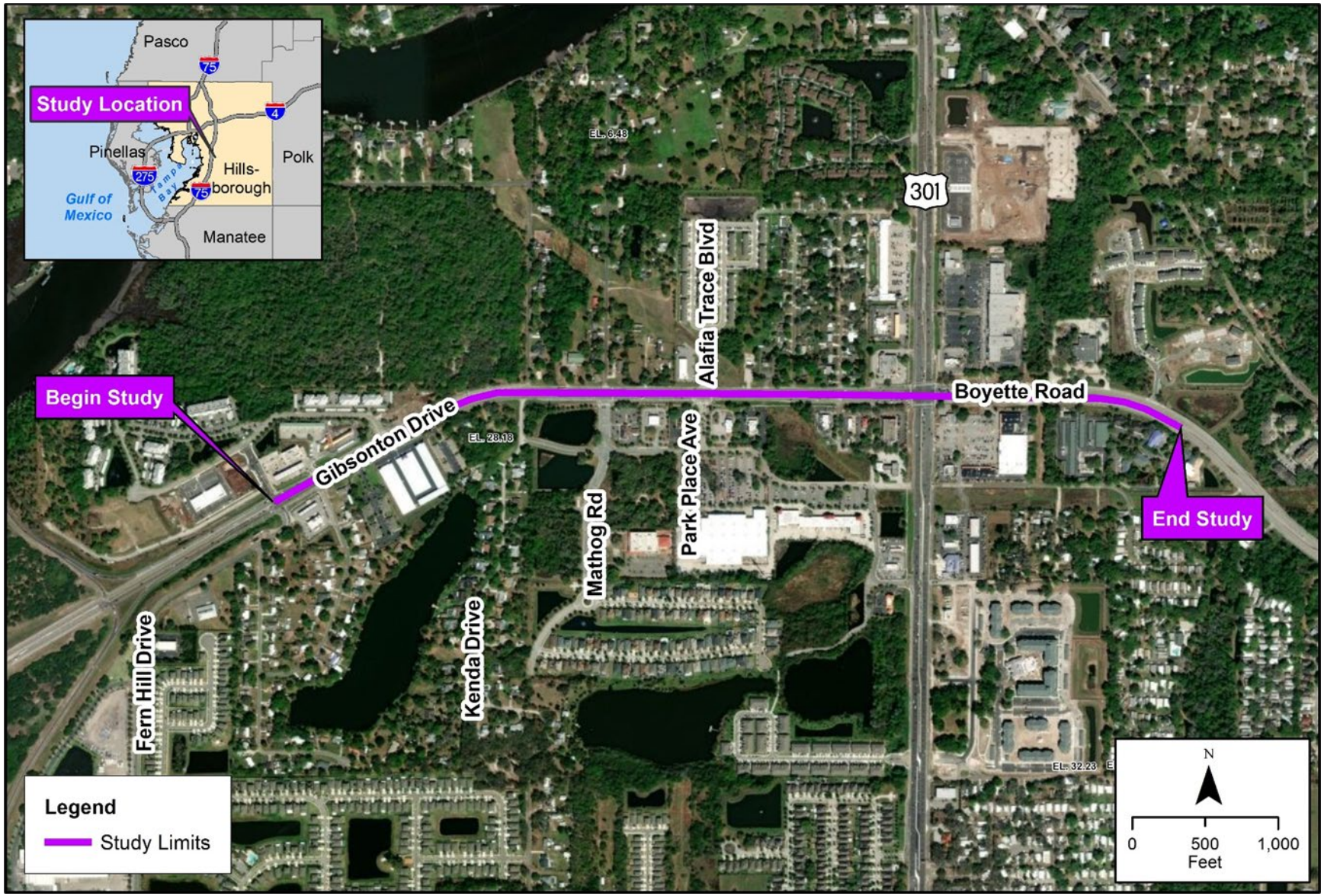


Figure 1-1 Project Location Map

1.4 EXISTING FACILITY AND PROPOSED IMPROVEMENTS

1.4.1 Existing Facility

Gibsonton Drive is owned and maintained by Hillsborough County. Within the project area, Gibsonton Drive is currently a four-lane divided facility functionally classified as an arterial roadway with a posted speed limit of 45 mph. Gibsonton Drive has a context classification of C3C – Suburban Commercial according to Hillsborough County, for the roadway network within the study area. The roadway has two 12-ft lanes in each direction, a 22-ft median and turn lanes at many locations along the corridor. The shoulders are approximately 10-ft wide (4-ft paved) on the south side and 6.5-ft minimum width (4-ft paved) on the north side throughout the corridor with no dedicated bicycle lanes. There is a 5-ft sidewalk on both sides of the road with a few gaps in the sidewalk on the south side, west of Kendra Drive. Approximately 230 linear feet of the sidewalk on the south side, east of Kendra Drive, is a wooden boardwalk. The existing right of way (ROW) varies along the corridor, but is a minimum of 125 ft. The existing typical section is provided as **Figure 1-2**.

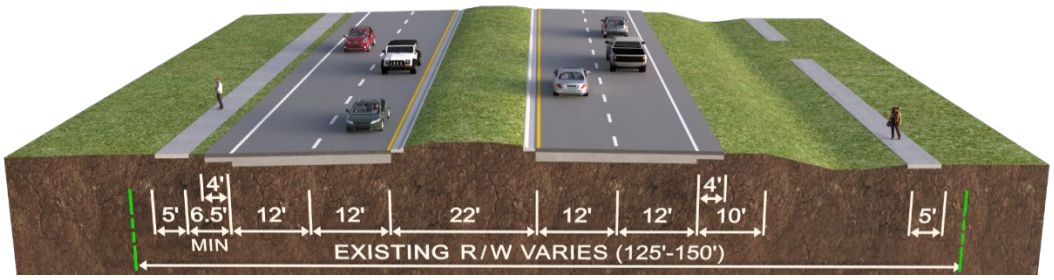


Figure 1-2 Gibsonton Drive – Existing Typical Section

1.4.2 Proposed Improvements

The proposed typical section includes widening the existing four-lane divided urban arterial from Fern Hill Dr to US 301 to a six-lane divided urban arterial with a 22-foot median. There will be two 11-foot and one 12-foot travel lanes with curb and gutter. The preferred roadway typical section includes an urban typical section with a 10-foot wide sidewalk provided on the both sides of Gibsonton Dr from Fern Hill Dr to US 301. East of US 301 on Boyette Rd, a second left turn lane with a concrete traffic separator will be constructed and the existing dual right turn lanes will be extended for additional storage capacity. The existing sidewalk on the north side of Boyette Rd will be removed and replaced with a 10-foot sidewalk from US 301 to an existing HART Bus Stop. Alignment alternatives were considered to minimize ROW requirements, impacts and costs. There are four project segments where the alignment and roadway widening varies.

The proposed improvements connects to future construction of the Gibsonton Dr at I-75 DDI included under WPI Segment 437652-2.

With the introduction of a divided median, full and directional median openings are proposed throughout the study limits. Up to 32 feet of additional ROW is required for the north widening roadway typical section and up to 12 feet of additional ROW for the south widening typical roadway section. Various

intersection improvements are also included along Gibsonton Dr. The proposed improvements will include construction of SMF and FPC sites as proposed as part of Environmental Look Around (ELA) sites. Additional ROW is proposed for four of the off-site SMFs and three of the FPC sites. The proposed typical section is provided as **Figure 1-3**.

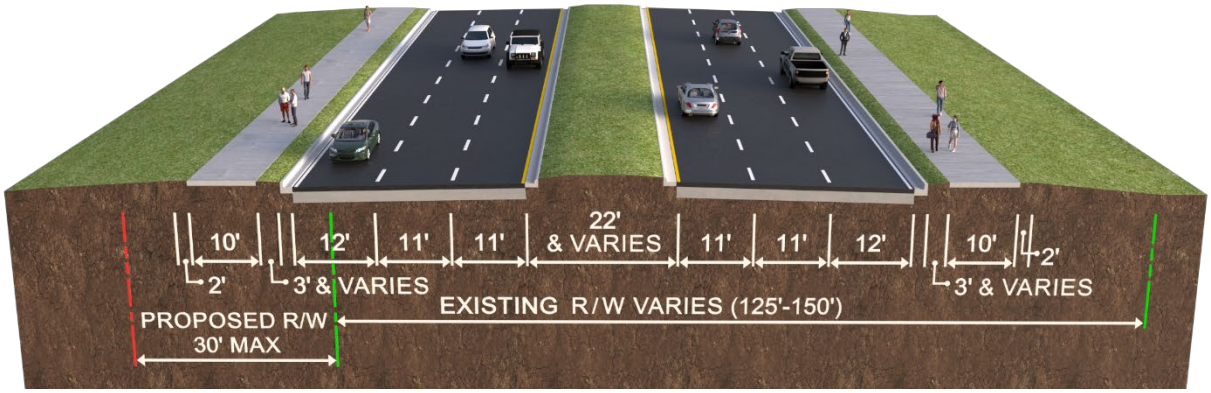


Figure 1-3 Gibsonton Drive – Proposed Typical Section

1.5 REPORT PURPOSE

The purpose of this *Project Traffic Analysis Report (PTAR)* is to document existing traffic conditions, the traffic methodology utilized, forecast future design volumes, evaluate existing and future traffic operational conditions, safety concerns for the study area, and provide FDOT traffic operation recommendations to conduct the engineering and environmental evaluations needed for the recommended improvements within the Gibsonton Drive study area. This *PTAR* was conducted in accordance with FDOT PD&E Manual Part 2, Chapter 2 (effective July 1, 2020).

SECTION 2 STUDY METHODOLOGY

A *Traffic Methodology Memorandum* dated November 14, 2022 was prepared for this study and submitted to FDOT District Seven for review, comment and approval. The *Traffic Methodology Memorandum* is provided in **Appendix A**.

2.1 AREA OF INFLUENCE

The area of influence (AOI) for this traffic study spans Gibsonton Drive, approximately 1 mile, from west of the intersection of Fern Hill Drive to east of the US 301 intersection. Gibsonton Drive east of US 301 is named as Boyette Road. The four existing signalized intersections along Gibsonton Drive that are included in the traffic operational analysis are:

- Fern Hill Drive,
- Mathog Road,
- Park Place Avenue/Alafia Trace Boulevard,
- US 301/Boyette Road.

Several adjacent projects are currently on-going within and/or adjacent to this study's AOI that have been taken into consideration for this study. The adjacent projects and improvements include:

- *I-75 (SR 93A) at Gibsonton Drive Interchange Modification Report (Gibsonton Dr IMR,* FDOT Work Program Item (WPI) Segment No. 437650-2*)* – improvements include I-75 at Gibsonton Drive interchange improvements.
- *I-75 (SR 93A) from Moccasin Wallow Road to South of US 301/State Road 43 PD&E Study (I-75 PD&E Study,* FDOT WPI Segment No. 419235-2*)* – improvements include I-75 mainline capacity improvements and interchange improvements within the study limits.
- Gibsonton Drive at Fern Hill Drive Intersection Improvements (CIP #: 69600311) - intersection improvements include new separate right and left turn lanes on the north leg, triple left turn lanes, a through lane and an exclusive right turn lane on the south leg of the intersection. Dual westbound to southbound lanes will also be provided.

Due to these adjacent projects, the only additional improvements evaluated at the Fern Hill Drive intersection included the widening of Gibsonton Drive.

2.2 ANALYSIS YEARS

The following analysis years have been identified for this study:

- Existing Year (2022)
- Opening Year (2025)
- Design Year (2045)

2.3 DATA COLLECTION

Data collection for this study consisted of data obtained from FDOT Florida Traffic Online (FTO) website, traffic counts, adjacent studies, signal timing plans provided from the County, field visits and a desktop review of aerials. The FDOT FTO sites shown in **Table 2-1** were used in this study. Traffic data obtained from the FTO sites is provided in **Appendix B**.

Table 2-1 FTO Traffic Collection Sites

FTO Site ID	Site Location
109165*	Gibsonton Drive, East of South US 41 Hwy (Telemetered)
105322	US 301, North of Pine Avenue (Telemetered)
100446	US 301, South of Gibsonton Drive (Telemetered)
100008	US 301, South of Gibsonton Drive (Portable)

*This site is located on Gibsonton Drive east of US 41 and may not fully represent traffic conditions of the study area.

Existing traffic counts for the study were collected on October 11, 2022 through October 13, 2022 and included 72-hour bi-directional counts, 72-hour bi-directional classification counts and 4-hour peak hour intersection turning movement counts.

72-hour bi-directional volume counts were obtained at:

- Gibsonton Drive between I-75 NB Ramps & Fern Hill Drive
- Gibsonton Drive between Mathog Road and Park Place Avenue/Alafia Trace Boulevard
- Gibsonton Drive between Park Place Avenue/Alafia Trace Boulevard & US 301
- Boyette Road east of US 301
- Fern Hill Drive north of Gibsonton Drive
- Fern Hill Drive south of Gibsonton Drive
- Mathog Road north of Gibsonton Drive
- Mathog Road south of Gibsonton Drive
- Alafia Trace Boulevard north of Gibsonton Drive
- Park Place Avenue south of Gibsonton Drive
- US 301 north of Gibsonton Drive
- US 301 south of Gibsonton Drive

72-hour bi-directional classification count was obtained at:

- Gibsonton Drive between Fern Hill Drive & Mathog Road

4-hour peak hour turning movement counts were collected at the following four (4) study intersections:

- Gibsonton Drive at Fern Hill Drive
- Gibsonton Drive at Mathog Road
- Gibsonton Drive at Park Place Avenue/Alafia Trace Boulevard
- Gibsonton Drive at US 301

2.4 TRAVEL DEMAND FORECASTING

The TBRPM Version 9.3 was utilized for the travel demand forecasting for this study to develop study growth rates consistent with historic trends and adjacent studies. The approved traffic methodology provided in **Appendix A** does state that TBRPM Version 9.2 would be used for travel demand forecasting, but due to Version 9.3 being the most up-to-date travel demand model, it was utilized for this study. A sub-area base year model refinement was completed and all refinements made on the TBRPM Version 9.3 Base Year 2015 model were transferred to the Horizon Year 2045 model.

Using the TBRPM Version 9.3 model output results and forecasted growth from adjacent studies, several study growth rates were recommended for this study to determine demand volumes for future analysis years. The two (2) west-most Gibsonton Drive segments (from begin project to Mathog Road) were recently included in adjacent studies, (*I-75 at Gibsonton Drive IMR* and *I-75 PD&E Study*), so the Design Year (2045) Annual Average Daily Traffic (AADT) for those segments were reviewed and evaluated for consistency purposes against the TBRPM V9.3 output results. Adjusted growth rates for these two (2) Gibsonton Drive segments were calculated using the updated Existing Year (2022) AADT volumes. The recommended growth rates developed in the travel demand forecasting for Gibsonton Drive are shown in **Table 2-2**.

Table 2-2 Recommended Growth Rates for Gibsonton Drive

Gibsonton Drive		Recommended Growth Rate
From	To	
Begin Project	Fern Hill Drive	1.1%
Fern Hill Drive	Mathog Road	2.2%
Mathog Road	Park Place Ave	1.6%
Park Place Ave	US 301	1.6%
US 301	End Project	1.6%

The recommended growth rate for side streets within the study corridor was calculated based on population and social economic trends for the study area and resulted in an annual growth rate of 1%. US 301 growth rates were determined for segments north (0.8%) and south (1.2%) of Gibsonton Drive using forecasted design year volumes from the TBRPM V 9.3 and National Cooperative Highway Research Program (NCHRP) Report 255 and 765 ratio difference and smoothing methods. A technical memorandum summarizing the travel demand model refinements and forecasted volumes is provided in **Appendix C.**

2.5 TRAFFIC FACTORS

Traffic factors for this study were developed using several data sources including existing traffic counts, historic information provided on FTO (2017 - 2021) and recommended traffic factors from other adjacent studies for consistency purposes. Data collection locations and FTO traffic monitoring sites are listed in **Section 2.3**. Historic five year data from the FTO website is included in **Appendix B**.

The study area is located within the Urban Area Boundary; therefore, a design hour factor or standard K factor of 9.0 was used consistently through the study for both existing and future operational analysis.

The Directional Design factor (D-factor) for Gibsonton Drive and the side streets within the study area were calculated from the collected October 2022 traffic counts and compared to the adjacent *I-75 (SR 93A) at Gibsonton Drive IMR* and historic FTO data for consistency proposes. From the traffic count information the D-factor varied on Gibsonton Drive east of US 301 (Boyette Road), Fern Hill Drive and US 301 so separate D-Factors are provided for these roadway segments.

The daily Truck factor (T-factor) for Gibsonton Drive was calculated from the collected classification traffic count data and checked against historic FTO data (2017 – 2021) and adjacent study traffic factors. The T-factor for US 301 was averaged from FTO historic data (collected traffic counts did not include vehicle classification for US 301 and side streets). Minor side street truck factors were obtained from recommended values provided in the *FDOT 2019 Project Traffic Forecasting Handbook*. The Design Hour Truck (DHT) factor was calculated by dividing the T-factor in half.

The design traffic factors that were utilized for the study area are summarized in **Table 2-3.**

Table 2-3 Traffic Factors

Roadway	K (%)	D (%)	T24 (%)	DHT (%)
Gibsonton Drive (west of Fern Hill Dr to US 301)	9.0	52.5	8.0	4.0
Boyette Road (east of US 301)	9.0	59.0	8.0	4.0
US 301	9.0	60.0	5.0	3.0
Fern Hill Drive	9.0	57.0	4.0	2.0
Side streets (Mathog Rd, Alafia Trace Blvd/Park Place Ave)	9.0	52.5	4.0	2.0

2.6 LEVEL OF SERVICE CRITERIA

FDOT maintains minimum acceptable operating LOS targets for the State Highway System. The study area is located within the FHWA Urbanized Boundary; therefore, the target LOS was considered to be "D" along the study corridor. The "D" level of service criteria for urbanized roadways and interstates is based on the FDOT LOS Policy (Topic No.: 000-525-006).

2.7 OPERATIONAL ANALYSIS PROCEDURES

Operational analysis was completed for the existing conditions for year 2022, the No-Build and the Build alternatives for Opening Year 2025 and Design Year 2045 using SYNCHRO Version 11.1. Highway Capacity Manual (HCM) 6th methodology results were used to generate the delay and LOS. The key measures of effectiveness (MOE) used in this study to evaluate operational analysis include delay, LOS, 95th percentile queue length and speed for arterial segments. A peak hour factor of 0.95 was used for the SYNCHRO operational analysis.

SECTION 3 EXISTING CONDITIONS

3.1 EXISTING ROADWAY GEOMETRY

Gibsonton Drive is an east-west 4-lane Hillsborough County urban minor arterial with a 45-mph posted speed limit. The Gibsonton Drive existing roadway typical section is described in **Section 1.4**. Gibsonton Drive provides access to I-75, which is an urban principal arterial interstate with six (6) lanes south of Gibsonton Drive and eight (8) lanes north of Gibsonton Drive. I-75 is part of Florida's Strategic Intermodal System (SIS) and one of Florida's high priority transportation facilities. The study segment of Gibsonton Drive from Fern Hill Drive to US 301 provides a critical connection between the two (2) highways of US 301 and I-75. Gibsonton Drive also provides access to the unincorporated communities of Gibsonton, Riverview, Lithia, Boyette, Bloomingdale and Fish Hawk in the greater Tampa Bay Region.

Figure 3-1 shows the existing lane geometry and traffic control features of the county maintained arterial and intersections within the study area.

3.2 EXISTING LAND USE

Gibsonton Drive has a context classification of C3C – Suburban Commercial according to Hillsborough County, for the roadway network within the study area. Existing land use maps were obtained from the Hillsborough County Planning Commission and were reviewed for this study to identify traffic generators and attractors for the corridor. The existing land use is predominantly comprised of light/heavy commercial adjacent to the corridor and single family/mobile homes further away from Gibsonton Drive. **Figure 3-2** shows the existing land use of the area surrounding Gibsonton Drive.

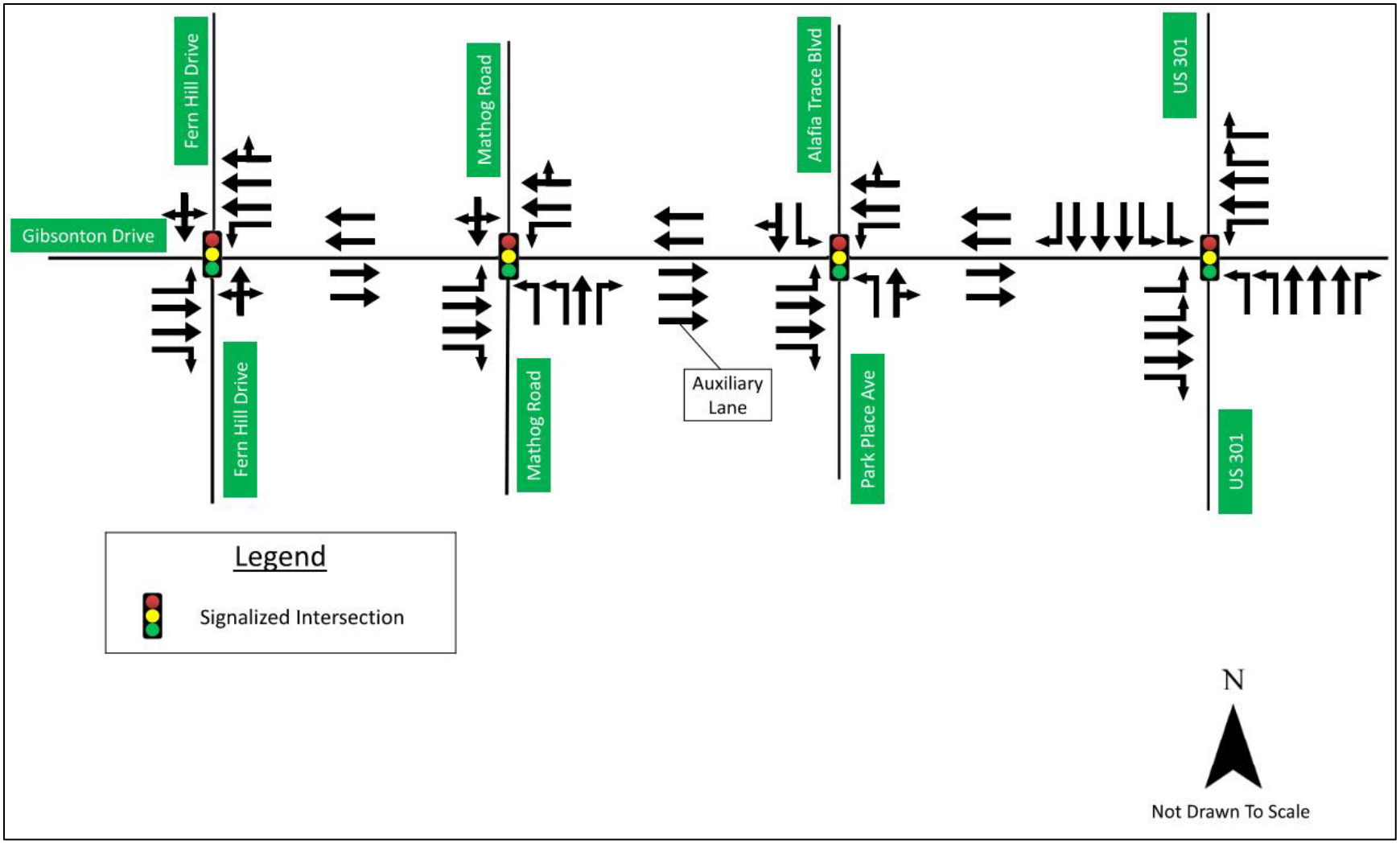


Figure 3-1 Existing Lane Geometry and Intersection Traffic Control

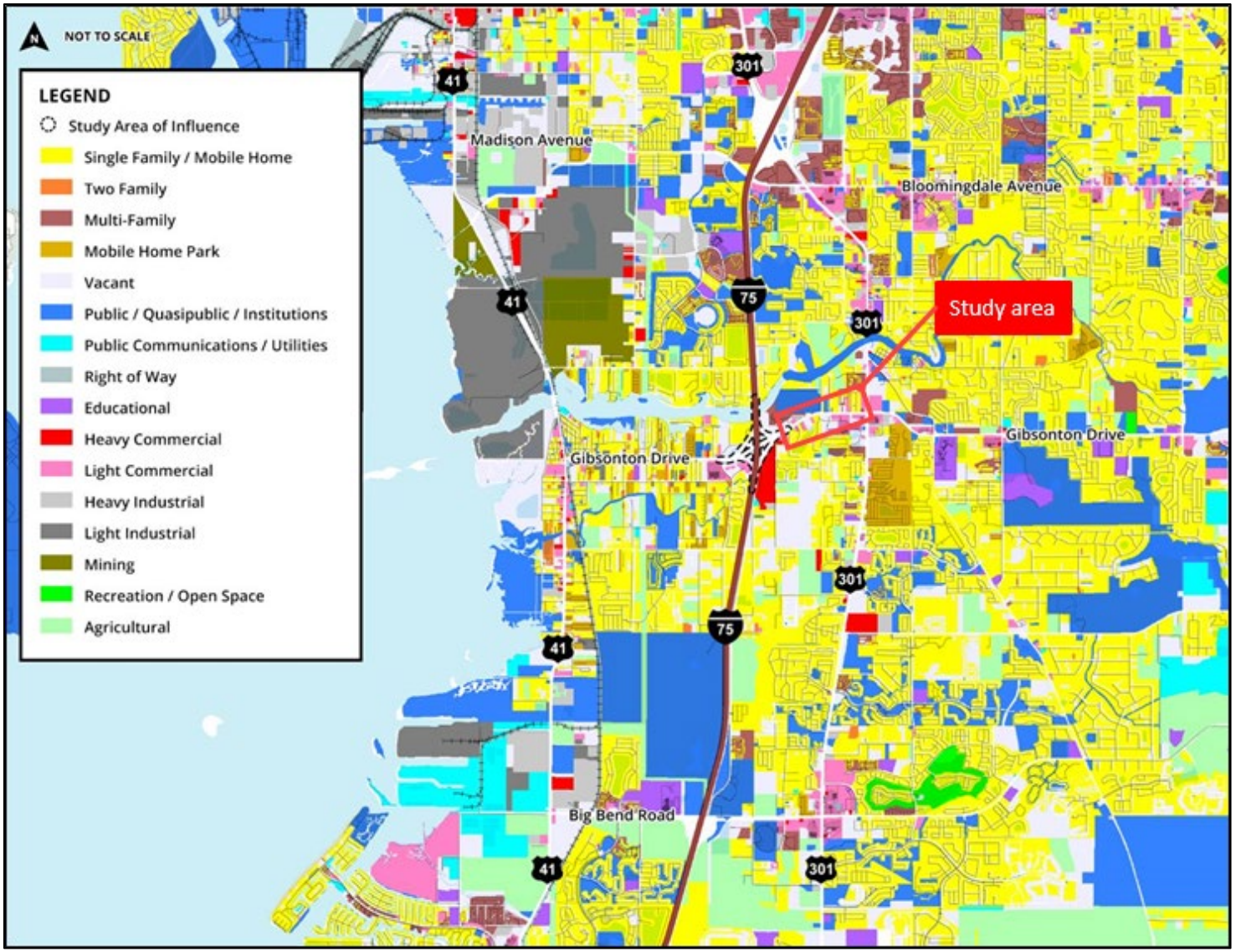


Figure 3-2 Existing Land Use Map

3.3 EXISTING YEAR (2022) VOLUMES

Existing traffic counts for the study were collected the week of October 10, 2022 and used in the development of the Existing Year (2022) demand volumes for this study. Three day traffic counts were averaged for each roadway segment and a seasonal factor (SF) and axle correction factor (ACF) was applied to calculate Existing Year (2022) AADT volumes. The ACF was not applied to the classification count between Fern Hill Drive and Mathog Road. A more detailed explanation is provided in the *Base Year Model Refinement and Forecast Volume Technical Memorandum* which can be found in **Appendix C**.

The AADT volumes developed from the three day collected counts were evaluated against year 2020 existing volumes from the *I-75 (SR 93A) at Gibsonton Drive IMR* and 2017 existing volumes from the *I-75 (SR 93A) from Moccasin Wallow Road to South of US 301/State Road 43 PD&E Study (I-75 PD&E Study)*. **Table 3-1** provides the comparison of those volumes.

Table 3-1 Existing Year AADT Comparison at Gibsonton Drive and Fern Hill Drive

Roadway Segment	2017 AADT PD&E Study	2020 AADT IMR	2022 AADT
Gibsonton Drive, west of Fern Hill Drive	46,500	49,100	56,600
Gibsonton Drive, east of Fern Hill Drive	44,600	47,200	45,800
Fern Hill Drive, south of Gibsonton Drive	3,200	3,300	8,000
Fern Hill Drive, north of Gibsonton Drive	2,300	2,400	3,700
Summary	96,600	102,000	114,100

Due to the recent traffic count data being the most up-to-date information, the AADTs calculated from the 2022 counts were utilized. The Existing Year (2022) AADTs are shown in **Figure 3-3** and the peak hour direction design hour volumes (DDHVs) are shown in **Figure 3-4**. DDHVs were calculated by multiplying AADT volumes by the study K-factor and D-factors. AM and PM peak hour turning volumes were calculated by multiplying DDHVs by turning movement percentages from the existing intersection counts. Tables showing the three-day average of segment counts, AADTs and DDHVs calculations are provided in **Appendix C**.

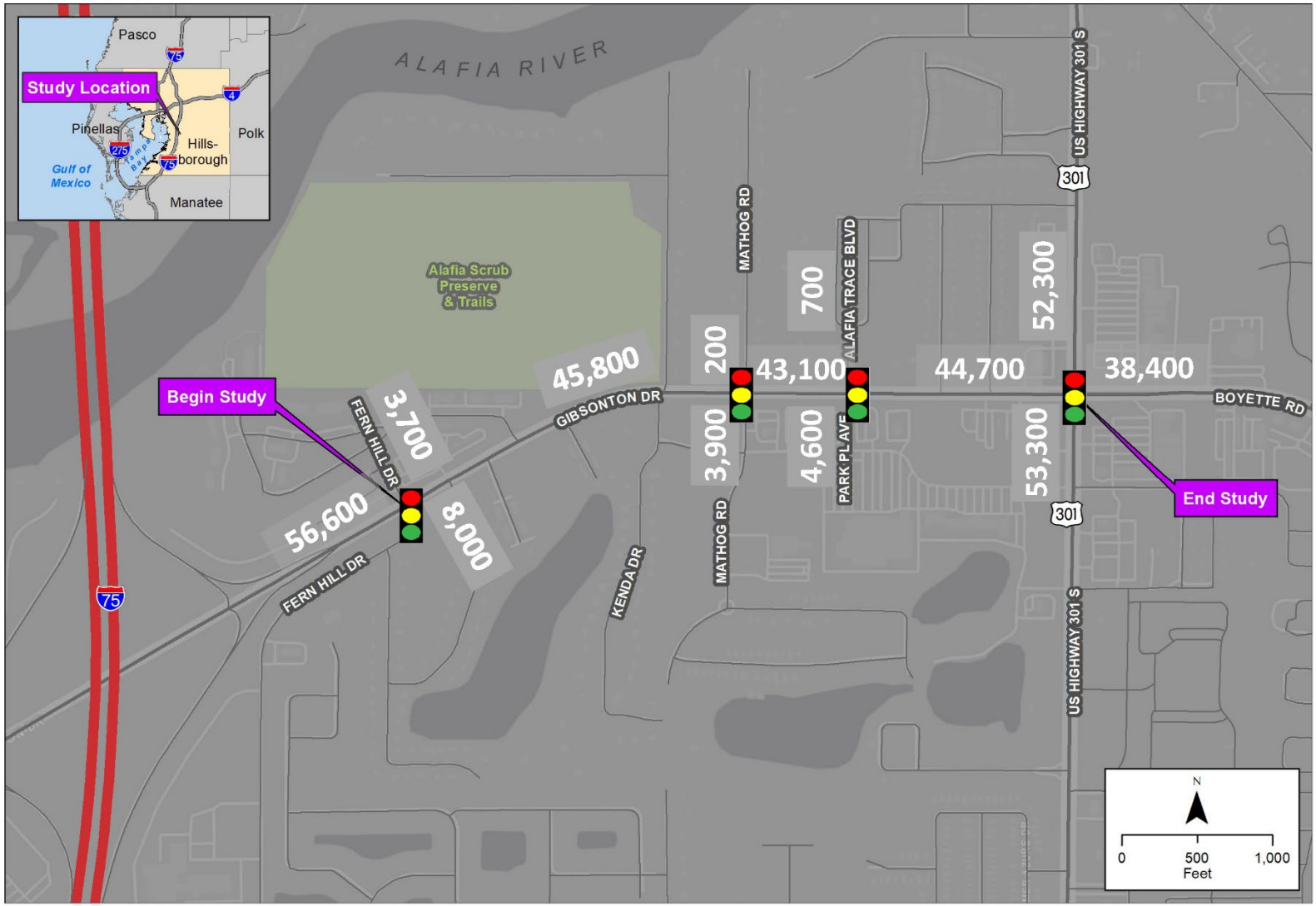


Figure 3-3 Existing Year (2022) AADT

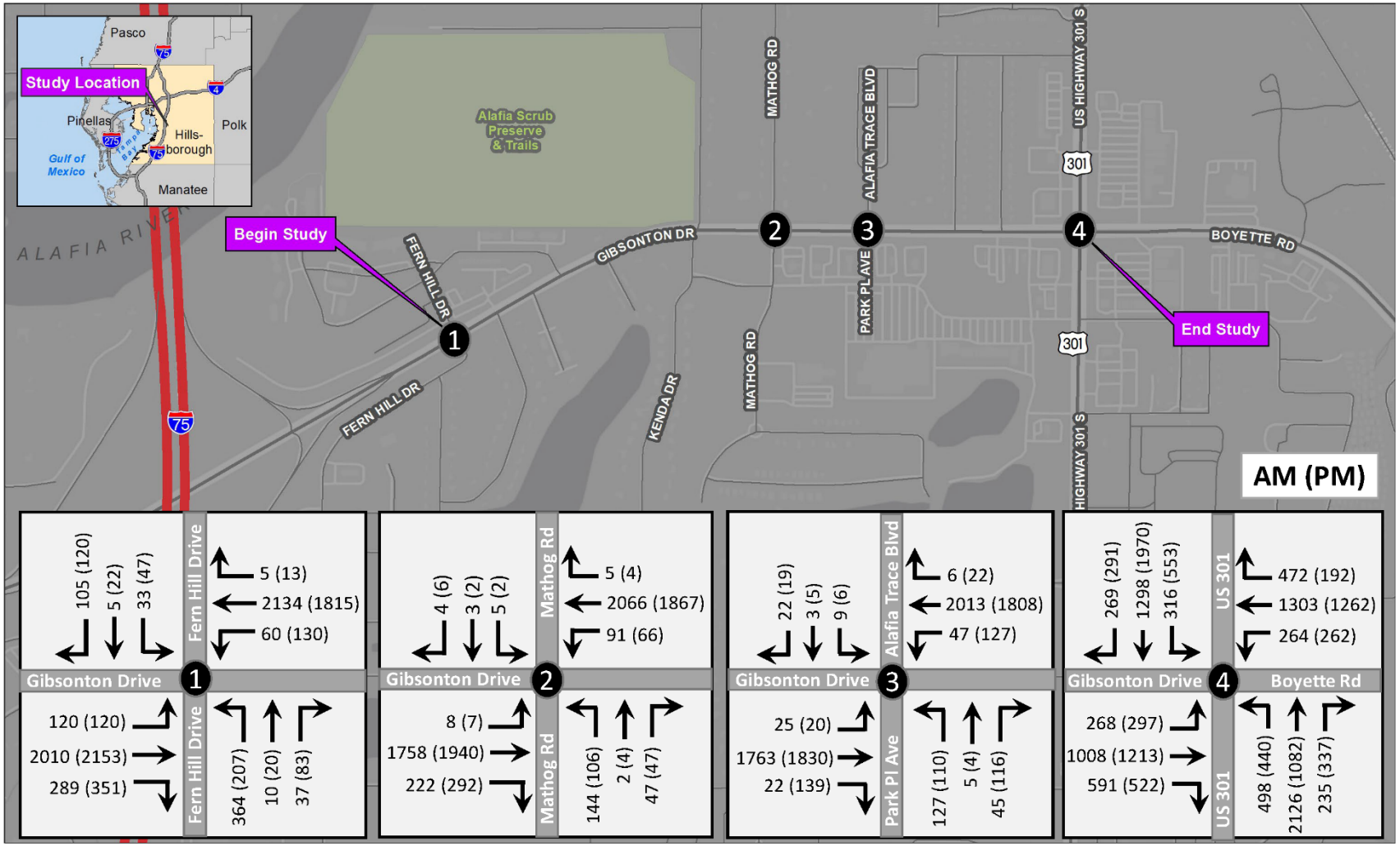


Figure 3-4 Existing Year (2022) DDHVs

3.4 EXISTING YEAR (2022) OPERATIONAL ANALYSIS

Existing Year (2022) operational analysis was completed for the study corridor using the existing geometry shown in **Figure 3-1** and the demand volume shown in **Figure 3-4**. For the four (4) signalized intersections within the study area, existing signal phasing/timing information obtained from Hillsborough County was utilized in the analysis. As stated in **Section 2.6**, a target LOS of D is established for the study area. All Existing Year (2022) SYNCHRO output results are provided in **Appendix D**. Arterial LOS results for the Existing Year (2022) AM and PM peak period are shown in **Table 3.2** and **Table 3-3,** respectively.

Table 3-2 Existing Year (2022) Arterial LOS Results- AM Peak Period

Segments	Flow Speed (mph)	Running Time (s)	Signal Delay (s)	Travel Time (s)	Distance (mi)	Arterial Speed (mph)	Arterial LOS
Gibsonton Drive - Eastbound							
W/of Fern Hill - Fern Hill Dr	45	28.0	50.0	78.0	0.27	12.4	F
Fern Hill Dr - Mathog Rd	45	41.6	23.1	64.7	0.46	25.4	C
Mathog Rd - Park Pl Ave	45	14.2	3.8	18.0	0.13	26.1	C
Park Pl Ave - US 301	45	28.1	196.5	224.6	0.28	4.5	F
Total		**111.9**	**273.4**	**385.3**	**1.14**	**10.7**	**F**
Gibsonton Drive - Westbound							
E/of US 301 - US 301	45	42.3	149.1	191.4	0.53	9.9	F
US 301 - Alafia Trace Blvd	45	28.1	48.1	76.2	0.28	13.4	E
Alafia Trace Blvd - Mathog Rd	45	14.2	3.3	17.5	0.13	26.8	C
Mathog Rd - Fern Hill Dr	45	41.6	14.9	56.5	0.46	29.1	B
Total		**126.2**	**215.4**	**341.6**	**1.40**	**14.8**	**E**

Red text: LOS is worse than target LOS D.

Table 3-3 Existing Year (2022) Arterial LOS Results- PM Peak Period

Cross Street	Flow Speed (mph)	Running Time (s)	Signal Delay (s)	Travel Time (s)	Distance (mi)	Arterial Speed (mph)	Arterial LOS
Gibsonton Drive - Eastbound							
W/of Fern Hill - Fern Hill Dr	45	28.0	56.4	84.4	0.27	11.5	F
Fern Hill Dr - Mathog Rd	45	41.6	1.6	43.2	0.46	38.1	A
Mathog Rd - Park Pl Ave	45	14.2	4.4	18.6	0.13	25.2	C
Park Pl Ave - US 301	45	28.1	181.9	210.0	0.28	4.9	F
Total		**111.9**	**244.3**	**356.2**	**1.14**	**11.5**	**F**
Gibsonton Drive - Westbound							
E/of US 301 - US 301	45	42.3	180.5	222.8	0.53	8.5	F
US 301 - Alafia Trace Blvd	45	28.1	6.8	34.9	0.28	29.2	B
Alafia Trace Blvd - Mathog Rd	45	14.2	1.8	16.0	0.13	29.3	B
Mathog Rd - Fern Hill Dr	45	41.6	29.9	71.5	0.46	23.0	C
Total		**126.2**	**219.0**	**345.2**	**1.40**	**14.6**	**E**

Red text: LOS is worse than target LOS D.

Table 3-4 shows the delay and LOS for the existing conditions during the AM and PM peak hours for the signalized intersections. The results show that the Fern Hill Drive intersection and the US 301 intersections do not meet the LOS target D during both AM and PM peak hours of the Existing Year (2022) conditions. The northbound and southbound approaches are LOS F at the Fern Hill Drive, Mathog Road and Park Place Avenue/Alafia Trace Blvd intersections for both the AM and PM peak periods. At the US 301 intersection, all the intersection approaches are reported to operate at LOS F for both the AM and PM peak periods.

Table 3-5 shows the 95th percentile queue results for the intersection movements. From the queue analysis results, it is reported that the 95th percentile queue exceeds capacity along the eastbound and northbound movements at the Fern Hill Drive intersection. The reported queues at the US 301 intersection exceed the capacity provided for most of the movements.

Table 3-4 Existing Year (2022) Intersection Delay and LOS

Intersection	Approach	Movement	AM Peak Hour				PM Peak Hour			
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Fern Hill Drive	Eastbound	EB Left	54.7	D	38.7	D	18.4	B	41.7	D
		EB Thru	40.9	D			47.0	D		
		EB Right	16.7	B			16.8	B		
	Westbound	WB Left	61.3	E	27.5	C	99.6	F	22.3	C
		WB Thru-Right	26.1	C			16.6	B		
		WB Right	27.5	C			17.3	B		
	Northbound	NB Left-Thru-Right	326.7	F	326.7	F	434.1	F	434.1	F
	Southbound	SB Left-Thru-Right	68.7	E	68.7	E	89.2	F	89.2	F
	Fern Hill Drive Intersection		**Overall**		**57.7**	**E**	**Overall**		**59.9**	**E**
Mathog Road	Eastbound	EB Left	4.8	A	12.2	B	4.0	A	12.0	B
		EB Thru	12.2	B			12.1	B		
		EB Right	0.0	A			0.0	A		
	Westbound	WB Left	15.2	B	2.6	A	16.8	B	2.2	A
		WB Thru	2.1	A			1.7	A		
		WB Right	2.0	A			1.6	A		
	Northbound	NB Left	104.9	F	104.1	F	112.3	F	113.8	F
		NB Thru	93.8	F			101.4	F		
		NB Right	101.9	F			118.1	F		
	Southbound	SB Left-Thru-Right	111.3	F	111.3	F	118.2	F	118.2	F
	Mathog Road Intersection		**Overall**		**11.7**	**B**	**Overall**		**11.5**	**B**
Park Place Avenue/ Alafia Trace Blvd	Eastbound	EB Left	19.1	B	13.5	B	10.0	B	10.8	B
		EB Thru	13.5	B			11.2	B		
		EB Right	6.0	A			5.2	A		
	Westbound	WB Left	14.5	B	14.4	B	26.0	C	10.5	B
		WB Thru	14.4	B			9.4	A		
		WB Right	14.4	B			9.4	A		
	Northbound	NB Left	101.2	F	96.5	F	134.5	F	135.9	F
		NB Thru-Right	84.5	F			137.1	F		
	Southbound	SB Left	87.3	F	83.9	F	108.7	F	95.8	F
		SB Thru-right	82.7	F			92.8	F		
	Alafia Trace Blvd Intersection		**Overall**		**18.1**	**B**	**Overall**		**18.1**	**B**
US 301	Eastbound	EB Left	143.3	F	146.7	F	103.0	F	137.6	F
		EB Thru	186.4	F			178.6	F		
		EB Right	80.3	F			61.8	E		
	Westbound	WB Left	114.5	F	125.0	F	271.2	F	172.2	F
		WB Thru	157.3	F			173.3	F		
		WB Right	41.8	D			30.1	C		
	Northbound	NB Left	98.4	F	152.2	F	168.9	F	96.5	F
		NB Thru	178.4	F			79.7	E		
		NB Right	28.9	C			55.8	E		
	Southbound	SB Left	148.4	F	91.8	F	110.9	F	154.9	F
		SB Thru	85.8	F			183.3	F		
		SB Right	53.8	D			45.6	D		
	US 301 Intersection		**Overall**		**131.4**	**F**	**Overall**		**141.3**	**F**

Red text: LOS is worse than target LOS D.

Table 3-5 Existing Year (2022) Intersection Queue Lengths

Intersection	Movement	Existing Storage (ft)	95th Percentile Queue (ft)	
			AM Peak	PM Peak
Fern Hill Drive	EB Left	200	#258	122
	EB Thru	4650	#1704	#1983
	EB Right	200	191	248
	WB Left	320	m64	223
	WB Thru-Right	2300	529	708
	NB Left-Thru-Right	370	#1148	#955
	SB Left-Thru-Right	185	185	336
Mathog Road	EB Left	200	m4	m0
	EB Thru	2280	m768	m62
	EB Right	350	m102	m0
	WB Left	200	m52	m42
	WB Thru-Right	520	230	146
	NB Left	170	150	122
	NB Thru	290	14	21
	NB Right	200	0	3
	SB Left-Thru-Right	2430	39	32
Park Place Avenue/ Alafia Trace Blvd	EB Left	240	m2	m1
	EB Thru	540	48	377
	EB Right	510	m0	m0
	WB Left	305	m26	m77
	WB Thru-Right	1335	m1454	m72
	NB Left	140	265	#318
	NB Thru-Right	300	54	100
	SB Left	200	32	28
	SB Thru-Right	370	39	44
US 301	EB Left	440	#319	303
	EB Thru	1340	#1224	#1325
	EB Right	790	849	577
	WB Left	330	492	#734
	WB Thru	4170	#1328	#1468
	WB Right	175	261	79
	NB Left	550	416	#519
	NB Thru	7920	#1471	644
	NB Right	435	176	359
	SB Left	275	#366	#531
	SB Thru	3000	#934	#1431
	SB Right	800	269	305

- 95th percentile volume exceeds capacity, queue may be longer,
m - Volume for 95th percentile queue is metered by upstream signal,
Red indicates 95th percentile volume exceeds capacity,
Note: Taper lengths were not included in the storage length.

3.5 CRASH ANALYSIS

A five (5) year historic crash analysis was completed in accordance with Part 2, Chapter 2 of the *PD&E Manual* for years 2018 to 2022. Crash Data for the five-year analysis period was obtained from the FDOT Crash Analysis Reporting System (FDOT CARS on-line), SSOGis database for Hillsborough County as well as from the University of Florida's Signal Four Analytics database. The crash data used for this study is provided in **Appendix E**. It should be noted that Hillsborough County has adopted a Vision Zero Action Plan and completed a *Gibsonton Drive Vision Zero Corridor Study* in January 2021.

3.5.1 Overall Crash Data along Gibsonton Drive

The five-year crash analysis (2018-2022) found 910 total crashes (average of 182 crashes per year) for the overall study corridor along Gibsonton Drive, 420 feet west of Fern Hill Drive to 480 feet east of US 301. Most of the reported crashes occur at the signalized intersections (86%). The US 301 intersection had the highest number of crashes (554 crashes) with the Fern Hill Drive intersection second highest (159 crashes). A heat map showing where crashes are concentrated along the study corridor is shown in **Figure 3-5**.

Two (2) fatal crashes were reported for this roadway during the five-year analysis period. The locations are shown by a red "dot" on **Figure 3-5**.

- A fatal crash reported in 2018 was a left entering crash type at the intersection of Gibsonton Drive at Water Works Lane under dark, lighted, and dry conditions. Vehicle one (1) was reported as heading east and vehicle two (2) was reported as heading west and making a left turn. The cause of this fatal crash was reported as driver under the influence.
- A fatal crash reported in 2019 was a left entering crash type at the intersection of Gibsonton Drive at Mathog Drive under daylight and dry conditions. There were three (3) vehicles reported to be involved in the crash. Vehicle one (1) was reported as heading south going straight-ahead, vehicle two (2) was reported heading north and making a left turn and vehicle three (3) was reported to be stopped in traffic facing south. The cause of this fatal crash was reported as distracted driver.

Figure 3-5 Crash Data Heat Map (2018 - 2022)

The crash data is also summarized by crash type on **Table 3-6**. The highest ranking crash type for the study area was reported as rear end crashes (47%) with same direction sideswipe crashes (17%) as the second most prominent crash type. The high percentage of rear end collisions could be attributed to the high levels of congestion along the corridor and vehicles stopping unexpectedly at the signalized intersections. The same direction sideswipe crashes could be attributed to vehicles changing lanes to try to avoid long queues along the congested corridor. In general, analysis years 2020 and 2021 had fewer reported crashes, which could be due to the COVID-19 pandemic and lower vehicle volumes.

Table 3-6 Crash Type Summary for Gibsonton Drive

Crash Type	Year					Total	Percentage
	2018	2019	2020	2021	2022		
Cargo/Equipment Loss or Shift	0	1	0	0	1	2	0%
Ditch	0	2	1	0	0	3	0%
Fire/Explosion	0	2	1	0	0	3	0%
Backed Into	4	3	0	1	1	9	1%
Head On	3	1	3	1	1	9	1%
Hitting an object	2	5	3	2	2	14	2%
Concrete Traffic Barrier	0	1	0	0	0	1	0%
Curb	0	0	0	1	0	1	0%
Fence	0	0	0	0	1	1	0%
Other Fixed Object	0	2	1	0	1	4	0%
Other Non-Fixed Object	0	0	0	0	0	0	0%
Other Post, Poke or support	1	0	0	1	0	2	0%
Traffic Sign Support	0	2	0	0	0	2	0%
Tree (standing)	1	0	0	0	0	1	0%
Utility Pole/Light Support	0	0	2	0	0	2	0%
Left Turn	28	33	20	11	9	101	11
Opposing Sideswipe	0	1	0	0	2	3	0%
Other	12	4	4	9	4	33	4%
Parked Vehicle	1	0	1	1	0	3	0%
Rear End	101	123	72	65	68	429	47%
Right Turn	26	19	10	14	17	86	9%
Same Direction Sideswipe	30	32	24	27	45	158	17%
Single Vehicle	0	1	0	0	0	1	0%
Unknown	7	6	5	5	5	28	3%
Other Non-Collison	1	0	1	0	0	2	0%
Overturn/Rollover	1	2	3	0	1	7	1%
Parked Motor Vehicle	2	0	2	0	3	7	1%
Bike	2	1	1	0	2	6	1%
Pedestrian	0	2	2	0	1	5	0%
Work Zone/Maintenance Equipment	0	1	0	0	0	1	0%
Total	**220**	**239**	**153**	**136**	**162**	**910**	**100%**

There were a total of six (6) bicycle crashes and five (5) pedestrian crashes reported along the corridor with no reported fatalities for these crash types but four (4) of these crashes involved severe injuries. Two (2) bicycle crashes were reported in 2018 as serious injury crashes on Gibsonton Drive just west of the US 301 intersection. Both crashes were reported to occur under dark conditions. One crash was reported to occur under wet pavement conditions and the other under dry pavement conditions. Two (2) pedestrian crashes in 2020 were reported as serious injury crashes, one at the US 301 intersection (dry pavement conditions) and the other on Gibsonton Drive approximately 240 feet west of Kenda Drive (wet pavement conditions). Both crashes were reported to occur under daylight conditions.

The average percentage of wet and dark crashes for the five-year period in the study area is 10.3% and 3.6%, respectively. The number of wet pavement crashes is below the statewide average of 15% from data as published on page 33 in the Florida Highway Safety and Motor Vehicles *Traffic Crash Facts Annual Report 2020* (provided in **Appendix E**). The number of dark lighting condition crashes is below the statewide average of 26% from data as published on page 34 in the Florida Highway Safety and Motor Vehicles *Traffic Crash Facts Annual Report 2020*. A crash summary for Gibsonton Drive for the five-year analysis period is shown in **Table 3-7**.

Table 3-7 Summary of Crashes for Gibsonton Drive

	Year					Total
	2018	2019	2020	2021	2022	
No. of Fatal Crashes	1	1	0	0	0	2
No. of Serious Injury Crashes	17	4	9	4	4	38
No. of Injury Crashes	61	74	48	34	25	242
No. of Property Damage Only Crashes	141	160	96	98	133	628
Total Crashes	***220***	***239***	***153***	***136***	***162***	***910***
Pedestrian Crashes	0	2	2	0	1	5
Bicycle Crashes	2	1	1	0	2	6
Wet weather crashes	28	23	11	13	19	94
Dark crashes	12	12	3	5	1	33

In the *Gibsonton Drive Vision Zero Corridor Study*, prepared for Hillsborough TPO, a historical safety review and proposed corridor safety solutions are provided. The study looked at a longer 2.4 mile long segment of Gibsonton Drive that encompassed this project from New East Bay Road (0.9 miles west of Fern Hill Drive) to Balm Riverview Road (0.8 miles east of US 301) and found 1,139 total crashes (2014 - 2018). Other historical crash data findings include 7 fatal crashes, 85 serious injury crashes, 12 bicycle/pedestrian crashes, 57% of all crashes were the result of left-turns and the identification of the US 301 intersection as a hot spot crash location. Some of the proposed safety countermeasures include restricting turning movements at unsignalized intersections, consolidate median openings, improve right turn slip lane design, pedestrian refuge areas, and many others. Recently, the County

has made improvements on Gibsonton Drive including closing the median openings at the unsignalized intersection east of Fern Hill Drive as well as east of US 301.

3.5.2 Intersection and Segment Crash Data of Gibsonton Drive

A five-year crash analysis (2018-2022) for the intersections and segments of Gibsonton Drive was completed. The top locations for crashes are US 301 (61%), Fern Hill Drive (17%), and the segment from Fern Hill Drive to Mathog Road (10%). Rear end crash types accounted for a majority of the crashes at intersections and segments. The high percentage of rear end collisions could be attributed to the high levels of congestion occurring along the corridor. **Table 3-8** provides a breakdown of intersection and segment crashes along Gibsonton Drive.

Table 3-8 Crash Summary for Intersections and Segments along Gibsonton Drive

Intersection	Total Crashes	Fatalities	Highest Crash Type	% of Crash Type	Dark Crashes
Fern Hill Dr	159	0	Rear End	43%	16%
Mathog Rd	68	1	Rear End	74%	19%
Park Place Ave/Alafia Trace Blvd	3	0	Other	67%	0%
US 301	554	0	Rear End	45%	15%
Segment	**Total Crashes**	**Fatalities**	**Highest Crash Type**	**% of Crash Type**	**Dark Crashes**
Fern Hill Dr to Mathog Rd	95	1	Rear End	52%	15%
Mathog Rd to Park Place Ave/Alafia Trace Blvd	4	0	Rear End	75%	25%
Park Place Ave/Alafia Trace Blvd to US 301	27	0	Rear End	52%	22%

3.6 SAFETY ANALYSIS

Crash rates for the study area were calculated in million vehicle miles traveled (MVMT) for segments and million vehicles entering (MEV) for intersections. Crash rates were calculated based on the number of crashes that occurred within the five-year crash analysis period, length of roadway and annual average daily traffic volumes. The following equations were used to develop the crash rates for this study:

$$Crash\ Rate\ for\ Segment = \frac{Total\ Number\ of\ Crashes\ x\ 1{,}000{,}000}{AADT\ x\ 365x\ Number\ of\ Years\ x\ Length\ of\ Roadway\ Segment}$$

$$Crash\ Rate\ for\ Intersection = \frac{Total\ Number\ of\ Crashes\ x\ 1{,}000{,}000}{Total\ Intersection\ Entering\ Volume\ Per\ Day\ x\ Number\ of\ Years\ x\ 365}$$

The crash rates calculated for the Gibsonton Drive study are shown in **Table 3-9** and **Table 3-10** which includes three (3) segments and four (4) intersections crash rates. The crash rate on the segment of Fern Hill Drive to Mathog Road was the highest with a rate of 3.444 crashes per MVMT. The US 301 intersection exhibited the highest intersection crash rate with a rate of 3.042 crashes per MEV. High number of crashes in these areas could be due to traffic congestion along the corridor, which could be relieved by widening improvements within the study area to improve operation, decrease delay and queuing.

Table 3-9 Crash Rates for Segments

Segment		Crashes	Length (mi)	2022 AADT	Crash Rate (MVMT)	Statewide Average	Above Statewide Average?
From	To						
Fern Hill Dr	Mathog Rd	95	0.33	45,800	3.444	1.747	Yes
Mathog Rd	Park Place Ave	4	0.03	44,000	1.660	1.747	Yes
Park Place Ave	US 301	27	0.14	45,600	2.317	1.747	Yes

Note: Crashes reported to occur within intersection turn lanes were extracted out of the segments.

Table 3-10 Crash Rates for Intersections

Intersection	Crashes	Entering Volume	Crash Rate (MEV)	Statewide Average	Above Statewide Average?
Fern Hill Dr	159	57,750	1.509	0.526	Yes
Mathog Rd	68	45,200	0.824	0.526	Yes
Park Place Ave	3	47,500	0.035	0.526	No
US 301	554	99,800	3.042	0.744	Yes

Calculating one average crash rate for the corridor that includes the intersection crashes with an average AADT yields a crash rate of 11.620 MVMT. This overall crash rate is more than 6 times higher than the statewide average of 1.747 MVMT for suburban 4-5 lanes two-way divided raised median roadways.

SECTION 4 FUTURE TRAVEL DEMAND

4.1 FUTURE LAND USE

Future land use maps were obtained from the Hillsborough County Planning Commission. Like existing land use, future land use is also anticipated to remain predominantly comprised of light/heavy commercial, and single family/mobile homes. **Figure 4-1** shows the future land use of the study area surrounding the Gibsonton Drive study corridor.

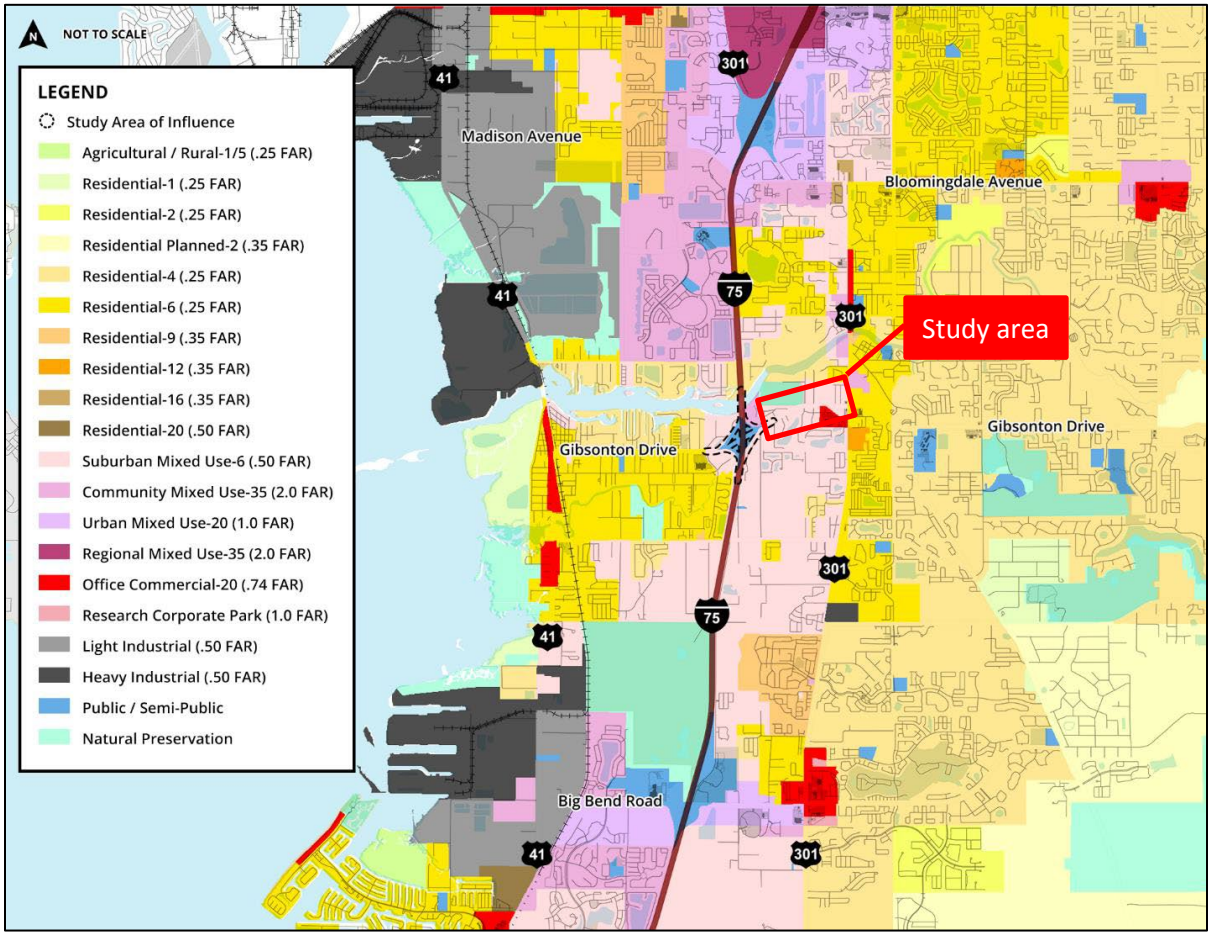


Figure 4-1 Future Land Use Map

4.2 FUTURE TRAFFIC VOLUMES

The development of forecasted future year traffic volumes followed the methodology identified in the *Traffic Methodology Memorandum* for the study provided in **Appendix A** and the *Base Year Model Refinement and Forecast Volume Technical Memorandum* in **Appendix C**. Growth rates were determined for the study area based on previous adjacent studies, the TBRPM V9.3 model forecasts, and NCHRP ratio and difference smoothing methods as described in **Section 2.4**. Build and No-Build traffic volumes were forecasted to be the same. Forecasted future year AADT volumes were developed using Existing Year (2022) AADT volumes, recommended study growth rates and a linear growth rate equation.

Opening year (2025) AADT volumes were calculated using linear interpolation between Existing Year (2022) and Design Year (2045) AADT volumes.

DDHVs were determined by multiplying AADT volumes by the study K-Factor and D-Factors. The future year AM and PM peak hour turning movement volumes at study intersections were calculated from the segment DDHVs and turning movement percentages calculated from the October 2022 traffic counts.

The forecasted year 2025 and 2045 AADT volumes and turning movement volumes are shown in **Figures 4-2, 4-3, 4-4** and **4-5**. Turning movement volumes were exactly balanced in both the eastbound and westbound directions between the intersections of Mathog Road and Park Place Avenue/Alafia Trace Boulevard due to the lack of side streets and driveways between those side streets. There are driveways and minor side streets between Fern Hill Drive and Mathog Road, and between Park Place Avenue/Alafia Trace Boulevard and US 301 intersections, so traffic is not exactly balanced between those intersections. Tables showing the future AADTs and DDHVs calculations are provided in **Appendix C.**

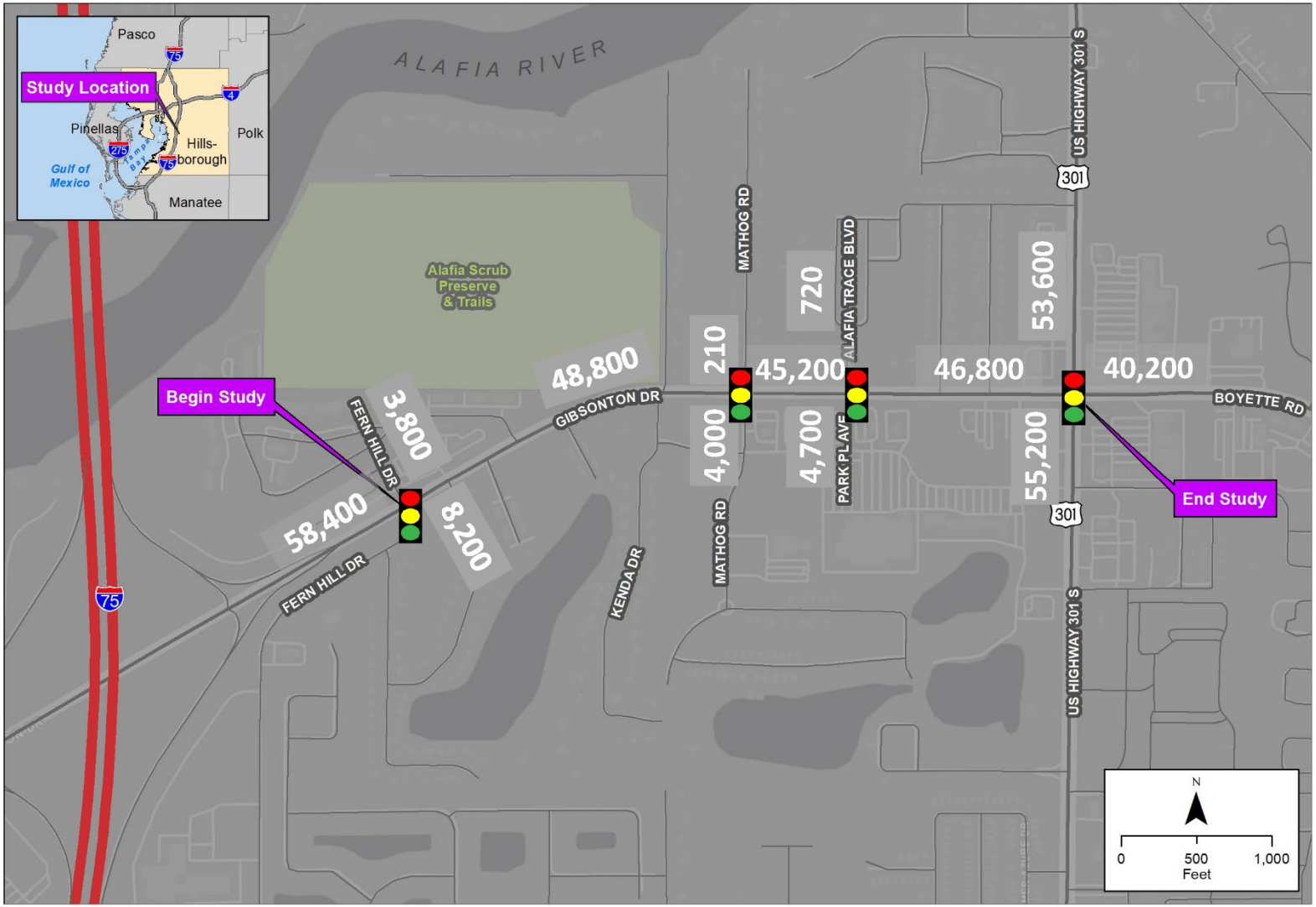


Figure 4-2 Opening Year (2025) AADTs for Build and No-Build Alternatives.

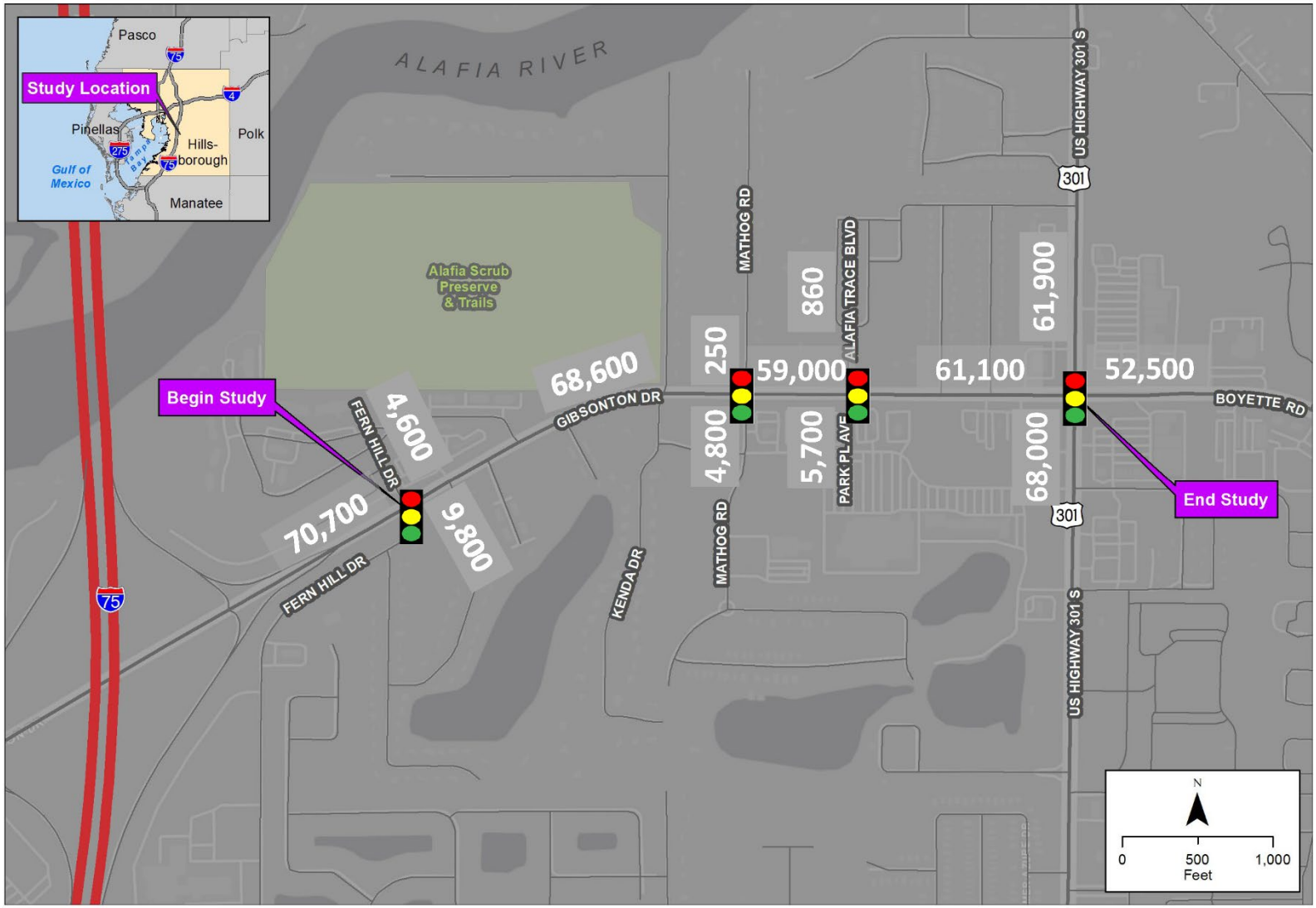


Figure 4-3 Design Year (2045) AADTs for Build and No-Build Alternatives

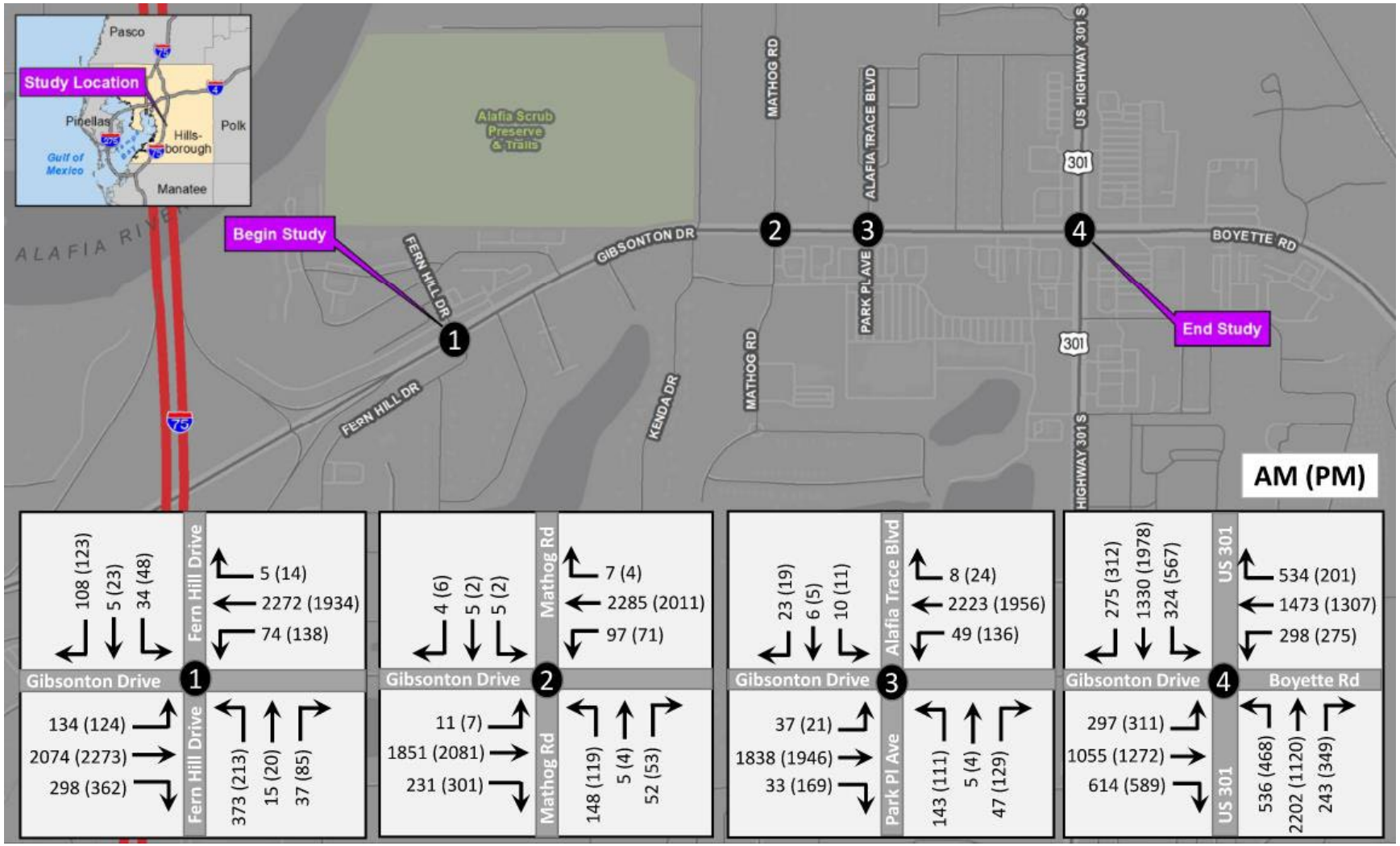


Figure 4-4 Opening Year (2025) DDHVs for Build and No-Build Alternatives

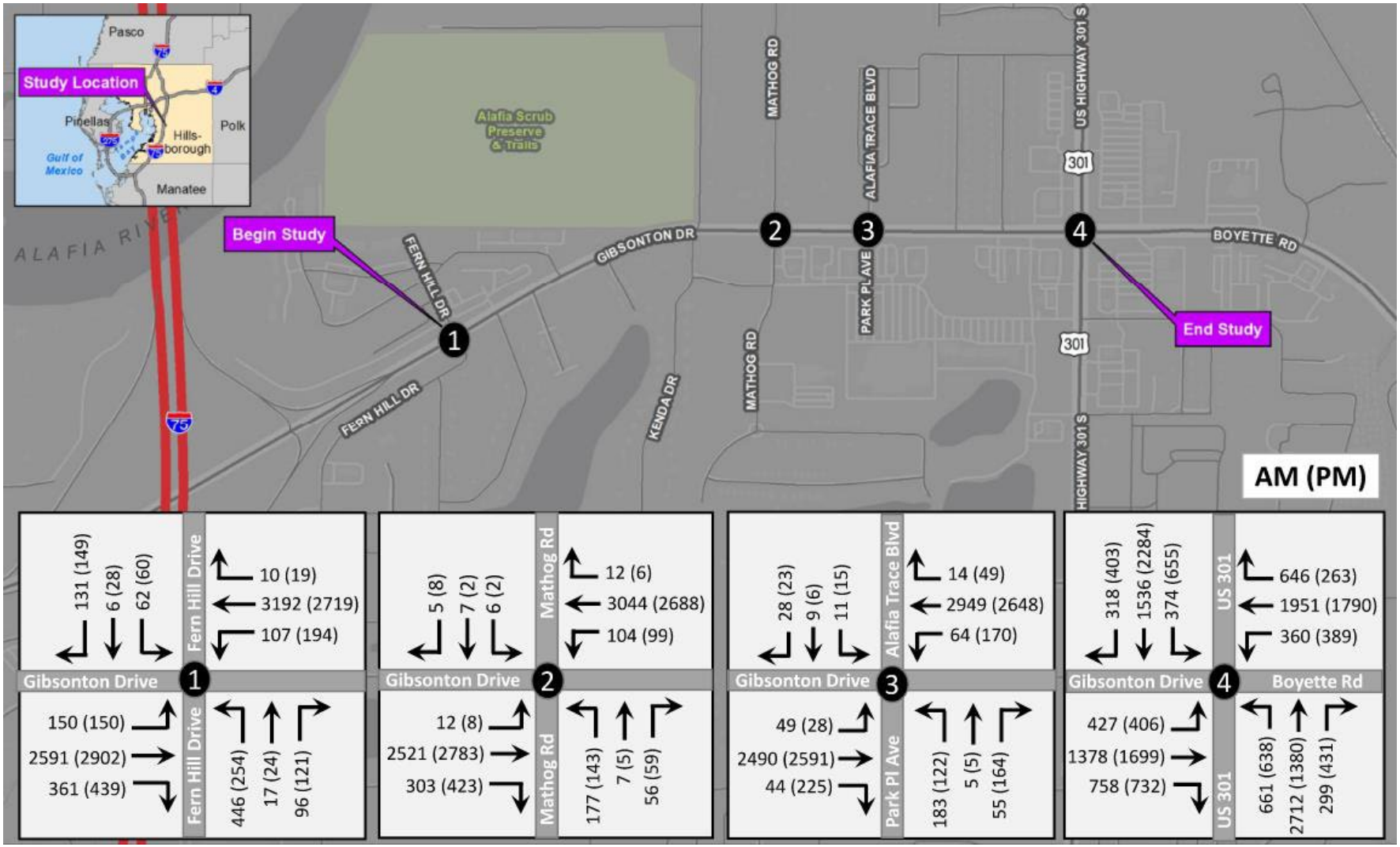


Figure 4-5 Design Year (2045) DDHVs for Build and No-Build Alternatives

SECTION 5 ALTERNATIVES ANALYSIS

5.1 STUDY ALTERNATIVES

5.1.1 No-Build Alternative

The No-Build Alternative consists of the same geometry of the existing condition for all the intersections, except at the intersection at Fern Hill Drive. Changes from the Existing Year (2022) geometric conditions for this intersection are based on the intersection Capital Improvement Program project managed by Hillsborough County (CIP No.: 69600311). The committed project consists of enhancing the intersection geometry at Gibsonton Drive and Fern Hill Drive and is planned to be completed before 2025. The proposed improvements include the widening of Fern Hill Drive to provide three (3) exclusive northbound left turn lanes, one (1) northbound thru lane and one (1) exclusive right turn lane at the south leg of the intersection. It also includes dual westbound to southbound left turn lanes. The north leg of the intersection is also modified to accomodate one (1) southbound left turn lane, one (1) thru lane and one (1) right turn lane. The No-Build Alternative geometry for Opening Year (2025) is shown in **Figure 5-1**.

The *Gibsonton Drive IMR* (WPI Segment No.: 437650-2) improvements are planned to be constructed after Opening Year (2025) and before Design Year (2045). Hence, the Design Year (2045) No-Build Alternative includes the IMR proposed improvements. The proposed IMR improvements at the Fern Hill Drive intersection included in the Design Year (2045) No-Build Alternative include:

- Northbound Approach: same as Opening Year (2025)
- Southbound Approach: same as Opening Year (2025)
- Westbound Approach: modified to include one (1) westbound left turn lane and five (5) westbound thru lanes including one (1) shared thru-right turn lane
- Eastbound Approach: an additional thru lane

The No-Build Alternative geometry for Design Year (2045) is shown in **Figure 5-2**.

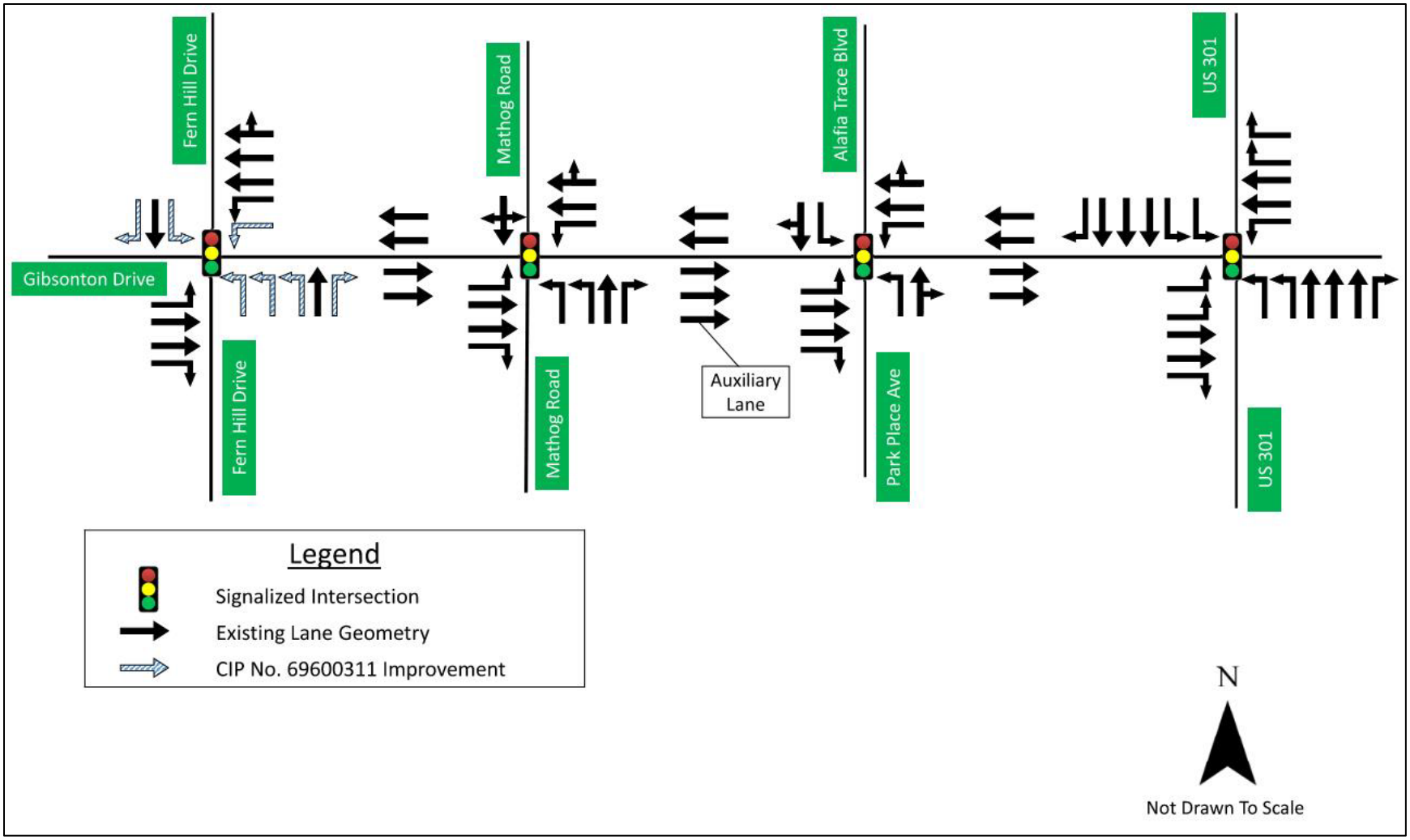


Figure 5-1 Opening Year (2025) No-Build Alternative Lane Geometry and Traffic Control

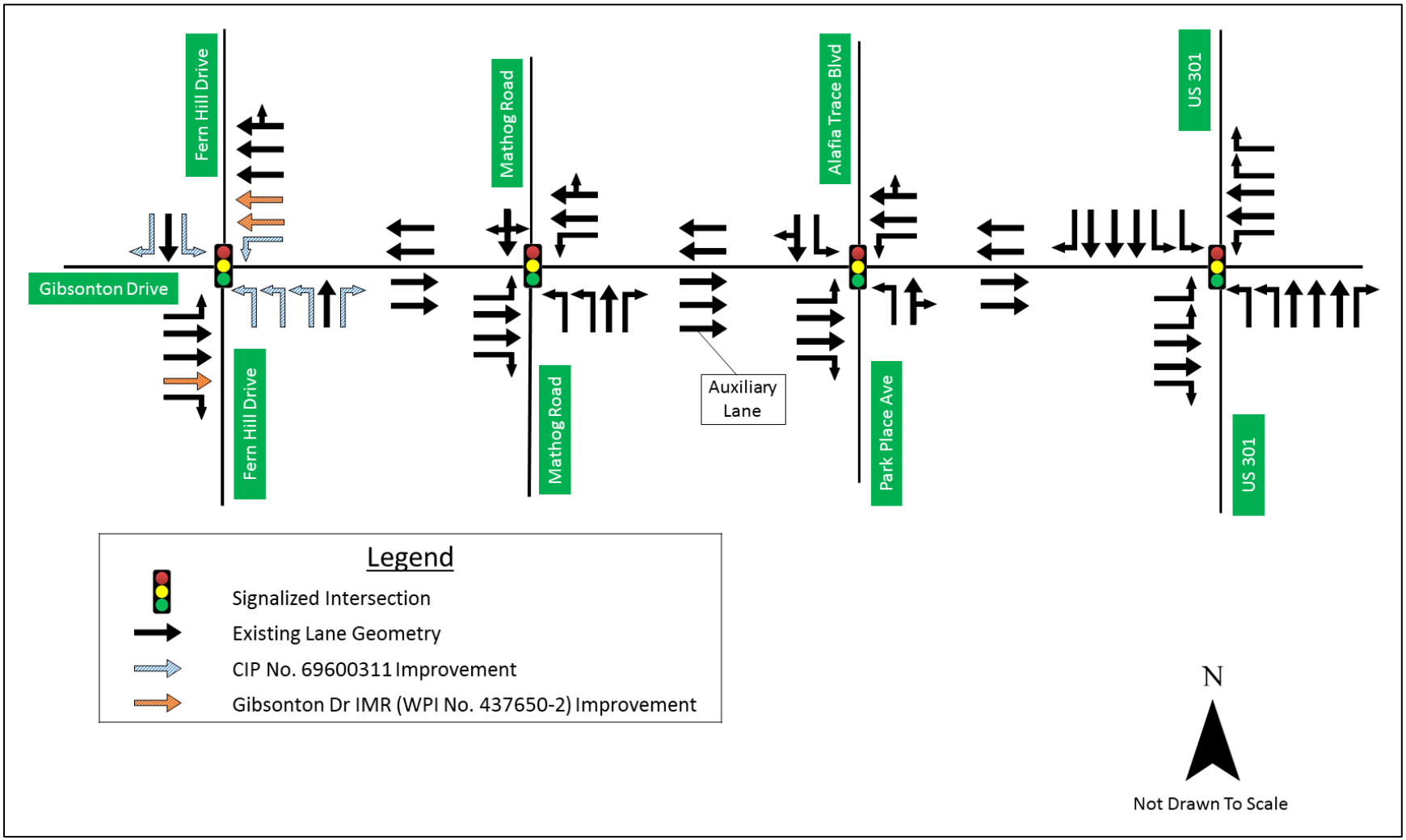


Figure 5-2 Design Year (2045) No-Build Alternative Lane Geometry and Traffic Control

5.1.2 Build Alternative

The Build Alternative consists of widening of Gibsonton Drive from a 4-lane divided arterial typical section to a 6-lane divided urban facility with a 22-ft median, within the study area. The proposed typical section is still under review by FDOT and Hillsborough County but will consist of three (3) travel lanes in each direction, a 22-ft divided median, curb and gutter, bicycle lanes, and and/or sidewalk and/or a shared-use path.

The Build Alternative also includes the proposed intersection improvements at the Fern Hill Drive intersection. The Opening Year (2025) Build condition includes the same CIP No.: 69600311 intersection improvements detailed in **Section 5.1.1** for the No-Build Alternative. The Opening Year (2025) Build Alternative geometry is shown in **Figure 5-3.**

For the Design Year (2045) Build conditions, the intersection geometry at the Fern Hill Drive intersection is modified to include the improvements recommended in the *Gibsonton Drive IMR*. The north and south approaches of the intersection configuration remains the same as Opening Year (2025), but an additional eastbound thru lane is provided on the east approach. The west approach is modified to accommodate one (1) westbound left turn lane and five (5) westbound thru lanes including one shared thru-right turn lane. The Design Year (2045) Build Alternative geometry is shown in **Figure 5-4**. No improvements are proposed for any of the cross streets.

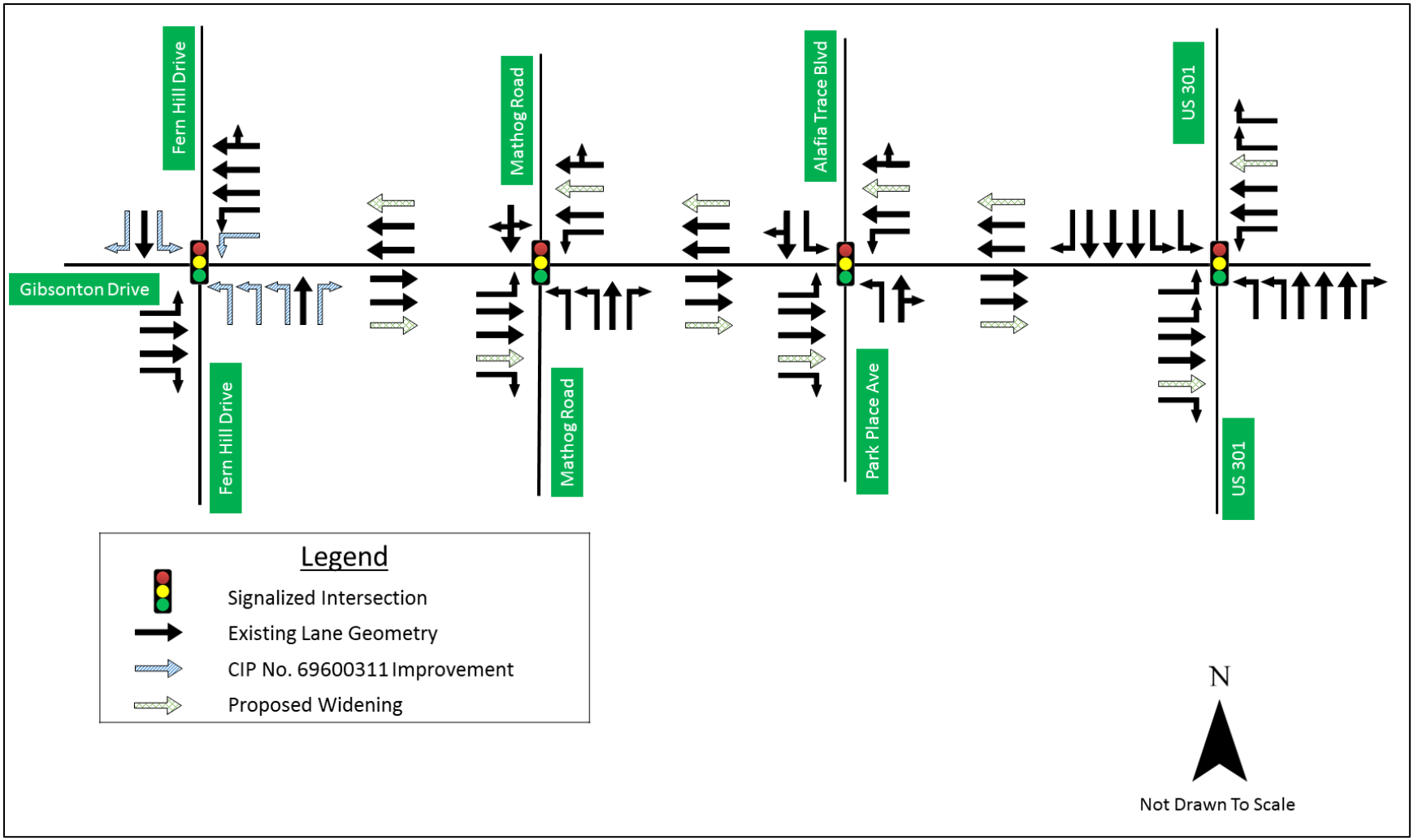


Figure 5-3 Opening Year (2025) Build Alternative Lane Geometry and Traffic Control

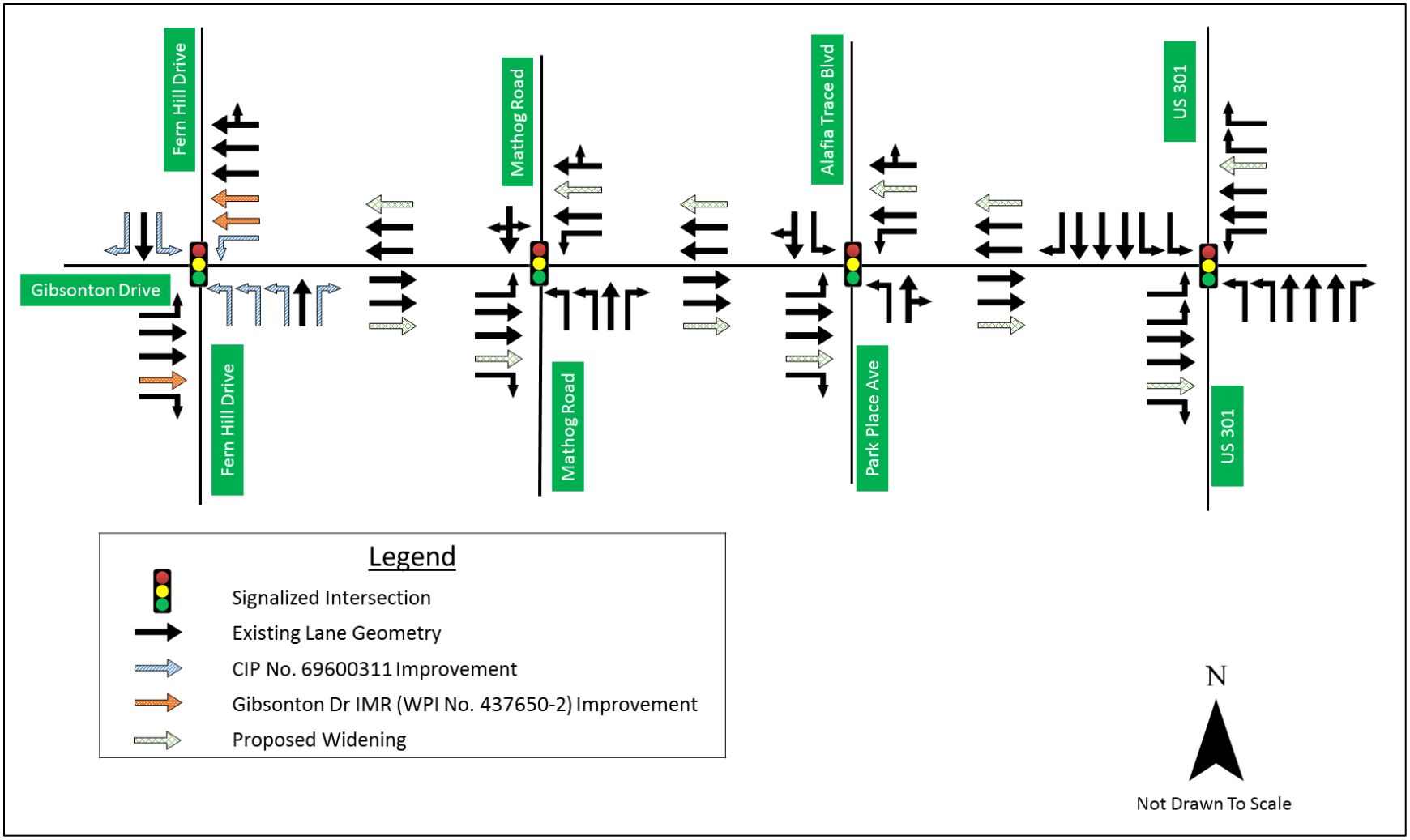


Figure 5-4 Design Year (2045) Build Alternative Lane Geometry and Traffic Control

5.2 NO-BUILD ALTERNATIVES OPERATIONAL ANALYSIS

The No-Build Alternative traffic operational analysis utilized the lane geometry presented in **Figure 5-1** and **Figure 5-2** and the design hour volumes shown in **Figure 4-4** and **Figure 4-5** for the Opening Year (2025) and Design Year (2045), respectively. All LOS operational analysis results for the No-Build Alternative are provided in **Appendix F**.

5.2.1 Opening Year (2025) No-Build Analysis

Arterial LOS results for the No-Build Alternative in Opening Year (2025) AM and PM peak periods are shown in **Table 5-1** and **Table 5-2,** respectively. Overall the Gibsonton Drive arterial is forecasted to operate at either LOS E or LOS F in both the eastbound and westbound direction for the No-Build Alternative in Opening Year (2025) in the AM and PM peak periods.

Table 5-1 No-Build Opening Year (2025) Arterial LOS Results - AM Peak Period

Segments	Flow Speed (mph)	Running Time (s)	Signal Delay (s)	Travel Time (s)	Distance (mi)	Arterial Speed (mph)	Arterial LOS
Gibsonton Drive - Eastbound							
W/of Fern Hill - Fern Hill Dr	45	28.1	32.1	60.2	0.27	16.2	E
Fern Hill Dr - Mathog Rd	45	41.6	5.0	46.6	0.46	35.3	A
Mathog Rd - Park Pl Ave	45	14.2	1.9	16.1	0.13	29.1	B
Park Pl Ave - US 301	45	28.1	153.2	181.3	0.28	5.6	F
Total		**112.0**	**192.2**	**304.2**	**1.14**	**13.5**	**E**
Gibsonton Drive - Westbound							
E/of US 301 - US 301	45	42.3	217.2	259.5	0.53	7.3	F
US 301 - Alafia Trace Blvd	45	28.1	10.9	39.0	0.28	26.2	C
Alafia Trace Blvd - Mathog Rd	45	14.2	9.6	23.8	0.13	19.7	D
Mathog Rd - Fern Hill Dr	45	41.6	33.1	74.7	0.46	22.0	C
Total		**126.2**	**270.8**	**397.0**	**1.40**	**12.7**	**F**

Red text: LOS is worse than target LOS D.

Table 5-2 No-Build Opening Year (2025) Arterial LOS Results - PM Peak Period

Segments	Flow Speed (mph)	Running Time (s)	Signal Delay (s)	Travel Time (s)	Distance (mi)	Arterial Speed (mph)	Arterial LOS
Gibsonton Drive - Eastbound							
W/of Fern Hill - Fern Hill Dr	45	28.1	36.0	64.1	0.27	15.2	E
Fern Hill Dr - Mathog Rd	45	41.6	5.6	47.2	0.46	34.9	B
Mathog Rd - Park Pl Ave	45	14.2	4.8	19.0	0.13	24.7	C
Park Pl Ave - US 301	45	28.1	199.0	227.1	0.28	4.5	F
Total		**112.0**	**245.4**	**357.4**	**1.14**	**11.5**	**F**
Gibsonton Drive - Westbound							
E/of US 301 - US 301	45	42.3	148.0	190.3	0.53	10.0	F
US 301 - Alafia Trace Blvd	45	28.1	24.6	52.7	0.28	19.4	D
Alafia Trace Blvd - Mathog Rd	45	14.2	4.1	18.3	0.13	25.6	C
Mathog Rd - Fern Hill Dr	45	41.6	11.9	53.5	0.46	30.8	B
Total		**126.2**	**188.6**	**314.8**	**1.40**	**16.0**	**E**

Red text: LOS is worse than target LOS D.

An analysis of the four (4) signalized intersections was performed under Opening Year (2025) No-Build conditions using optimizing signal phasing/timing with all signal cycles the same length. **Table 5-3** shows the delay and LOS results for the AM and PM peak hours in Opening Year (2025) No-Build conditions. The Fern Hill Drive intersection has Hillsborough County CIP# 6960311 improvements implemented in the Opening Year (2025) which contributes to less delay when compared to Existing Year (2022) results. The results show that the US 301 intersection is failing during both the AM and PM peak periods. The other three (3) study intersections are forecasted to meet the LOS target D for the overall intersection but exhibit failing northbound and southbound approaches during both the AM and PM peak periods.

Table 5-3 Intersection Delay and LOS Results – No-Build Opening Year (2025)

Intersection	Approach	Movement	AM Peak Hour				PM Peak Hour			
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Fern Hill Drive	Eastbound	EB Left	97.3	F	31.1	C	108.0	F	33.7	C
		EB Thru	30.8	C			34.4	C		
		EB Right	3.2	A			4.2	A		
	Westbound	WB Left	102.2	F	28.8	C	128.1	F	24.9	C
		WB Thru-Right	25.7	C			17.2	B		
		WB Right	27.7	C			18.1	B		
	Northbound	NB Left	93.5	F	89.4	F	120.0	F	106.1	F
		NB Thru	58.9	E			73.2	E		
		NB Right	60.2	E			78.9	E		
	Southbound	SB Left	82.0	F	338.1	F	96.4	F	362.8	F
		SB Thru	78.3	E			89.8	F		
		SB Right	430.4	F			518.9	F		
	Intersection		**Overall**		**43.0**	**D**	**Overall**		**46.5**	**D**
Mathog Road	Eastbound	EB Left	102.1	F	26.6	C	89.8	F	28.9	C
		EB Thru	25.1	C			28.7	C		
		EB Right	0.0	A			0.0	A		
	Westbound	WB Left	73.9	E	6.7	A	79.8	E	5.5	A
		WB Thru	3.9	A			2.9	A		
		WB Right	3.8	A			2.8	A		
	Northbound	NB Left	106.1	F	95.2	F	106.1	F	96.9	F
		NB Thru	64.3	E			74.4	E		
		NB Right	67.1	E			77.9	E		
	Southbound	SB Left-Thru-Right	79.7	E	79.7	E	89.5	F	89.5	F
	Intersection		**Overall**		**18.8**	**B**	**Overall**		**20.6**	**C**
Park Place Avenue/ Alafia Trace Blvd	Eastbound	EB Left	103.7	F	20.3	C	89.1	F	22.4	C
		EB Thru	18.8	B			22.8	C		
		EB Right	7.9	A			10.0	B		
	Westbound	WB Left	77.2	E	19.9	B	89.2	F	19.9	B
		WB Thru	18.6	B			15.1	B		
		WB Right	18.6	B			15.1	B		
	Northbound	NB Left	95.7	F	88.5	F	95.0	F	100.1	F
		NB Thru-Right	68.2	E			104.3	F		
	Southbound	SB Left	70.6	E	67.8	E	92.9	F	82.1	F
		SB Thru-right	66.8	E			77.0	E		
	Intersection		**Overall**		**23.5**	**C**	**Overall**		**25.9**	**C**
US 301	Eastbound	EB Left	222.3	F	140.1	F	228.8	F	186.4	F
		EB Thru	168.4	F			224.7	F		
		EB Right	51.6	D			81.2	F		
	Westbound	WB Left	240.6	F	185.6	F	268.5	F	157.5	F
		WB Thru	227.7	F			154.7	F		
		WB Right	38.5	D			24.6	C		
	Northbound	NB Left	128.9	F	151.4	F	235.4	F	103.4	F
		NB Thru	172.3	F			73.3	E		
		NB Right	11.6	B			22.7	C		
	Southbound	SB Left	234.6	F	98.1	F	107.9	F	139.2	F
		SB Thru	75.5	E			166.7	F		
		SB Right	46.0	D			21.7	C		
	Intersection		**Overall**		**146.3**	**F**	**Overall**		**146.7**	**F**

Red text: LOS is worse than target LOS D.

5.2.2 Design Year (2045) No-Build Analysis

Arterial LOS results for the No-Build Alternative in Design Year (2045) AM and PM peak period are shown in **Table 5.4** and **Table 5-5,** respectively. Overall the Gibsonton Drive arterial is forecasted to have a LOS F in both the eastbound and westbound direction for the No-Build Alternative in Design Year (2045) in the AM and PM peak periods.

Table 5-4 No-Build Design Year (2045) Arterial LOS Results - AM Peak Period

Segments	Flow Speed (mph)	Running Time (s)	Signal Delay (s)	Travel Time (s)	Distance (mi)	Arterial Speed (mph)	Arterial LOS
Gibsonton Drive - Eastbound							
W/of Fern Hill - Fern Hill Dr	45	28.1	41.6	69.7	0.27	14.0	E
Fern Hill Dr - Mathog Rd	45	41.6	40.7	82.3	0.46	20.0	D
Mathog Rd - Park Pl Ave	45	14.2	9.9	24.1	0.13	19.5	D
Park Pl Ave - US 301	45	28.1	216.8	244.9	0.28	4.2	F
Total		**112.0**	**309.0**	**421.0**	**1.14**	**9.8**	**F**
Gibsonton Drive - Westbound							
E/of US 301 - US 301	45	42.3	352.0	394.3	0.53	4.8	F
US 301 - Alafia Trace Blvd	45	28.1	100.6	128.7	0.28	7.9	F
Alafia Trace Blvd - Mathog Rd	45	14.2	83.6	97.8	0.13	4.8	F
Mathog Rd - Fern Hill Dr	45	41.6	35.0	76.6	0.46	21.5	D
Total		**126.2**	**571.2**	**697.4**	**1.40**	**7.2**	**F**

Red text: LOS is worse than target LOS D.

Table 5-5 No-Build Design Year (2045) Arterial LOS Results - PM Peak Period

Segments	Flow Speed (mph)	Running Time (s)	Signal Delay (s)	Travel Time (s)	Distance (mi)	Arterial Speed (mph)	Arterial LOS
Gibsonton Drive - Eastbound							
W/of Fern Hill - Fern Hill Dr	45	28.1	47.6	75.7	0.27	12.9	F
Fern Hill Dr - Mathog Rd	45	41.6	69.1	110.7	0.46	14.9	E
Mathog Rd - Park Pl Ave	45	14.2	45.4	59.6	0.13	7.9	F
Park Pl Ave - US 301	45	28.1	354.5	382.6	0.28	2.7	F
Total		**112.0**	**516.6**	**628.6**	**1.14**	**6.5**	**F**
Gibsonton Drive - Westbound							
E/of US 301 - US 301	45	42.3	277.3	319.6	0.53	6.0	F
US 301 - Alafia Trace Blvd	45	28.1	36.2	64.3	0.28	15.9	E
Alafia Trace Blvd - Mathog Rd	45	14.2	15.2	29.4	0.13	16.0	E
Mathog Rd - Fern Hill Dr	45	41.6	21.6	63.2	0.46	26.0	C
Total		**126.2**	**350.3**	**476.5**	**1.40**	**10.6**	**F**

Red text: LOS is worse than target LOS D.

An analysis of the four signalized intersections was performed under Design Year (2045) No-Build conditions using existing signal phasing/timing. All Design Year (2045) No-Build Conditions SYNCHRO output results are provided in **Appendix F**.

Table 5-6 shows the delay and LOS results for the study intersections forecasted to occur in the Design Year (2045) with the No-Build Alternative. The Fern Hill Drive intersection is expected to have additional improvements from the *Gibsonton Drive IMR* (WPI Segment No.: 437650-2) implemented which improves delay and LOS at the intersection over the Existing Year (2022) results. At the US 301 intersection the results show failing LOS during both AM and PM peak periods. The Mathog Road intersection is also failing to meet target LOS during the AM peak period, but do meet LOS target D during the PM peak period. The Park Place Avenue intersection is also failing to meet LOS target D during both AM and PM peak periods.

Table 5-7 shows the 95th percentile queue results for the intersection movements. From the queue analysis results, it is reported that the 95th percentile queues the Fern Hill Drive intersection exceed existing storage capacity for the eastbound right turn movements, northbound left turn, and the southbound left turns. The Mathog Road and Park Place Avenue/Alafia Trace Blvd intersections also have several movements with reported queues that exceed provided capacity. The reported queues at the US 301 intersection are exceeding the provided capacity for almost all of the intersection movements.

Table 5-6 Intersection Delay and LOS Results – No-Build Design Year (2045)

Intersection	Approach	Movement	AM Peak Hour				PM Peak Hour			
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Fern Hill Drive	Eastbound	EB Left	123.6	F	43.2	D	123.6	F	45.8	D
		EB Thru	43.3	D			47.0	D		
		EB Right	9.3	A			11.0	B		
	Westbound	WB Left	101.1	F	34.4	C	130.7	F	28.1	C
		WB Thru-Right	31.5	C			20.6	C		
		WB Right	34.2	C			21.9	C		
	Northbound	NB Left	113.1	F	105.3	F	125.5	F	112.3	F
		NB Thru	70.4	E			81.3	E		
		NB Right	75.4	E			90.8	F		
	Southbound	SB Left	104.7	F	211.7	F	113.8	F	347.1	F
		SB Thru	95.6	F			100.9	F		
		SB Right	267.1	F			486.3	F		
	Intersection		**Overall**		**48.6**	**D**	**Overall**		**52.3**	**D**
Mathog Road	Eastbound	EB Left	110.4	F	53.9	D	107.9	F	86.6	F
		EB Thru	53.6	F			86.6	F		
		EB Right	0.0	A			0.0	A		
	Westbound	WB Left	127.2	F	72.0	E	144.1	F	14.8	B
		WB Thru	69.8	F			10.0	A		
		WB Right	70.5	F			10.0	A		
	Northbound	NB Left	225.8	F	190.7	F	192.7	F	162.2	F
		NB Thru	88.1	F			88.9	F		
		NB Right	92.3	F			93.7	F		
	Southbound	SB Left-Thru-Right	115.9	F	105.9	F	105.0	F	105.0	F
	Intersection		**Overall**		**69.2**	**E**	**Overall**		**54.8**	**D**
Park Place Avenue/ Alafia Trace Blvd	Eastbound	EB Left	159.9	F	34.1	C	114.5	F	59.6	E
		EB Thru	32.1	C			63.4	F		
		EB Right	7.0	A			9.7	A		
	Westbound	WB Left	119.7	F	89.4	F	134.4	F	31.9	C
		WB Thru	88.3	F			24.8	C		
		WB Right	89.1	F			26.1	C		
	Northbound	NB Left	219.9	F	187.9	F	181.1	F	234.9	F
		NB Thru-Right	89.9	F			273.6	F		
	Southbound	SB Left	93.7	F	89.3	F	120.9	F	103.5	F
		SB Thru-right	88.0	F			94.2	F		
	Intersection		**Overall**		**69.3**	**E**	**Overall**		**55.2**	**E**
US 301	Eastbound	EB Left	332.7	F	219.5	F	335.5	F	312.4	F
		EB Thru	238.2	F			391.8	F		
		EB Right	121.7	F			115.5	F		
	Westbound	WB Left	397.2	F	303.3	F	402.1	F	284.2	F
		WB Thru	378.1	F			298.0	F		
		WB Right	25.0	C			15.9	B		
	Northbound	NB Left	371.9	F	312.6	F	373.5	F	149.3	F
		NB Thru	328.5	F			84.4	F		
		NB Right	37.0	D			25.1	C		
	Southbound	SB Left	336.0	F	138.0	F	391.2	F	298.7	F
		SB Thru	107.1	F			319.1	F		
		SB Right	54.1	D			32.8	C		
	Intersection		**Overall**		**255.2**	**F**	**Overall**		**266.0**	**F**

Red text: LOS is worse than target LOS D.

Table 5-7 Intersection Queue Length Results – No-Build Design Year (2045)

Intersection	Movement	Available Storage (ft)	95th Percentile Queue (ft)	
			AM Peak	PM Peak
Fern Hill Drive	EB Left	420	316	316
	EB Thru	4650	1293	1534
	EB Right	200	249	293
	WB Left	450	m144	m306
	WB Thru-Right	2300	m652	m465
	NB Left	200	288	#197
	NB Thru	370	49	68
	NB Right	250	60	72
	SB Left	150	#175	#195
	SB Thru	185	28	85
	SB Right	150	82	88
Mathog Road	EB Left	200	m22	m13
	EB Thru	2280	#2274	#2668
	EB Right	350	m0	m0
	WB Left	200	m137	m#165
	WB Thru-Right	520	m#2189	m#2273
	NB Left	170	#261	#213
	NB Thru	290	31	24
	NB Right	200	17	23
	SB Left/Thru/Right	2430	53	35
Park Place Avenue/Alafia Trace Blvd	EB Left	240	m#80	m39
	EB Thru	540	m36	m54
	EB Right	510	m0	m0
	WB Left	305	m75	m189
	WB Thru-Right	1335	m116	m181
	NB Left	140	#528	#370
	NB Thru-Right	300	76	154
	SB Left	200	43	#66
	SB Thru-Right	370	56	48
US 301	EB Left	440	m#466	m#411
	EB Thru	1340	m#1446	m#1818
	EB Right	790	m#708	m#746
	WB Left	330	#1029	#1101
	WB Thru	4170	#2386	#2102
	WB Right	175	322	100
	NB Left	550	#878	#853
	NB Thru	7920	#2181	820
	NB Right	435	272	373
	SB Left	275	#527	#879
	SB Thru	3000	#1008	#1843
	SB Right	800	361	366

- 95th percentile volume exceeds capacity, queue may be longer,
m - Volume for 95th percentile queue is metered by upstream signal,
Red indicates 95th percentile volume exceeds capacity,
Note: Taper lengths were not included in the storage length.

5.3 BUILD ALTERNATIVE ANALYSIS

The Build Alternative traffic operational analysis utilized the proposed lane geometry presented in **Figure 5-3** and **Figure 5-4** for Opening Year (2025) and Design Year (2045), respectively. The analysis also utilized design hour volumes shown in **Figure 4-4** and **Figure 4-5**. All LOS operational analysis results for the Build Alternative are provided in **Appendix G**. A roll plot of the Build Alternative concept (subject to change pending Hillsborough County coordination)is provided in **Appendix H**.

5.3.1 Opening Year (2025) Build Analysis

Arterial LOS results for the Build Alternative in Opening Year (2025) AM and PM peak period are shown in **Table 5-8** and **Table 5-9,** respectively. Overall the Gibsonton Drive arterial is forecasted to be at LOS E for the Build Alternative in Opening Year (2025) due to failing delay times at the US 301 intersection. Only the westbound direction in the PM peak period meets the LOS target D. Though the results are better than the Existing (2022) Year and No-Build Opening Year (2025) arterial LOS results.

Table 5-8 Build Opening Year (2025) Arterial LOS Results - AM Peak Period

Segments	Flow Speed (mph)	Running Time (s)	Signal Delay (s)	Travel Time (s)	Distance (mi)	Arterial Speed (mph)	Arterial LOS
Gibsonton Drive - Eastbound							
W/of Fern Hill - Fern Hill Dr	45	28.1	32.1	60.2	0.27	16.2	E
Fern Hill Dr - Mathog Rd	45	41.6	2.4	44.0	0.46	37.4	A
Mathog Rd - Park Pl Ave	45	14.2	1.5	15.7	0.13	29.9	B
Park Pl Ave - US 301	45	28.1	116.1	144.2	0.28	7.1	F
Total		**112.0**	**152.1**	**264.1**	**1.14**	**15.6**	**E**
Gibsonton Drive - Westbound							
E/of US 301 - US 301	45	42.3	137.8	180.1	0.53	10.6	F
US 301 - Alafia Trace Blvd	45	28.1	7.5	35.6	0.28	28.7	B
Alafia Trace Blvd - Mathog Rd	45	14.2	10.4	24.6	0.13	19.1	D
Mathog Rd - Fern Hill Dr	45	41.6	30.6	72.2	0.46	22.8	C
Total		**126.2**	**186.3**	**312.5**	**1.40**	**16.1**	**E**

Red text: LOS is worse than target LOS D.

Table 5-9 Build Opening Year (2025) Arterial LOS Results - PM Peak Period

Segments	Flow Speed (mph)	Running Time (s)	Signal Delay (s)	Travel Time (s)	Distance (mi)	Arterial Speed (mph)	Arterial LOS
Gibsonton Drive - Eastbound							
W/of Fern Hill - Fern Hill Dr	45	28.1	36.0	64.1	0.27	15.2	E
Fern Hill Dr - Mathog Rd	45	41.6	1.9	43.5	0.46	37.9	A
Mathog Rd - Park Pl Ave	45	14.2	5.7	19.9	0.13	23.6	C
Park Pl Ave - US 301	45	28.1	152.2	180.3	0.28	5.7	F
Total		**112.0**	**195.8**	**307.8**	**1.14**	**13.3**	**E**
Gibsonton Drive - Westbound							
E/of US 301 - US 301	45	42.3	99.5	141.8	0.53	13.4	E
US 301 - Alafia Trace Blvd	45	28.1	2.8	30.9	0.28	33.0	B
Alafia Trace Blvd - Mathog Rd	45	14.2	1.1	15.3	0.13	30.7	B
Mathog Rd - Fern Hill Dr	45	41.6	4.9	46.5	0.46	35.4	A
Total		**126.2**	**108.3**	**234.5**	**1.40**	**21.5**	**D**

Red text: LOS is worse than target LOS D.

For the Build Alternative analysis all four (4) study intersections were evaluated under signal control with SYNCHRO optimized signal timings. All Opening Year (2025) Build Conditions SYNCHRO output results are provided in **Appendix G**.

Table 5-10 shows the delay and LOS results for the Opening Year (2025) Build conditions during the AM and PM peak periods. The US 301 intersection is reported to have failing LOS during both AM and PM peak periods even with the additional eastbound and westbound thru lanes provided in the Build Alternative. All other study intersections meet the overall intersection LOS target D during both AM and PM peak periods. The results are better compared to the Opening Year (2025) No-Build conditions.

Table 5-10 Intersection Delay and LOS Results – Build Opening Year (2025)

Intersection	Approach	Movement	AM Peak Hour				PM Peak Hour			
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Fern Hill Drive	Eastbound	EB Left	97.3	F	31.1	C	108.0	F	33.7	C
		EB Thru	30.8	C			34.4	C		
		EB Right	3.2	A			4.2	A		
	Westbound	WB Left	102.2	F	28.8	C	128.1	F	24.9	C
		WB Thru	25.7	C			17.2	B		
		WB Right	27.7	C			18.1	B		
	Northbound	NB Left	93.5	F	89.4	F	120.0	F	106.1	F
		NB Thru	58.9	E			73.2	E		
		NB Right	60.2	E			78.9	E		
	Southbound	SB Left	82.0	F	338.1	F	96.4	F	362.8	F
		SB Thru	78.3	E			89.8	F		
		SB Right	430.4	F			518.9	F		
	Intersection		**Overall**		**43.0**	**D**	**Overall**		**46.5**	**D**
Mathog Road	Eastbound	EB Left	102.1	F	26.5	C	81.2	F	13.4	B
		EB Thru	26.0	C			13.2	B		
		EB Right	0.0	A			0.0	A		
	Westbound	WB Left	49.2	D	3.0	A	98.1	F	4.4	A
		WB Thru	0.8	A			0.9	A		
		WB Right	1.5	A			1.6	A		
	Northbound	NB Left	85.7	F	80.3	F	96.8	F	90.5	F
		NB Thru	63.8	E			74.3	E		
		NB Right	66.5	E			77.7	E		
	Southbound	SB Left-Thru-Right	79.7	E	79.7	E	89.5	F	89.5	F
	Intersection		**Overall**		**16.6**	**B**	**Overall**		**12.4**	**B**
Park Place Avenue/ Alafia Trace Blvd	Eastbound	EB Left	100.0	F	22.2	C	79.1	E	15.9	B
		EB Thru	20.8	C			15.7	B		
		EB Right	12.7	B			10.4	B		
	Westbound	WB Left	66.7	E	13.7	B	87.7	F	20.1	C
		WB Thru	12.5	B			15.4	B		
		WB Right	12.6	B			15.5	B		
	Northbound	NB Left	78.6	E	75.3	E	88.8	F	90.2	F
		NB Right	65.8	E			91.4	F		
	Southbound	SB Left	68.2	E	65.5	E	92.0	F	81.5	F
		SB Thru-right	64.5	E			76.4	E		
	Intersection		**Overall**		**20.5**	**C**	**Overall**		**22.4**	**C**
US 301	Eastbound	EB Left	156.2	F	121.6	F	140.6	F	151.1	F
		EB Thru	138.6	F			170.6	F		
		EB Right	75.6	F			114.6	F		
	Westbound	WB Left	177.8	F	120.0	F	203.0	F	108.4	F
		WB Thru	143.5	F			100.5	F		
		WB Right	23.2	C			30.9	C		
	Northbound	NB Left	76.9	F	105.2	F	187.7	F	84.5	F
		NB Thru	121.5	F			62.3	E		
		NB Right	21.0	C			17.1	B		
	Southbound	SB Left	165.3	F	81.9	F	96.0	F	100.9	F
		SB Thru	69.7	E			112.5	F		
		SB Right	42.7	D			36.1	D		
	Intersection		**Overall**		**108.9**	**F**	**Overall**		**111.4**	**F**

Red text: LOS is worse than target LOS D.

5.3.2 Design Year (2045) Build Analysis

Arterial LOS results for the Build Alternative in Design Year (2045) AM and PM peak period are shown in **Table 5-11** and **Table 5-12,** respectively. Overall the Gibsonton Drive arterial is forecasted at LOS F for the Build Alternative in Design Year (2045). The overall arterial travel time, in the AM peak period, improves by 72.8 seconds in the eastbound direction and 252.6 seconds in the westbound direction. In the PM peak period, the overall arterial travel time improves by 137.2 seconds in the eastbound direction and 138.1 seconds in the westbound direction compared to the No-Build (2045) conditions. Arterial LOS for the Build Alternative is being impacted by delay experienced at the US 301 intersection. Though the arterial speed is better on eastbound direction compared to the Opening Year (2025) Build arterial results. The geometries at Fern Hill Drive intersection changes in the Design Year (2045) Build alternative, which impacts the traffic flow throughout the corridor.

Table 5-11 Build Design Year (2045) Arterial LOS Results - AM Peak Period

Segments	Flow Speed (mph)	Running Time (s)	Signal Delay (s)	Travel Time (s)	Distance (mi)	Arterial Speed (mph)	Arterial LOS
Gibsonton Drive - Eastbound							
W/of Fern Hill - Fern Hill Dr	45	28.0	40.6	68.6	0.27	14.1	E
Fern Hill Dr - Mathog Rd	45	41.6	6.9	48.5	0.46	34.0	B
Mathog Rd - Park Pl Ave	45	14.2	2.4	16.6	0.13	28.3	B
Park Pl Ave - US 301	45	28.1	186.4	214.5	0.28	4.8	F
Total		**111.9**	**236.3**	**348.2**	**1.14**	**11.8**	**F**
Gibsonton Drive - Westbound							
E/of US 301 - US 301	45	42.3	259.6	301.9	0.53	6.3	F
US 301 - Alafia Trace Blvd	45	28.1	14.4	42.5	0.28	24.0	C
Alafia Trace Blvd - Mathog Rd	45	14.2	3.4	17.6	0.13	26.7	C
Mathog Rd - Fern Hill Dr	45	41.6	41.2	82.8	0.46	19.9	D
Total		**126.2**	**318.6**	**444.8**	**1.40**	**11.3**	**F**

Red text: LOS is worse than target LOS D.

Table 5-12 Build Design Year (2045) Arterial LOS Results - PM Peak Period

Segments	Flow Speed (mph)	Running Time (s)	Signal Delay (s)	Travel Time (s)	Distance (mi)	Arterial Speed (mph)	Arterial LOS
Gibsonton Drive - Eastbound							
W/of Fern Hill - Fern Hill Dr	45	28.0	47.6	75.6	0.27	12.8	F
Fern Hill Dr - Mathog Rd	45	41.6	57.2	98.8	0.46	16.7	E
Mathog Rd - Park Pl Ave	45	14.2	4.2	18.4	0.13	25.5	C
Park Pl Ave - US 301	45	28.1	270.5	298.6	0.28	3.4	F
Total		**111.9**	**379.5**	**491.4**	**1.14**	**8.4**	**F**
Gibsonton Drive - Westbound							
E/of US 301 - US 301	45	42.3	179.3	221.6	0.53	8.6	F
US 301 - Alafia Trace Blvd	45	28.1	8.9	37.0	0.28	27.6	C
Alafia Trace Blvd - Mathog Rd	45	14.2	2.9	17.1	0.13	27.4	C
Mathog Rd - Fern Hill Dr	45	41.6	21.1	62.7	0.46	26.3	C
Total		**126.2**	**212.2**	**338.4**	**1.40**	**14.9**	**E**

Red text: LOS is worse than target LOS D.

An analysis of the four signalized intersections was performed under Design Year (2045) Build conditions using SYNCHRO optimized signal phasing/timing. All Design Year (2045) Build Conditions SYNCHRO output results are provided in **Appendix G**.

Table 5-13 shows the delay and LOS results for the study intersections forecasted to occur in the Design Year (2045) AM and PM peak periods. The US 301 intersection is forecasted to have failing LOS during both AM and PM peak periods due to demand exceeding the capacity of the intersection. The Build Alternative reduced overall intersection delay by 58.4 seconds in the AM and 61.1 seconds in the PM peak periods compared to the No-Build (2045) Alternative. The heavier peak traffic movements on the Gibsonton Drive approaches (WB in AM and EB in PM) improves by 71.6 seconds and 37.7 seconds respectively. Further analysis, presented later in this section, was completed for the US 301 intersection to increase capacity, reduce intersection delay and meet target LOS. All other study intersections meet the overall intersection LOS target D during both AM and PM peak periods.

Table 5-14 shows the 95th percentile queue results for the intersection movements in the Design Year (2045) condition. The queue analysis results show that the westbound left movement at the Fern Hill Drive intersection has a 95th percentile queue volume that exceeds capacity so the queue may be longer than the 422 ft reported in the PM Peak period. Most of the movements at the US 301 intersection are expected to exceed the capacity for the reported 95th percentile queue lengths.

Table 5-13 Intersection Delay and LOS Results – Build Design Year (2045)

Intersection	Approach	Movement	AM Peak Hour				PM Peak Hour			
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Fern Hill Drive	Eastbound	EB Left	123.6	F	41.7	D	123.6	F	45.2	D
		EB Thru	42.1	D			47.0	D		
		EB Right	4.7	A			6.7	A		
	Westbound	WB Left	104.0	F	34.5	C	130.7	F	28.1	C
		WB Thru	31.5	C			20.6	C		
		WB Right	34.2	C			21.9	C		
	Northbound	NB Left	113.1	F	105.3	F	125.5	F	112.3	F
		NB Thru	70.4	E			81.3	F		
		NB Right	75.4	F			90.8	F		
	Southbound	SB Left	104.7	F	211.7	F	113.8	F	347.1	F
		SB Thru	95.6	F			100.9	F		
		SB Right	267.1	F			486.3	F		
	Intersection		**Overall**		**48.0**	**D**	**Overall**		**52.0**	**D**
Mathog Road	Eastbound	EB Left	101.3	F	29.7	C	133.1	F	31.0	C
		EB Thru	29.3	C			30.8	C		
		EB Right	0.0	A			0.0	A		
	Westbound	WB Left	76.4	E	4.1	A	78.8	E	3.9	A
		WB Thru	1.3	A			0.9	A		
		WB Right	2.4	A			1.6	A		
	Northbound	NB Left	118.1	F	110.3	F	117.8	F	109.5	F
		NB Thru	84.7	F			86.7	F		
		NB Right	88.5	F			91.0	F		
	Southbound	SB Left-Thru-Right	105.9	F	105.9	F	105.0	F	105.0	F
	Intersection		**Overall**		**19.6**	**B**	**Overall**		**20.9**	**C**
Park Place Avenue/ Alafia Trace Blvd	Eastbound	EB Left	102.6	F	29.7	C	101.3	F	36.0	D
		EB Thru	28.5	C			36.8	D		
		EB Right	13.5	B			19.1	B		
	Westbound	WB Left	95.6	F	29.9	C	86.7	F	22.5	C
		WB Thru	28.3	C			18.3	B		
		WB Right	28.8	C			18.6	B		
	Northbound	NB Left	109.3	F	101.9	F	102.2	F	111.1	F
		NB Right	79.4	E			117.4	F		
	Southbound	SB Left	83.1	F	79.1	E	108.9	F	93.2	F
		SB Thru-right	77.9	E			84.8	F		
	Intersection		**Overall**		**33.2**	**C**	**Overall**		**33.6**	**C**
US 301	Eastbound	EB Left	276.4	F	209.9	F	274.6	F	274.7	F
		EB Thru	208.3	F			310.8	F		
		EB Right	175.3	F			191.0	F		
	Westbound	WB Left	308.5	F	231.7	F	336.6	F	198.7	F
		WB Thru	283.5	F			193.3	F		
		WB Right	32.4	C			32.0	C		
	Northbound	NB Left	148.9	F	204.3	F	301.6	F	135.7	F
		NB Thru	237.3	F			94.2	F		
		NB Right	27.7	C			23.0	C		
	Southbound	SB Left	267.7	F	122.9	F	145.2	F	200.9	F
		SB Thru	108.2	F			243.0	F		
		SB Right	23.6	C			51.7	D		
	Intersection		**Overall**		**196.8**	**F**	**Overall**		**204.9**	**F**

Red text: LOS is worse than target LOS D.

Table 5-14 Intersection Queue Lengths for Build Alternative Design Year (2045)

Intersection	Movement	Available Storage (ft)	95th Percentile Queue (ft)	
			AM Peak	PM Peak
Fern Hill Drive	EB Left	420	316	316
	EB Thru	4650	1278	1534
	EB Right	200	57	119
	WB Left	450	m205	#471
	WB Thru-Right	2300	843	909
	NB Left	200	#288	#197
	NB Thru	370	49	68
	NB Right	250	60	72
	SB Left	150	#175	#195
	SB Thru	185	28	85
	SB Right	150	82	88
Mathog Road	EB Left	200	m22	m12
	EB Thru	2280	647	1600
	EB Right	350	m6	m291
	WB Left	200	m178	m197
	WB Thru-Right	520	187	144
	NB Left	170	187	158
	NB Thru	290	29	23
	NB Right	200	17	22
	SB Left/Thru/Right	2430	53	35
Park Place Avenue/ Alafia Trace Blvd	EB Left	240	m107	m54
	EB Thru	540	15	61
	EB Right	350	m0	m1
	WB Left	305	m86	m227
	WB Thru-Right	1335	m116	m119
	NB Left	140	#398	268
	NB Thru-Right	300	57	92
	SB Left	200	40	54
	SB Thru-Right	370	52	45
US 301	EB Left	440	#569	#548
	EB Thru	1340	#1055	#1396
	EB Right	790	#1521	#1286
	WB Left	330	#981	#1065
	WB Thru	4170	#1555	#1324
	WB Right	175	363	131
	NB Left	550	#720	#817
	NB Thru	7920	#2043	#871
	NB Right	435	230	254
	SB Left	275	#503	#709
	SB Thru	3000	#1010	#1743
	SB Right	800	184	469

- 95th percentile volume exceeds capacity, queue may be longer,
m - Volume for 95th percentile queue is metered by upstream signal,
Red indicates 95th percentile volume exceeds capacity,
Note: Taper lengths were not included in the storage length.

Due to failing LOS results and long delays at the US 301 intersection for the Design Year (2045), additional improvements along Gibsonton Drive at the US 301 intersection were evaluated in SYNCHRO for the Build Alternative. These additional turn lane improvements were added to help further reduce intersection delay and improve the overall intersection results. The improvements include one additional eastbound right turn lane and one additional westbound left turn lane along Gibsonton Drive at the US 301 intersection.

The overall intersection is reported to still fail in the Design Year (2045) with these additional turn lane improvements. From the results, it was observed that the overall intersection delay was reduced by 12.7% in the AM peak hour and by 13.6% in the PM peak hour with these additional turn lane improvements over just the widening improvements. The 95th percentile queue lengths were also reduced significantly for those two movements. **Table 5-15** shows the delay and LOS results for the intersection with additional turn lane improvements and **Table 5-16** shows the 95th percentile queue results. **Figure 5-5** shows the proposed lane geometry and signal control for the Design Year (2045) Build Alternative that includes the US 301 intersection turn lane improvements.

To improve the results further at US 301 intersection, an analysis was performed in SYNCHRO that considers a full buildout condition that includes eight (8) thru lanes on US 301 and Gibsonton Drive with triple left turn lanes and dual right turn lanes at all four (4) approaches. The overall intersection was still failing to meet the LOS target D for Design Year (2045) despite all these additional lane improvements. Hence, these results from the full buildout condition are not shown in the PTAR. Additional improvements that could be evaluated at the US 301 intersection to meet target LOS would include innovative intersections designs such as a full displaced left turn intersection or grade separation.

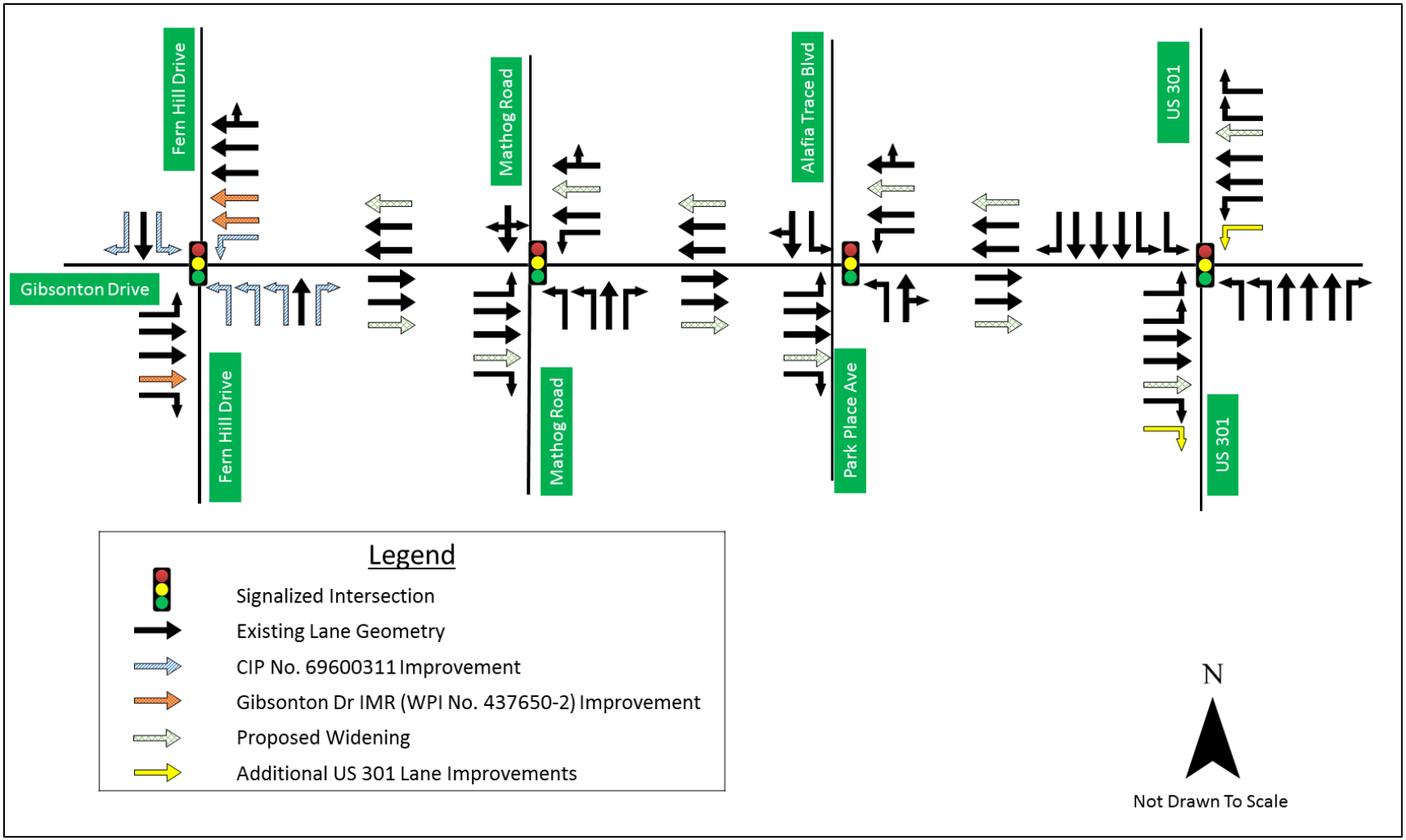


Figure 5-5 Design Year (2045) Build Alternative Lane Geometry and Traffic Control with additional US 301 Intersection Improvements

Table 5-15 Build Design Year (2045) Delay and LOS Results with additional US 301 Intersection Improvements

Intersection	Approach	Movement	AM Peak Hour				PM Peak Hour			
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
US 301	Eastbound	EB Left	277.2	F			235.7	F		
		EB Thru	115.8	F	114.8	F	216.1	F	175.1	F
		EB Right	21.6	C			46.4	D		
	Westbound	WB Left	160.1	F			254.9	F		
		WB Thru	283.5	F	213.6	F	262.9	F	234.8	F
		WB Right	32.4	C			13.7	B		
	Northbound	NB Left	153.9	F			262.4	F		
		NB Thru	237.3	F	205.7	F	81.5	F	124.5	F
		NB Right	33.7	C			57.9	E		
	Southbound	SB Left	267.7	F			114.7	F		
		SB Thru	105.6	F	125.2	F	220.0	F	175.2	F
		SB Right	52.1	D			19.6	B		
	Intersection		**Overall**		**171.7**	**F**	**Overall**		**177.1**	**F**

Red text: LOS is worse than target LOS D.

Table 5-16 Build Design Year (2045) Queue Length Results with additional US 301 Intersection Improvements

Intersection	Movement	Available Storage (ft)	95th Percentile Queue (ft)	
			AM Peak	PM Peak
US 301	EB Left	440	#570	m#473
	EB Thru	1340	#931	#1162
	EB Right	790	306	391
	WB Left	330	#432	#461
	WB Thru	4170	#1555	#1246
	WB Right	175	363	84
	NB Left	550	#726	#705
	NB Thru	7920	#2043	#760
	NB Right	435	258	438
	SB Left	275	#503	#603
	SB Thru	3000	#1004	#1505
	SB Right	800	353	241

- 95th percentile volume exceeds capacity, queue may be longer,
m - Volume for 95th percentile queue is metered by upstream signal,
Red indicates 95th percentile volume exceeds capacity,
Note: Taper lengths were not included in the storage length.

SECTION 6 SUMMARY OF ANALYSIS RESULTS

The Gibsonton Drive corridor from east of Fern Hill Drive to US 301 provides a critical connection for vehicles accessing I-75 to the west and US 301 to the east in Hillsborough County, Florida. The Existing Year (2022) operational analysis found that the arterial operates at LOS F in the PM peak period for both eastbound and westbound directions. Furthermore, the Fern Hill Drive and US 301 intersections do not meet target LOS D in both the AM and PM peak periods for the overall intersection.

A five (5) year historic crash analysis (2018 – 2022) found 910 total crashes and 2 fatal crashes for the corridor with most of the crashes occurring at the signalized intersections (86%). The US 301 intersection had the highest number of crashes (557) with the Fern Hill Drive intersection second highest (159). Rear end collisions (47%) were the most common type of collision and could be attributed to the congestion along the corridor and stopping unexpectedly at the signalized intersections. There were a total of six (6) bicycle related crashes and five (5) pedestrian related crashes reported along the corridor with no reported fatalities but four (4) of these crashes involved severe injuries.

As part of this PD&E Study, a Build Alternative for Gibsonton Drive was evaluated that consisted of widening Gibsonton Drive from 4-lane divided arterial typical section to a 6-lane divided urban facility with a 22-ft raised median. The Build Alternative included improvements at the Fern Hill Drive intersection that are being completed as part of the I-75 at Gibsonton Drive interchange project and Hillsborough County Improvement project and include the following intersection improvements: one (1) eastbound left turn lane, three (3) eastbound thru lanes, one (1) exclusive eastbound right turn lane, one (1) westbound left turn lane, five (5) westbound thru lanes with one (1) shared thru-right lane, three (3) exclusive northbound left turn lanes, one (1) northbound thru lane and one (1) exclusive northbound right turn lane, one (1) southbound left turn lane, one (1) southbound thru lane and one (1) southbound exclusive right turn lane. At the US 301 intersection additional improvements include an additional eastbound right turn lane and an additional westbound left turn lane.

Gibsonton Drive arterial LOS was evaluated using SYNCHRO software for the Build and No-Build alternative. A results comparison of the overall arterial speed and LOS for Design Year (2045) can be seen in **Table 6-1**. In the Build Alternative, arterial LOS does not meet target LOS D due to excessive intersection delay at US 301.

Table 6-1 Arterial Speed and LOS Results Comparison - Design Year (2045)

Gibsonton Drive	No-Build		Build	
	AM Peak Period (arterial speed/LOS)	PM Peak Period (arterial speed/LOS)	AM Peak Period (arterial speed/LOS)	PM Peak Period (arterial speed/LOS)
Eastbound	9.8 mph/LOS F	6.5 mph/LOS F	11.8 mph/ LOS F	8.4 mph/ LOS F
Westbound	7.2 mph/LOS F	10.6 mph/LOS F	11.3 mph/ LOS F	14.9 mph/ LOS E

As shown in **Table 6-2**, the Build Alternative improves the intersection delays compared to the No-Build Alternative. In the Build Alternative, additional turn lane improvements are shown at the US 301 intersection that further reduce the intersection delay and improves the overall intersection results over the No-Build Alternative but target LOS is not obtained. An additional operational analysis was completed for the US 301 intersection that considers a full buildout condition that evaluated eight (8) thru lanes on US 301 and Gibsonton Drive with triple left turn lanes and dual rights at all four (4) intersection approaches, but target LOS was still not reached. Hence, these results from the full buildout condition are not shown in the PTAR. In order to obtain target LOS at this intersection other intersection geometries would need to be evaluated (i.e. full displaced left turn, grade separation).

Table 6-2 Design Year (2045) Intersection Analysis Summary

Intersection	No-Build Alternative (2045)				Build Alternative (2045)			
	AM Peak		PM Peak		AM Peak		PM Peak	
	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
Fern Hill Drive	48.6	D	52.3	D	48.0	D	52.0	D
Mathog Road	69.2	E	54.8	D	19.6	B	20.9	C
Park Place Avenue/ Alafia Trace Blvd	69.3	E	55.2	E	33.2	C	33.6	C
US 301 (includes additional turn lane improvements)	255.2	F	266.0	F	171.7	F	177.1	F

Red text: LOS is worse than target LOS D.

Table 6-3 shows the queue lengths are also reduced for the Build conditions compared to the No-Build conditions. The widening of Gibsonton Drive will improve the capacity, operation and safety related to reduced congestion along Gibsonton Drive between I-75 and US 301.

Table 6-3 Design Year (2045) Queue Analysis Summary

Intersection	Movement	Available Storage (ft)	No-Build Alternative (2045) 95th Percentile Queue (ft)		Build Alternative (2045) 95th Percentile Queue (ft)	
			AM Peak	PM Peak	AM Peak	PM Peak
Fern Hill Drive	EB Left	420	316	316	316	316
	EB Thru	4650	1293	1534	1278	1534
	EB Right	200	249	293	57	119
	WB Left	450	m144	m306	m205	#471
	WB Thru-Right	2300	m652	m465	843	909
	NB Left	200	288	#197	#288	#197
	NB Thru	370	49	68	49	68
	NB Right	250	60	72	60	72
	SB Left	150	#175	#195	#175	#195
	SB Thru	185	28	85	28	85
	SB Right	150	82	88	82	88
Mathog Road	EB Left	200	m22	m13	m22	m12
	EB Thru	2280	#2274	#2668	647	1600
	EB Right	350	m0	m0	m6	m291
	WB Left	200	m137	m#165	m178	m197
	WB Thru-Right	520	m#2189	m#2273	187	144
	NB Left	170	#261	#213	187	158
	NB Thru	290	31	24	29	23
	NB Right	200	17	23	17	22
	SB Left-Thru-Right	2430	53	35	53	35
Park Place Avenue/ Alafia Trace Blvd	EB Left	240	m#80	m39	m107	m54
	EB Thru	540	m36	m54	15	61
	EB Right	510	m0	m0	m0	m1
	WB Left	305	m75	m189	m86	m227
	WB Thru-Right	1335	m116	m181	m116	m119
	NB Left	140	#528	#370	#398	268
	NB Thru-Right	300	76	154	57	92
	SB Left	200	43	#66	40	54
	SB Thru-Right	370	56	48	52	45
US 301 (includes additional turn lane improvements)	EB Left	440	m#466	m#411	#570	m#473
	EB Thru	1340	m#1446	m#1818	#931	#1162
	EB Right	790	m#708	m#746	306	391
	WB Left	330	#1029	#1101	#432	#461
	WB Thru	4170	#2386	#2102	#1555	#1246
	WB Right	175	322	100	363	84
	NB Left	550	#878	#853	#726	#705
	NB Thru	7920	#2181	820	#2043	#760
	NB Right	435	272	373	258	438
	SB Left	275	#527	#879	#503	#603
	SB Thru	3000	#1008	#1843	#1004	#1505
	SB Right	800	361	366	353	241

- 95th percentile volume exceeds capacity, queue may be longer,
m - Volume for 95th percentile queue is metered by upstream signal,
Red indicates 95th percentile volume exceeds capacity,
Note: Taper lengths were not included in the storage length.

APPENDICES

APPENDIX A	Traffic Methodology Memorandum
APPENDIX B	Traffic Data
APPENDIX C	Base Year Model Refinement and Forecast Volume Technical Memorandum
APPENDIX D	Existing Year (2022) Operational Analysis
APPENDIX E	Crash Data
APPENDIX F	No-Build Alternative Operational Analysis
APPENDIX G	Build Alternative Operational Analysis
APPENDIX H	Concept Plan Roll Plot

APPENDIX A Traffic Methodology Memorandum

TECHNICAL MEMORANDUM

Date:	November 14, 2022
Subject:	Traffic Methodology Memorandum Gibsonton Drive from Fern Hill Drive to US 301 PD&E Study Hillsborough County, Florida
FPID No.:	450438-1-22-01

This memorandum summarizes the traffic methodology to be followed in conducting the traffic analysis and preparing the *Project Traffic Analysis Report (PTAR)* for the Gibsonton Drive PD&E Study from Fern Hill Drive to US 301.

1. Traffic analysis will be performed in accordance with guidance from *2020 FDOT PD&E Manual*, *2021 FDOT Traffic Analysis Handbook and 2019 Project Traffic Forecasting Handbook*.
2. The area of influence (AOI) for this traffic study spans Gibsonton Drive from west of the intersection of Fern Hill Drive to east of the US 301 intersection. The east leg of the US 301 intersection is named Boyette Road. The four existing signalized intersections along Gibsonton Drive included in the traffic operational analysis are:
    - Fern Hill Drive
    - Mathog Road
    - Park Place Avenue/Alafia Trace Boulevard
    - US 301
3. Existing traffic volumes, data and conditions for Gibsonton Drive for the study limits will be obtained via Florida Traffic Online (FTO), field reviews, desktop reviews and collected traffic counts.
4. Several recent studies and projects have been and/or will be completed adjacent to the study area and will be reviewed for consistency purposes. These adjacent studies/projects include:
    - I-75 (SR 93A) at Gibsonton Drive from west of New East Bay Road to east of Fern Hill Drive (WPI # 437650-2) Interchange Modification Report (IMR)
    - I-75 (SR 93A) from Moccasin Wallow Road to South of US 301/State Road 43 (WPI# 419235-2)
    - Gibsonton Drive at Fern Hill Drive Intersection Improvements (CIP Project #: 69600311) Construction Duration – Mid-2022 to Mid-2023
5. Traffic counts were collected specifically for this study on October 11, 2022 through October 13, 2022.

72 hour bi-directional volume counts were obtained at:

- Gibsonton Drive between I-75 NB Ramps & Fern Hill Drive
- Gibsonton Drive between Mathog Road and Park Place Avenue/Alafia Trace Boulevard
- Gibsonton Drive between Park Place Avenue/Alafia Trace Boulevard & US 301
- Boyette Road east of US 301
- Fern Hill Drive north of Gibsonton Drive
- Fern Hill Drive south of Gibsonton Drive
- Mathog Road north of Gibsonton Drive
- Mathog Road south of Gibsonton Drive
- Alafia Trace Boulevard north of Gibsonton Drive
- Park Place Avenue south of Gibsonton Drive
- US 301 north of Gibsonton Drive
- US 301 south of Gibsonton Drive

72 hour bi-directional classification count were obtained at:

- Gibsonton Drive between Fern Hill Drive & Mathog Road

Peak hour turning movement counts were collected at the following four (4) study intersections:

- Gibsonton Drive at Fern Hill Drive
- Gibsonton Drive at Mathog Road
- Gibsonton Drive at Park Place Avenue/Alafia Trace Boulevard
- Gibsonton Drive at US 301

6. A five (5) year historic crash analysis (2017 – 2021) will be completed in accordance with Part 2, Chapter 2 of the PD&E Manual. The crash data will include the number and type of crashes, crash locations, number of fatalities and injuries, number of dark and wet road crashes, and estimates of property damage and economic loss. Project safety needs associated with the existing and future conditions will be identified.

   Gibsonton Drive is a county maintained roadway and the five (5) most recent years of crash data will be collected from the Signal Four Analytics database.

7. Traffic volume forecasts and operational analysis will be completed for the following analysis years:

   - Existing Year 2022
   - Opening Year 2025 (No-Build and feasible Build Alternatives)
   - Design Year 2045 (No-Build and feasible Build Alternatives)

8. Link volumes will be forecasted for Gibsonton Drive from west of Fern Hill Drive to US 301 and AM and PM turning movement volumes will be forecasted for the four (4) study intersections. Future year turning movement volumes will be balanced at each intersection based on driveways and side street between intersections.

9. Traffic factors for this study were developed from several data sources including existing traffic counts, historic information provided on FTO (2017 - 2021) and recommended traffic factors from

other adjacent studies for consistency purposes. Historic traffic data collected from FTO for the study area is provided as an attachment to this memorandum. The FTO sites that are to be utilized for this study include the following sites:

Table 1 FTO Sites

Site ID	Description
109165*	Gibsonton Dr, East of South US 41 Hwy (Telemetered)
105322	US 301, North of Pine Ave (Telemetered)
100446	US 301, South of Gibsonton Dr (Telemetered)
100008	US 301, South of Gibsonton Dr (Portable)

*This site is located on Gibsonton Dr east of US 41 and may not fully represent traffic conditions of the study area

FTO site IDs 109165, 105322, and 100446 are telemetered traffic monitoring sites (TTMS). FTO site ID 100008 is a portable traffic monitoring site (PTMS).

The study area is located within the Urban Area Boundary; therefore, a design hour factor or standard K factor of 9.0 will be used consistently through the study for both existing and future operational analysis.

The Directional Design factor (D-factor) for Gibsonton Drive and the side streets within the study area were calculated from the collected October 2022 collected traffic counts and compared to the adjacent *I-75 (SR 93A) at Gibsonton Drive from west of New East Bay Road to east of Fern Hill Drive* IMR traffic factor values and historic FTO data for consistency proposes. From the traffic count information the D-factor varied on Gibsonton Drive east of US 301 (a.k.a. Boyette Road), Fern Hill Drive and US 301 so separate D-Factors are provided for these roadway segments.

The daily Truck factor (T-factor) for Gibsonton Drive was calculated from the collected traffic count data and checked against historic FTO data (2017 – 2021) and adjacent study traffic factors. The T-factor for US 301 was averaged from FTO historic data (collected traffic counts did not include vehicle classification for US 301 and side streets). Minor side street truck factors will be obtained from recommended values provided in the *FDOT 2019 Project Traffic Forecasting Handbook*. The Design Hour Truck (DHT) factor was calculated by dividing the T-factor in half.

The design traffic factors that will be utilized for the study are summarized in **Table 2**.

Table 2 - Traffic Factors

Roadway	K (%)	D (%)	T24 (%)	DHT (%)
Gibsonton Drive (west of Fern Hill Dr to US 301)	9.0	52.5%	8%	4%
Boyette Road (east of US 301)	9.0	59.0%	8%	4%
US 301	9.0	60.0%	5%	3%
Fern Hill Drive	9.0	57.0%	4%	2%
Side streets (Mathog Rd, Alafia Trace Blvd/Park Place Ave)	9.0	52.5%	4%	2%

10. The Tampa Bay Regional Planning Model (TBRPM) Version 9.2 will be utilized to develop future year daily traffic volumes. Reviews of planned developments will be conducted to determine if there are any significant developments (Developments of Regional Impact – DRIs or Master Planned Unit Development – MPUD) within the study area, and confirm that the TBRPM v9.2 zonal data includes the planned development. Cost affordable planned and programmed transportation improvements will be coded into the horizon year TBRPM v9.2. The travel demand model will be run for the No-Build and six-lane Build alternative. Peak seasonal weekday average daily traffic (PSWADT) output volumes will be converted to Average Annual Daily Traffic (AADT) volumes using the model output conversion factor (MOCF). Model refinements and validation will be summarized in a *Base Year Model Refinement and Forecast Volume Technical Memorandum*.

    Linear growth rates determined from the travel demand model will be used to grow Existing Year 2022 AADT volumes to Opening Year 2025 and Design Year 2045 AADT volumes. The recommended linear growth rates for the roadway segments will be based on output results from the TBRPM, historic traffic trends and National Cooperative Highway Research Program (NCHRP) traffic volume smoothing methodologies.

    Directional Design Hour Volumes (DDHV) for the AM and PM peak period will be developed from the forecasted AADT volumes and design traffic factors defined in **Table 2** above. Turning movement percentages for intersections calculated from collected turning movement counts will be used to determine the future year turning movement volumes for the AM and PM peak periods. In summary, study peak hour turning movement volumes will be developed for the existing and future year scenarios using the following calculation:

    $$AADT\ x\ K\ x\ D\ x\ turning\ movement\ percentage$$

    The peak direction of traffic flow for Gibsonton Drive will be based on current traffic patterns observed during field reviews (and traffic counts). Forecasted turning movement volumes will be reasonably balanced between study intersections based on traffic entering and departing Gibsonton Drive on side streets and driveways.

11. Operational analysis will be completed for the existing conditions, the No-Build and Build Alternatives for Existing Year 2022, Opening Year 2025 and Design Year 2045. All LOS operational analysis for arterials and signalized intersections will be completed using SYNCHRO Version 11.1 (with Highway Capacity Manual 6th Edition outputs where applicable). Queue lengths for signalized intersections will also be obtained via SYNCHRO for the Build Alternative in Design Year (2045). Using the results from the project traffic operational analysis, intersection control, turn lane geometry and storage lanes will be determined. Intersection control evaluation (ICE) will not be completed for this study using CAP-X and SPICE spreadsheets as per the scope of services.

12. Operational effectiveness will be evaluated using performance measures of effectiveness (MOEs) such as delay (seconds per vehicle), speed (miles per hour) and LOS (A-F). A peak hour factor of 0.95 will be used for the SYNCHRO operational analysis. The acceptable LOS will be considered to

be “D” or better along the study corridor within the project limits. The acceptable LOS target is based on FDOT LOS Policy (Topic No.: 000-525-006) and the Hillsborough County 2020 Level of Service Report (https://www.hillsboroughcounty.org/library/hillsborough/media-center/documents/public-works/traffic/traffic-level-of-service-report.pdf).

13. Existing signal timing information will be obtained from maintaining agencies and used as a basis for evaluating the traffic operations of the study intersections.

14. Traffic data for the noise analysis will be provided for the Existing Year (2022), Opening Year (2025) and Design Year (2045) and will be included in the *Noise Study Report (NSR)*. Traffic data for noise analysis will be included in the *NSR* and the information that be provided includes:

    - LOS C directional hourly volumes
    - Demand peak hourly volumes (peak and off-peak directions)
    - Existing and proposed posted speed
    - Percentage of heavy trucks (HT) in the design hour
    - Percentage of medium trucks (MT) in the design hour
    - Percentage of buses in the design hour
    - Percentage of motorcycles (MC) in the design hour

15. Existing conditions, development of design traffic volumes and results of the traffic operational analysis and safety analysis will be documented in a *PTAR*.

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2021 HISTORICAL AADT REPORT

COUNTY: 10 - HILLSBOROUGH

SITE: 9165 - GIBSONTON DR, E OF S US 41 HWY

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2021	14200 C	E 7900	W 6300	9.00	56.90	8.30
2020	12500 X	0	0	9.00	58.10	8.10
2019	13000 X	0	0	9.00	58.90	7.20
2018	12500 X	0	0	9.00	59.70	5.70
2017	12100 6			9.00	59.60	7.90
2016	11900 V	E 6100	W 5800	9.00	57.00	6.80
2015	11700 R	E 6000	W 5700	9.00	56.80	6.90
2014	11700 T	E 6000	W 5700	9.00	58.60	9.10
2013	11700 S	E 6000	W 5700	9.00	58.20	7.20
2012	11700 F	E 6000	W 5700	9.00	59.00	6.60
2011	11700 C	E 6000	W 5700	9.00	57.20	5.60

Avg 58.6%

Avg 7.4%

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

COUNTY: 10
STATION: 9165
DESCRIPTION: GIBSONTON DR, E OF S US 41 HWY
START DATE: 09/29/2021
START TIME: 0000

	DIRECTION: E					DIRECTION: W					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	18	13	15	13	59	13	14	11	16	54	113
0100	15	12	6	6	39	8	10	21	6	45	84
0200	6	8	8	7	29	11	9	5	15	40	69
0300	12	21	11	25	69	4	12	14	21	51	120
0400	31	29	21	27	108	16	20	24	32	92	200
0500	25	33	48	69	175	42	59	92	127	320	495
0600	79	78	79	112	348	163	198	170	136	667	1015
0700	104	133	131	124	492	163	216	190	214	783	1275
0800	130	145	130	137	542	164	206	148	154	672	1214
0900	71	110	118	87	386	83	101	97	107	388	774
1000	106	109	111	91	417	85	77	120	97	379	796
1100	91	110	133	128	462	95	101	104	95	395	857
1200	123	100	102	109	434	84	97	99	118	398	832
1300	110	131	117	100	458	86	106	123	116	431	889
1400	129	126	140	148	543	108	120	123	110	461	1004
1500	167	153	170	175	665	126	140	124	160	550	1215
1600	177	161	180	174	692	149	241	247	166	803	1495
1700	188	179	153	153	673	47	43	48	51	189	862
1800	172	176	170	126	644	43	33	40	34	150	794
1900	108	116	95	77	396	38	32	20	24	114	510
2000	70	60	61	42	233	19	28	18	20	85	318
2100	49	38	45	26	158	18	11	10	12	51	209
2200	35	25	28	24	112	9	3	4	6	22	134
2300	32	22	14	13	81	5	8	2	3	18	99
24-HOUR TOTALS:					8215					7158	15373

PEAK VOLUME INFORMATION

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	800	542	715	784	730	1304
P.M.	1630	721	1600	803	1600	1495
DAILY	1630	721	1600	803	1600	1495

GENERATED BY SPS 5.0.55P

COUNTY: 10
STATION: 9165
DESCRIPTION: GIBSONTON DR, E OF S US 41 HWY
START DATE: 09/30/2021
START TIME: 0000

	DIRECTION: E					DIRECTION: W					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	12	15	18	7	52	1	1	1	0	3	55
0100	6	19	13	9	47	2	3	0	1	6	53
0200	4	11	12	8	35	1	0	0	2	3	38
0300	12	5	17	23	57	1	2	6	2	11	68
0400	19	18	26	14	77	7	6	4	11	28	105
0500	31	31	44	63	169	17	33	20	36	106	275
0600	82	68	94	91	335	35	47	60	49	191	526
0700	103	109	108	144	464	53	69	83	55	260	724
0800	148	172	153	110	583	47	44	30	22	143	726
0900	104	114	118	103	439	29	34	22	25	110	549
1000	110	77	115	115	417	21	25	24	11	81	498
1100	104	114	145	140	503	23	92	91	130	336	839
1200	132	116	110	91	449	113	107	125	123	468	917
1300	91	131	119	121	462	105	113	103	115	436	898
1400	113	143	148	134	538	126	129	122	113	490	1028
1500	159	158	197	193	707	113	130	122	179	544	1251
1600	196	166	197	189	748	185	147	145	147	624	1372
1700	208	183	203	197	791	132	150	177	151	610	1401
1800	191	192	187	117	687	147	151	122	143	563	1250
1900	114	103	71	70	358	98	91	76	78	343	701
2000	56	77	52	52	237	82	58	61	68	269	506
2100	53	41	44	39	177	42	45	46	33	166	343
2200	35	33	31	31	130	46	61	53	44	204	334
2300	17	19	17	22	75	39	37	33	26	135	210
24-HOUR TOTALS:					8537					6130	14667

PEAK VOLUME INFORMATION

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	745	617	700	260	730	801
P.M.	1700	791	1545	656	1730	1409
DAILY	1700	791	1545	656	1730	1409

GENERATED BY SPS 5.0.55P

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2021 HISTORICAL AADT REPORT

COUNTY: 10 - HILLSBOROUGH

SITE: 0446 - SR 43/US 301, S OF GIBSONTON DR.

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2021	56788 C	N 28557	S 28231	9.00	56.00	4.00
2020	51531 C	N 25828	S 25703	9.00	56.20	4.10
2019	54828 C	N 27540	S 27288	9.00	58.90	8.20

Avg 57.0%

Avg 5.4%

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2021 VEHICLE CLASS HISTORY DATA

COUNTY: 10 -- HILLSBOROUGH
SITE: 0446 DESCRIPTION: SR 43/US 301, S OF GIBSONTON DR.

		PASSENGER VEHICLES		TOTAL TRUCKS		SINGLE UNIT TRUCKS		COMBINATION TRAILER TRUCKS		MULTI TRAILER TRUCKS	
YEAR	AADT	%	VOLUME	%	VOLUME	%	VOLUME	%	VOLUME	%	VOLUME
2021	56788	96.04	54,539	3.96	2,249	2.94	1,670	1.02	579	0.00	0
2020	51531	95.89	49,413	4.11	2,118	3.01	1,551	1.10	567	0.00	0
2019	54828	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
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
2021 HISTORICAL AADT REPORT

COUNTY: 10 - HILLSBOROUGH

SITE: 5322 - SR 43/US 301, NORTH OF PINE AVE

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2021	38500 C	N 18500	S 20000	9.00	56.90	10.50
2020	45000 C	N 22000	S 23000	9.00	58.10	3.60
2019	44000 F	N 21500	S 22500	9.00	58.90	4.30
2018	43000 C	N 21000	S 22000	9.00	59.70	4.30
2017	44500 F	N 21500	S 23000	9.00	59.60	3.80
2016	43500 C	N 21000	S 22500	9.00	57.00	3.80
2015	42000 C	N 20000	S 22000	9.00	56.80	5.00
2014	37500 F	N 18500	S 19000	9.00	58.60	3.80
2013	37500 C	N 18500	S 19000	9.00	58.20	3.80
2012	35500 C	N 17000	S 18500	9.00	59.00	3.80
2011	33500 C	N 16500	S 17000	9.00	57.20	3.70
2010	33500 C	N 16000	S 17500	9.51	56.00	3.90
2009	32000 F	N 15000	S 17000	9.54	55.72	6.90
2008	33000 C	N 15500	S 17500	9.13	55.29	7.00
2007	32500 C	N 15500	S 17000	9.52	56.79	5.90
2006	33500 C	N 16000	S 17500	9.41	55.29	5.60

Avg 58.6%

Avg 5.3%

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

COUNTY: 10
STATION: 5322
DESCRIPTION: SR 43/US 301, NORTH OF PINE AVE
START DATE: 09/28/2021
START TIME: 0000

	DIRECTION: N					DIRECTION: S					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	38	31	20	24	113	50	48	47	43	188	301
0100	26	22	32	21	101	35	36	25	25	121	222
0200	21	18	12	20	71	27	23	15	23	88	159
0300	18	37	33	40	128	10	21	27	22	80	208
0400	42	37	67	61	207	14	20	26	48	108	315
0500	65	86	152	185	488	41	44	64	85	234	722
0600	229	320	389	415	1353	112	165	205	185	667	2020
0700	472	375	282	336	1465	199	340	294	328	1161	2626
0800	299	372	270	296	1237	363	289	282	243	1177	2414
0900	355	320	296	379	1350	206	232	248	242	928	2278
1000	310	326	325	315	1276	239	289	279	281	1088	2364
1100	301	277	337	308	1223	260	300	316	310	1186	2409
1200	346	327	338	296	1307	315	331	328	346	1320	2627
1300	331	332	334	304	1301	344	320	335	308	1307	2608
1400	333	300	237	220	1090	359	363	340	352	1414	2504
1500	231	196	300	190	917	415	394	425	407	1641	2558
1600	250	215	258	263	986	425	360	410	389	1584	2570
1700	305	211	249	241	1006	409	407	388	401	1605	2611
1800	254	231	258	234	977	402	387	321	300	1410	2387
1900	274	244	187	229	934	285	341	302	263	1191	2125
2000	166	173	182	159	680	235	240	230	278	983	1663
2100	132	132	116	92	472	203	178	165	145	691	1163
2200	84	79	77	68	308	126	112	117	82	437	745
2300	51	48	48	57	204	95	96	63	74	328	532
24-HOUR TOTALS:					19194					20937	40131

PEAK VOLUME INFORMATION

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	645	1544	715	1325	700	2626
P.M.	1200	1307	1515	1651	1630	2652
DAILY	630	1651	1515	1651	1630	2652

TRUCK PERCENTAGE 14.88 8.97 11.80

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
N	147	13331	2645	141	891	440	126	531	120	118	2	8	40	439	215	2856	19194
S	149	15711	2631	113	1140	156	110	117	102	114	1	3	22	0	568	1878	20937

GENERATED BY SPS 5.0.55P

COUNTY: 10
STATION: 5322
DESCRIPTION: SR 43/US 301, NORTH OF PINE AVE
START DATE: 09/29/2021
START TIME: 0000

	DIRECTION: N					DIRECTION: S					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	41	34	27	22	124	50	43	44	31	168	292
0100	25	35	27	20	107	35	36	32	26	129	236
0200	15	20	21	27	83	14	22	30	28	94	177
0300	20	34	26	44	124	22	22	22	23	89	213
0400	31	38	56	67	192	23	16	28	45	112	304
0500	80	88	151	171	490	41	51	77	87	256	746
0600	206	230	348	365	1149	115	167	201	198	681	1830
0700	424	409	306	278	1417	213	263	303	382	1161	2578
0800	333	373	340	307	1353	308	327	316	283	1234	2587
0900	290	299	325	332	1246	271	214	288	262	1035	2281
1000	307	349	310	308	1274	241	260	262	315	1078	2352
1100	312	299	322	300	1233	265	316	314	331	1226	2459
1200	302	305	311	329	1247	313	375	374	334	1396	2643
1300	273	201	167	157	798	305	365	368	354	1392	2190
1400	265	319	284	295	1163	337	348	325	384	1394	2557
1500	279	294	249	229	1051	369	342	330	339	1380	2431
1600	243	232	248	266	989	338	370	359	365	1432	2421
1700	245	255	267	250	1017	391	370	371	367	1499	2516
1800	255	257	200	237	949	356	341	311	254	1262	2211
1900	232	207	199	220	858	245	276	236	240	997	1855
2000	166	185	153	118	622	240	214	238	211	903	1525
2100	112	100	99	89	400	152	129	139	118	538	938
2200	104	78	57	54	293	129	121	93	84	427	720
2300	65	64	41	37	207	81	60	68	65	274	481
24-HOUR TOTALS:					18386					20157	38543

PEAK VOLUME INFORMATION

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	645	1504	745	1333	745	2657
P.M.	1200	1247	1700	1499	1200	2643
DAILY	630	1546	1700	1499	745	2657

TRUCK PERCENTAGE 14.59 8.43 11.37

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
N	148	12864	2524	148	938	361	101	457	115	82	2	8	40	430	168	2682	18386
S	144	15250	2494	110	1049	106	79	110	82	133	0	0	30	0	570	1699	20157

GENERATED BY SPS 5.0.55P

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2021 VEHICLE CLASS HISTORY DATA

COUNTY: 10 -- HILLSBOROUGH
SITE: 5322 DESCRIPTION: SR 43/US 301, NORTH OF PINE AVE

		PASSENGER VEHICLES		TOTAL TRUCKS		SINGLE UNIT TRUCKS		COMBINATION TRAILER TRUCKS		MULTI TRAILER TRUCKS	
YEAR	AADT	%	VOLUME	%	VOLUME	%	VOLUME	%	VOLUME	%	VOLUME
2021	38500	89.52	34,466	10.48	4,034	7.64	2,941	2.64	1,016	0.20	77
2020	45000	96.41	43,384	3.59	1,616	2.53	1,139	1.03	464	0.03	14
2018	43000	95.70	41,151	4.30	1,849	3.56	1,531	0.74	318	0.00	0
2016	43500	96.17	41,834	3.83	1,666	3.22	1,401	0.61	265	0.00	0
2015	42000	95.05	39,921	4.95	2,079	4.35	1,827	0.60	252	0.00	0
2013	37500	96.21	36,078	3.79	1,422	3.28	1,230	0.51	191	0.00	0
2012	35500	96.22	34,158	3.78	1,342	3.30	1,172	0.48	170	0.00	0
2011	33500	96.32	32,267	3.68	1,233	3.03	1,015	0.64	214	0.01	3
2010	33500	96.09	32,190	3.91	1,310	3.20	1,072	0.71	238	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
TRANSPORTATION STATISTICS OFFICE
2021 HISTORICAL AADT REPORT

COUNTY: 10 - HILLSBOROUGH

SITE: 0008 - SR 43/US 301, S OF GIBSONTON DR

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2021	54000 C	N 26500	S 27500	9.00	56.90	8.70
2020	54500 C	N 27500	S 27000	9.00	58.10	3.40
2019	54500 F	N 27000	S 27500	9.00	58.90	4.10
2018	53500 C	N 26500	S 27000	9.00	59.70	4.10
2017	48500 F	N 22500	S 26000	9.00	59.60	4.50
2016	47500 C	N 22000	S 25500	9.00	57.00	4.50
2015	43500 C	N 20500	S 23000	9.00	56.80	3.70
2014	40000 C	N 18500	S 21500	9.00	58.60	4.10
2013	34500 C	N 16500	S 18000	9.00	58.20	3.50
2012	32000 C	N 15500	S 16500	9.00	59.00	3.60
2011	26500 E	N 13000	S 13500	9.00	57.20	6.50
2010	27000 C	N 13000	S 14000	9.51	56.00	6.40
2009	28500 C	N 14500	S 14000	9.54	55.72	6.90
2008	29000 C	N 14500	S 14500	9.13	55.29	5.60
2007	29000 F	N 14000	S 15000	9.52	56.79	5.60
2006	29000 C	N 14000	S 15000	9.41	55.29	5.60

Avg 58.6%

Avg 5.0%

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

COUNTY: 10
STATION: 0008
DESCRIPTION: SR 43/US 301, S OF GIBSONTON DR
START DATE: 10/05/2021
START TIME: 0000

	DIRECTION: N					DIRECTION: S					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	50	35	30	21	136	73	62	46	39	220	356
0100	21	12	20	13	66	35	30	39	29	133	199
0200	13	10	22	15	60	24	22	18	16	80	140
0300	17	22	25	30	94	16	22	25	29	92	186
0400	26	52	59	68	205	28	24	50	55	157	362
0500	74	122	166	199	561	43	65	85	120	313	874
0600	298	478	530	596	1902	131	199	240	328	898	2800
0700	647	620	539	603	2409	295	354	373	417	1439	3848
0800	548	519	531	468	2066	425	438	399	387	1649	3715
0900	468	453	457	494	1872	405	421	486	449	1761	3633
1000	403	475	456	408	1742	415	432	512	506	1865	3607
1100	414	400	459	481	1754	427	515	491	558	1991	3745
1200	455	511	484	451	1901	559	569	584	600	2312	4213
1300	420	486	526	539	1971	557	568	554	577	2256	4227
1400	425	386	351	361	1523	554	615	572	578	2319	3842
1500	363	523	494	427	1807	630	496	517	506	2149	3956
1600	464	439	425	423	1751	527	541	514	515	2097	3848
1700	457	471	480	445	1853	528	538	529	526	2121	3974
1800	398	432	402	363	1595	512	498	481	476	1967	3562
1900	322	341	309	303	1275	389	402	386	389	1566	2841
2000	257	210	220	185	872	328	320	285	256	1189	2061
2100	166	153	128	116	563	254	206	165	177	802	1365
2200	121	140	116	65	442	148	152	125	86	511	953
2300	71	45	61	48	225	100	70	65	69	304	529
24-HOUR TOTALS:					28645					30191	58836

PEAK VOLUME INFORMATION

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	700	2409	845	1699	745	3880
P.M.	1315	1976	1415	2395	1315	4229
DAILY	700	2409	1415	2395	1315	4229

TRUCK PERCENTAGE 9.86 7.13 8.46

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
N	365	20230	5027	579	1211	199	22	383	221	93	4	0	112	0	199	2824	28645
S	334	21739	5892	450	1083	138	18	245	121	56	0	0	41	0	74	2152	30191

GENERATED BY SPS 5.0.55P

COUNTY: 10
STATION: 0008
DESCRIPTION: SR 43/US 301, S OF GIBSONTON DR
START DATE: 10/06/2021
START TIME: 0000

	DIRECTION: N					DIRECTION: S					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	58	29	43	36	166	57	57	48	41	203	369
0100	29	31	21	23	104	30	32	33	26	121	225
0200	20	29	20	28	97	24	29	20	15	88	185
0300	27	37	49	43	156	26	23	16	24	89	245
0400	31	42	61	71	205	19	29	45	42	135	340
0500	88	124	150	184	546	53	60	88	104	305	851
0600	222	291	375	405	1293	150	200	270	344	964	2257
0700	427	373	329	364	1493	318	366	342	419	1445	2938
0800	342	296	416	486	1540	377	426	412	344	1559	3099
0900	428	438	463	454	1783	301	293	354	362	1310	3093
1000	439	457	411	437	1744	367	340	355	379	1441	3185
1100	444	384	439	378	1645	341	372	409	449	1571	3216
1200	429	393	386	396	1604	424	446	442	439	1751	3355
1300	362	460	398	417	1637	444	443	439	498	1824	3461
1400	422	488	493	445	1848	423	421	472	456	1772	3620
1500	413	464	432	409	1718	441	494	494	476	1905	3623
1600	455	412	452	464	1783	518	503	512	521	2054	3837
1700	448	519	419	471	1857	533	492	539	439	2003	3860
1800	387	470	428	384	1669	478	528	486	468	1960	3629
1900	357	373	301	299	1330	412	465	319	323	1519	2849
2000	264	230	235	201	930	308	312	295	265	1180	2110
2100	179	151	135	158	623	286	220	161	158	825	1448
2200	114	102	81	85	382	120	135	124	84	463	845
2300	75	57	68	57	257	92	101	90	68	351	608
24-HOUR TOTALS:					26410					26838	53248

PEAK VOLUME INFORMATION

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	845	1815	745	1634	830	3118
P.M.	1630	1883	1645	2085	1630	3941
DAILY	1630	1883	1645	2085	1630	3941

TRUCK PERCENTAGE 9.26 8.51 8.88

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
N	367	18681	4789	504	1090	149	13	349	185	78	4	0	73	0	128	2445	26410
S	343	19055	5053	456	1060	152	20	306	157	61	2	0	69	0	104	2283	26838

GENERATED BY SPS 5.0.55P

Site 9165* **Gibsonton Dr**

Year	D	T
2021	56.9%	8.3%
2020	58.1%	8.1%
2019	58.9%	7.2%
2018	59.7%	5.7%
2017	59.6%	7.9%
Avg	**59%**	**7.4%**

*Site far from I-75, closer to US 41

Site 5322 **US 301, North of Pine Ave**

Year	D	T
2021	56.9%	10.5%
2020	58.1%	3.6%
2019	58.9%	4.3%
2018	59.7%	4.3%
2017	59.6%	3.8%
Avg	**58.6%**	**5.3%**

Site 0446 **US 301, S of Gibsonton**

Year	D	T
2021	56.0%	4.0%
2020	56.2%	4.1%
2019	58.9%	8.2%
Avg	**57%**	**5.4%**

Site 0008 **US 301, S of Gibsonton**

Year	D	T
2021	56.9%	8.7%
2020	58.1%	3.4%
2019	58.9%	4.1%
2018	59.7%	4.1%
2017	59.6%	4.5%
Avg	**59%**	**5.0%**

Site 5735 **Boyette Rd, E of Balm Riverview**

Year	D	T
2021	56.9%	11.8%
2020	58.1%	12.4%
2019	58.9%	10.3%
2018	59.7%	2.1%
2017	59.6%	4.4%
Avg	**59%**	**8.2%**

Gibsonton Dr		
Source	**D**	**T**
FTO Historic Average	58.6%	7.4%
Traffic Count Data	52.5%	7.8%
I-75/Gibsonton Dr IMR	58.0%	8.7%
Recommended	52.5%	8.0%

Boyette Rd		
Source	**D**	**T**
FTO Historic Average	58.6%	5.0%
Traffic Count Data	59.4%	N/A
Recommended	59.0%	8.0%

US 301		
Source	**D**	**T**
FTO Historic Average	58.6%	5.0%
Traffic Count Data	59.9%	N/A
Recommended	60.0%	5.0%

Fern Hill Dr		
Source	**D**	**T**
FTO Historic Average	N/A	N/A
Traffic Count Data	57.0%	N/A
Recommended	57.0%	4.0%

Minor Side Streets		
Source	**D**	**T**
FTO Historic Average	N/A	N/A
Traffic Count Data	52.5%	N/A
Recommended	52.5%	4.0%

D Factors

	Gibsonton Dr west of Fern Hill Dr					Gibsonton Dr btwn Fern Hill & Mathog Rd					Gibsonton Dr btwn Mathog Rd & Park Place Ave					Gibsonton Dr btwn Park Place Ave & US 301					Boyette Rd east of US 301				
Hr	EB	WB	Total	EB D%	WB D%	EB	WB	Total	EB D%	WB D%	EB	WB	Total	EB D%	WB D%	EB	WB	Total	EB D%	WB D%	EB	WB	Total	EB D%	WB D%
00	268	175	442	61%	39%	225	116	341	66%	34%	220	110	330	67%	33%	218	115	333	66%	35%	153	73	225	68%	32%
01	134	113	247	54%	46%	108	76	184	59%	41%	108	77	185	58%	42%	108	74	182	59%	41%	87	48	135	64%	36%
02	110	115	225	49%	51%	85	79	164	52%	48%	84	82	166	50%	50%	82	83	165	50%	50%	60	48	108	56%	44%
03	104	189	294	36%	64%	86	160	246	35%	65%	85	149	234	36%	64%	86	153	239	36%	64%	59	112	170	34%	66%
04	170	420	591	29%	71%	110	372	482	23%	77%	110	352	463	24%	76%	107	354	461	23%	77%	81	225	306	26%	74%
05	418	1246	1664	25%	75%	253	1142	1395	18%	82%	246	1054	1300	19%	81%	242	1055	1297	19%	81%	197	745	941	21%	79%
06	1004	2206	3210	31%	69%	698	1828	2526	28%	72%	668	1773	2440	27%	73%	668	1758	2426	28%	72%	597	1403	2000	30%	70%
07	1519	2340	3859	39%	61%	1185	1627	2812	42%	58%	1121	1907	3028	37%	63%	1118	1845	2962	38%	62%	1100	1601	2701	41%	59%
08	1459	2264	3723	39%	61%	1198	1568	2766	43%	57%	1157	1829	2986	39%	61%	1163	1877	3040	38%	62%	1300	1353	2653	49%	51%
09	1291	2014	3305	39%	61%	1058	1488	2546	42%	58%	1028	1543	2571	40%	60%	1051	1636	2687	39%	61%	1046	1319	2366	44%	56%
10	1322	1847	3169	42%	58%	1051	1506	2557	41%	59%	1020	1411	2431	42%	58%	1051	1480	2531	42%	58%	1046	1249	2294	46%	54%
11	1501	1774	3275	46%	54%	1202	1447	2649	45%	55%	1153	1336	2489	46%	54%	1199	1462	2661	45%	55%	1143	1248	2390	48%	52%
12	1661	1917	3578	46%	54%	1332	1571	2903	46%	54%	1276	1489	2764	46%	54%	1319	1618	2937	45%	55%	1331	1248	2579	52%	48%
13	1709	1852	3561	48%	52%	1385	1469	2854	49%	51%	1314	1385	2699	49%	51%	1394	1491	2885	48%	52%	1422	1155	2577	55%	45%
14	1935	1825	3760	51%	49%	1600	1478	3078	52%	48%	1431	1406	2836	50%	50%	1490	1492	2983	50%	50%	1387	1160	2547	54%	46%
15	2178	1976	4155	52%	48%	1780	1590	3370	53%	47%	1593	1478	3071	52%	48%	1640	1529	3170	52%	48%	1560	1199	2759	57%	43%
16	2480	1674	4154	60%	40%	1854	1504	3358	55%	45%	1642	1421	3063	54%	46%	1720	1540	3260	53%	47%	1713	1170	2883	59%	41%
17	2377	1646	4023	59%	41%	1740	1529	3269	53%	47%	1524	1425	2949	52%	48%	1587	1481	3067	52%	48%	1635	1127	2762	59%	41%
18	2298	1573	3871	59%	41%	1727	1336	3063	56%	44%	1609	1247	2856	56%	44%	1688	1337	3025	56%	44%	1562	1063	2626	60%	40%
19	1686	1318	3004	56%	44%	1434	1048	2482	58%	42%	1385	995	2380	58%	42%	1460	1063	2523	58%	42%	1204	830	2034	59%	41%
20	1374	1032	2406	57%	43%	1152	719	1871	62%	38%	1109	682	1791	62%	38%	1128	701	1828	62%	38%	930	586	1516	61%	39%
21	994	807	1800	55%	45%	801	568	1369	59%	41%	835	541	1376	61%	39%	842	552	1394	60%	40%	682	460	1142	60%	40%
22	676	472	1149	59%	41%	548	317	865	63%	37%	566	309	874	65%	35%	572	323	895	64%	36%	430	243	672	64%	36%
23	435	300	735	59%	41%	361	198	559	65%	35%	367	198	565	65%	35%	372	205	577	64%	36%	272	144	416	65%	35%
	Average			48%	52%	Average			48%	52%	Average			48%	52%	Average			48%	52%	Average			51%	49%
	Peak Hour				52%	Peak Hour				53%	Peak Hour				52%	Peak Hour				53%	Peak Hour				59%
Overall Average for Gibsonton Dr				**52.5%**																					

D Factors

	Fern Hill Dr south of Gibsonton Dr					Fern Hill Dr north of Gibsonton Dr				
Hr	NB	SB	Total	NB D%	SB D%	NB	SB	Total	NB D%	SB D%
00	19	34	52	36%	64%	13	13	25	50%	50%
01	15	18	33	46%	54%	9	6	16	60%	40%
02	13	15	28	47%	53%	8	8	16	49%	51%
03	23	15	38	61%	39%	6	10	16	39%	61%
04	45	19	64	70%	30%	23	11	34	67%	33%
05	150	56	206	73%	27%	23	63	86	27%	73%
06	316	156	472	67%	33%	49	151	200	25%	75%
07	406	218	625	65%	35%	71	171	242	29%	71%
08	387	154	541	71%	29%	64	151	215	30%	70%
09	288	127	415	69%	31%	79	157	237	34%	66%
10	219	131	350	63%	37%	79	130	209	38%	62%
11	242	156	398	61%	39%	82	142	224	37%	63%
12	226	202	428	53%	47%	96	161	257	37%	63%
13	207	212	419	49%	51%	89	152	241	37%	63%
14	257	256	513	50%	50%	82	150	232	35%	65%
15	323	311	634	51%	49%	101	171	272	37%	63%
16	328	409	737	44%	56%	107	168	275	39%	61%
17	282	422	704	40%	60%	98	151	249	39%	61%
18	229	393	622	37%	63%	119	161	280	42%	58%
19	171	259	430	40%	60%	110	136	246	45%	55%
20	114	193	307	37%	63%	78	100	178	44%	56%
21	91	140	231	39%	61%	46	57	103	44%	56%
22	45	76	121	37%	63%	34	40	74	46%	54%
23	35	56	91	38%	62%	18	23	41	44%	56%
		Average		52%	48%		Average		41%	59%
		Peak Hour			56%		Peak Hour			58%
Fern Hill Drive D-Factor					57%					

	Mathog Rd south of Gibsonton Dr					Mathog Rd north of Gibsonton Dr				
	NB	SB	Total	NB D%	SB D%	NB	SB	Total	NB D%	SB D%
	5	3	8	67%	33%	0	0	0	0%	100%
	1	1	2	67%	33%	0	0	0	0%	0%
	0	2	2	0%	100%	0	0	0	100%	0%
	3	0	3	89%	11%	0	0	0	0%	100%
	6	1	8	83%	17%	1	1	3	50%	50%
	16	7	23	70%	30%	1	3	4	23%	77%
	114	30	145	79%	21%	4	8	12	34%	66%
	315	167	482	65%	35%	4	8	11	32%	68%
	287	224	512	56%	44%	4	13	16	22%	78%
	108	76	184	59%	41%	6	5	11	56%	44%
	90	65	155	58%	42%	5	8	13	41%	59%
	102	87	189	54%	46%	5	4	9	54%	46%
	95	88	183	52%	48%	6	11	17	37%	63%
	94	82	176	53%	47%	8	8	16	51%	49%
	116	175	291	40%	60%	8	6	14	55%	45%
	244	277	521	47%	53%	11	11	22	49%	51%
	127	288	414	31%	69%	9	5	14	65%	35%
	107	264	371	29%	71%	8	9	17	48%	52%
	67	201	268	25%	75%	9	8	17	54%	46%
	49	72	121	40%	60%	6	5	11	55%	45%
	31	36	67	47%	53%	8	3	11	70%	30%
	18	17	35	51%	49%	4	2	6	65%	35%
	12	6	18	69%	31%	3	1	4	67%	33%
	6	5	12	54%	46%	1	0	1	67%	33%
		Average		53%	47%		Average		50%	50%
		Peak Hour			53%		Peak Hour			51%

	Park Place Ave south of Gibsonton Dr					Alafia Trace Blvd north of Gibsonton Dr				
	NB	SB	Total	NB D%	SB D%	NB	SB	Total	NB D%	SB D%
	10	4	15	70%	30%	3	1	4	83%	17%
	3	2	5	67%	33%	0	1	1	25%	75%
	4	2	6	68%	32%	1	1	1	50%	50%
	4	3	7	62%	38%	1	1	2	43%	57%
	3	3	6	47%	53%	3	2	6	59%	41%
	12	19	31	40%	60%	2	13	15	13%	87%
	39	31	70	55%	45%	6	19	25	24%	76%
	102	58	160	64%	36%	13	23	36	36%	64%
	153	112	265	58%	42%	28	24	52	53%	47%
	138	138	276	50%	50%	27	31	58	46%	54%
	160	149	309	52%	48%	18	22	40	45%	55%
	206	195	401	51%	49%	26	25	51	51%	49%
	239	218	457	52%	48%	24	25	50	49%	51%
	220	183	403	55%	45%	21	24	45	47%	53%
	199	189	388	51%	49%	26	19	45	58%	42%
	173	243	417	42%	58%	29	26	55	53%	47%
	157	223	380	41%	59%	29	23	52	55%	45%
	135	201	335	40%	60%	26	34	60	44%	56%
	153	224	378	41%	59%	31	31	62	50%	50%
	145	132	277	52%	48%	25	14	39	64%	36%
	100	48	148	67%	33%	20	9	29	69%	31%
	54	29	83	65%	35%	14	6	20	68%	32%
	28	8	36	79%	21%	7	4	11	65%	35%
	19	6	26	75%	25%	5	3	8	60%	40%
		Average		56%	44%		Average		50%	50%
		Peak Hour			52%		Peak Hour			50%
Street Street Weighted Average D-Factor										52.5%

D Factors

	US 301 south of Gibstonton Dr					US 301 north of Gibsontion Dr				
Hr	NB	SB	Total	NB D%	SB D%	NB	SB	Total	NB D%	SB D%
00	125	304	429	29%	71%	127	195	322	39%	61%
01	90	165	255	35%	65%	82	120	202	41%	59%
02	99	124	223	44%	56%	91	86	177	51%	49%
03	165	122	286	58%	42%	119	83	202	59%	41%
04	390	144	534	73%	27%	243	125	368	66%	34%
05	946	333	1279	74%	26%	618	319	938	66%	34%
06	2154	954	3108	69%	31%	1624	851	2476	66%	34%
07	2474	1568	4042	61%	39%	2199	1360	3558	62%	38%
08	2260	1604	3864	58%	42%	2072	1279	3351	62%	38%
09	1894	1463	3357	56%	44%	1696	1196	2893	59%	41%
10	1669	1541	3210	52%	48%	1431	1267	2698	53%	47%
11	1640	1763	3403	48%	52%	1422	1482	2904	49%	51%
12	1587	1903	3490	45%	55%	1398	1591	2989	47%	53%
13	1588	2057	3645	44%	56%	1432	1642	3074	47%	53%
14	1743	1908	3651	48%	52%	1437	1702	3140	46%	54%
15	1732	2213	3945	44%	56%	1439	1975	3414	42%	58%
16	1693	2460	4153	41%	59%	1358	2168	3526	39%	61%
17	1746	2432	4178	42%	58%	1375	2197	3572	38%	62%
18	1567	2478	4045	39%	61%	1364	2229	3594	38%	62%
19	1232	1992	3224	38%	62%	1019	1369	2388	43%	57%
20	832	1593	2425	34%	66%	763	1169	1931	39%	61%
21	613	1195	1808	34%	66%	552	847	1399	39%	61%
22	369	724	1094	34%	66%	330	501	831	40%	60%
23	239	453	692	35%	65%	216	319	535	40%	60%
		Average		47%	53%		Average		49%	51%
		Peak Hour			58%		Peak Hour			62%
Overall Average for US 301					**60%**					

Gibsonton Drive Truck Percentages

Dates: 10/11-10/13/22

	Heavy Vehicles			Total Vehicles			Truck %		
Hr	Tues	Wed	Thurs	Tues	Wed	Thurs	Tues	Wed	Thurs
0	19	8	9	317	350	355	6.0%	2.3%	2.5%
1	9	12	10	170	188	192	5.3%	6.4%	5.2%
2	16	13	4	157	164	170	10.2%	7.9%	2.4%
3	15	21	20	217	265	256	6.9%	7.9%	7.8%
4	23	33	41	453	474	518	5.1%	7.0%	7.9%
5	66	92	82	1390	1402	1390	4.7%	6.6%	5.9%
6	180	163	175	2613	2398	2569	6.9%	6.8%	6.8%
7	255	213	237	2911	2657	2868	8.8%	8.0%	8.3%
8	283	219	233	3018	2339	2943	9.4%	9.4%	7.9%
9	216	184	192	2665	2268	2704	8.1%	8.1%	7.1%
10	217	179	224	2620	2553	2494	8.3%	7.0%	9.0%
11	200	226	213	2651	2701	2592	7.5%	8.4%	8.2%
12	220	225	211	2766	2956	2989	8.0%	7.6%	7.1%
13	200	220	214	2741	2864	2961	7.3%	7.7%	7.2%
14	215	190	196	3120	3113	3002	6.9%	6.1%	6.5%
15	260	220	261	3404	3413	3293	7.6%	6.4%	7.9%
16	228	234	249	3297	3396	3381	6.9%	6.9%	7.4%
17	210	294	191	3177	3260	3370	6.6%	9.0%	5.7%
18	229	156	134	3172	3150	2863	7.2%	5.0%	4.7%
19	85	80	77	2482	2576	2389	3.4%	3.1%	3.2%
20	52	54	56	1877	1893	1838	2.8%	2.9%	3.0%
21	38	33	48	1366	1368	1371	2.8%	2.4%	3.5%
22	23	17	27	828	899	869	2.8%	1.9%	3.1%
23	14	23	17	571	536	568	2.5%	4.3%	3.0%
						Average	6.3%	6.2%	5.9%
						Average AM Peak	8.6%		
						Average PM Peak	7.1%		
						Overall Average	7.8%		

APPENDIX B Traffic Data

Intersection Turning Movement Count

City/County: Riverview/Hillsborough
Weather: Mist 4:45-5pm
Comments:

File Name : Gibsonton&Fernhill
Site Code : 21006
Start Date : 10/12/2022
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	FERN HILL DRIVE Southbound					GIBSONTON DRIVE Westbound					FERN HILL DRIVE Northbound					GIBSONTON DRIVE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
06:45 AM	8	0	25	4	37	8	451	1	0	460	73	1	3	0	77	12	219	41	2	274	848
Total	8	0	25	4	37	8	451	1	0	460	73	1	3	0	77	12	219	41	2	274	848
07:00 AM	11	1	29	2	43	11	460	0	0	471	73	5	5	0	83	9	225	31	3	268	865
07:15 AM	10	2	32	2	46	11	422	0	0	433	81	3	6	0	90	22	266	40	2	330	899
07:30 AM	10	0	22	11	43	12	451	0	0	463	66	1	6	2	75	20	270	51	4	345	926
07:45 AM	7	0	10	5	22	7	392	0	0	399	87	2	5	5	99	13	312	33	4	362	882
Total	38	3	93	20	154	41	1725	0	0	1766	307	11	22	7	347	64	1073	155	13	1305	3572
08:00 AM	8	3	18	11	40	17	389	0	0	406	95	3	6	3	107	13	292	26	4	335	888
08:15 AM	4	0	15	7	26	12	385	1	0	398	86	2	5	1	94	17	272	24	4	317	835
08:30 AM	10	1	13	9	33	9	426	0	0	435	88	4	4	1	97	11	267	23	3	304	869
*** BREAK ***																					
Total	22	4	46	27	99	38	1200	1	0	1239	269	9	15	5	298	41	831	73	11	956	2592
*** BREAK ***																					
03:30 PM	17	2	11	16	46	24	372	3	0	399	51	5	13	10	79	27	454	48	12	541	1065
03:45 PM	10	7	8	18	43	22	354	3	0	379	43	2	9	8	62	20	439	66	18	543	1027
Total	27	9	19	34	89	46	726	6	0	778	94	7	22	18	141	47	893	114	30	1084	2092
04:00 PM	9	5	8	20	42	28	343	1	1	373	56	6	14	2	78	25	416	57	19	517	1010
04:15 PM	6	6	8	18	38	27	345	2	0	374	51	6	17	7	81	24	454	47	14	539	1032
04:30 PM	21	6	3	20	50	29	319	3	0	351	48	6	15	8	77	19	458	67	19	563	1041
04:45 PM	6	4	2	17	29	21	334	3	0	358	46	5	15	13	79	16	435	61	8	520	986
Total	42	21	21	75	159	105	1341	9	1	1456	201	23	61	30	315	84	1763	232	60	2139	4069
05:00 PM	8	5	5	22	40	22	316	2	0	340	47	3	14	8	72	23	422	60	5	510	962
05:15 PM	6	3	7	22	38	23	382	2	0	407	47	5	9	5	66	15	425	73	6	519	1030
Grand Total	151	45	216	204	616	283	6141	21	1	6446	1038	59	146	73	1316	286	5626	748	127	6787	15165
Apprch %	24.5	7.3	35.1	33.1		4.4	95.3	0.3	0		78.9	4.5	11.1	5.5		4.2	82.9	11	1.9		
Total %	1	0.3	1.4	1.3	4.1	1.9	40.5	0.1	0	42.5	6.8	0.4	1	0.5	8.7	1.9	37.1	4.9	0.8	44.8	
Passenger Vehicles	142	45	207	195	589	220	5988	21	1	6230	1014	54	143	71	1282	203	5477	727	126	6533	14634
% Passenger Vehicles	94	100	95.8	95.6	95.6	77.7	97.5	100	100	96.6	97.7	91.5	97.9	97.3	97.4	71	97.4	97.2	99.2	96.3	96.5
Heavy Vehicles	7	0	9	9	25	6	153	0	0	159	24	5	3	2	34	15	149	21	1	186	404
% Heavy Vehicles	4.6	0	4.2	4.4	4.1	2.1	2.5	0	0	2.5	2.3	8.5	2.1	2.7	2.6	5.2	2.6	2.8	0.8	2.7	2.7
UTurns	2	0	0	0	2	57	0	0	0	57	0	0	0	0	0	68	0	0	0	68	127
% UTurns	1.3	0	0	0	0.3	20.1	0	0	0	0.9	0	0	0	0	0	23.8	0	0	0	1	0.8

Intersection Turning Movement Count

File Name : Gibsonton&Fernhill
Site Code : 21006
Start Date : 10/12/2022
Page No : 2

	FERN HILL DRIVE Southbound					GIBSONTON DRIVE Westbound					FERN HILL DRIVE Northbound					GIBSONTON DRIVE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 06:45 AM to 08:30 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	**10**	2	**32**	2	**46**	11	422	0	0	433	81	**3**	**6**	0	90	**22**	266	40	2	330	899
07:30 AM	10	0	22	**11**	43	12	**451**	0	0	**463**	66	1	6	2	75	20	270	**51**	**4**	345	**926**
07:45 AM	7	0	10	5	22	7	392	0	0	399	87	2	5	**5**	99	13	**312**	33	4	**362**	882
08:00 AM	8	**3**	18	11	40	**17**	389	0	0	406	**95**	3	6	3	**107**	13	292	26	4	335	888
Total Volume	35	5	82	29	151	47	1654	0	0	1701	329	9	23	10	371	68	1140	150	14	1372	3595
% App. Total	23.2	3.3	54.3	19.2		2.8	97.2	0	0		88.7	2.4	6.2	2.7		5	83.1	10.9	1		
PHF	.875	.417	.641	.659	.821	.691	.917	.000	.000	.918	.866	.750	.958	.500	.867	.773	.913	.735	.875	.948	.971
Passenger Vehicles	33	5	79	29	146	34	1629	0	0	1663	324	8	22	10	364	48	1092	145	13	1298	3471
% Passenger Vehicles	94.3	100	96.3	100	96.7	72.3	98.5	0	0	97.8	98.5	88.9	95.7	100	98.1	70.6	95.8	96.7	92.9	94.6	96.6
Heavy Vehicles	2	0	3	0	5	1	25	0	0	26	5	1	1	0	7	2	48	5	1	56	94
% Heavy Vehicles	5.7	0	3.7	0	3.3	2.1	1.5	0	0	1.5	1.5	11.1	4.3	0	1.9	2.9	4.2	3.3	7.1	4.1	2.6
UTurns	0	0	0	0	0	12	0	0	0	12	0	0	0	0	0	18	0	0	0	18	30
% UTurns	0	0	0	0	0	25.5	0	0	0	0.7	0	0	0	0	0	26.5	0	0	0	1.3	0.8

Peak Hour Analysis From 06:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	06:45 AM					06:45 AM					07:45 AM					07:15 AM					
+0 mins.	8	0	25	4	37	8	451	**1**	0	460	87	2	5	**5**	99	**22**	266	40	2	330	
+15 mins.	**11**	1	29	2	43	11	**460**	0	0	**471**	**95**	3	**6**	3	**107**	20	270	**51**	**4**	345	
+30 mins.	10	**2**	**32**	2	**46**	11	422	0	0	433	86	2	5	1	94	13	**312**	33	4	**362**	
+45 mins.	10	0	22	**11**	43	**12**	451	0	0	463	88	**4**	4	1	97	13	292	26	4	335	
Total Volume	39	3	108	19	169	42	1784	1	0	1827	356	11	20	10	397	68	1140	150	14	1372	
% App. Total	23.1	1.8	63.9	11.2		2.3	97.6	0.1	0		89.7	2.8	5	2.5		5	83.1	10.9	1		
PHF	.886	.375	.844	.432	.918	.875	.970	.250	.000	.970	.937	.688	.833	.500	.928	.773	.913	.735	.875	.948	
Passenger Vehicles	36	3	105	19	163	34	1763	1	0	1798	349	11	20	9	389	48	1092	145	13	1298	
% Passenger Vehicles	92.3	100	97.2	100	96.4	81	98.8	100	0	98.4	98	100	100	90	98	70.6	95.8	96.7	92.9	94.6	
Heavy Vehicles	3	0	3	0	6	1	21	0	0	22	7	0	0	1	8	2	48	5	1	56	
% Heavy Vehicles	7.7	0	2.8	0	3.6	2.4	1.2	0	0	1.2	2	0	0	10	2	2.9	4.2	3.3	7.1	4.1	
UTurns	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	18	0	0	0	18	
% UTurns	0	0	0	0	0	16.7	0	0	0	0.4	0	0	0	0	0	26.5	0	0	0	1.3	

Intersection Turning Movement Count

File Name : Gibsonton&Fernhill
Site Code : 21006
Start Date : 10/12/2022
Page No : 3

	FERN HILL DRIVE Southbound					GIBSONTON DRIVE Westbound					FERN HILL DRIVE Northbound					GIBSONTON DRIVE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 05:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:30 PM																					
03:30 PM	**17**	2	**11**	16	**46**	24	**372**	**3**	0	**399**	51	5	13	**10**	79	**27**	**454**	48	12	541	**1065**
03:45 PM	10	**7**	8	18	43	22	354	3	0	379	43	2	9	8	62	20	439	**66**	18	**543**	1027
04:00 PM	9	5	8	**20**	42	**28**	343	1	**1**	373	**56**	**6**	14	2	78	25	416	57	**19**	517	1010
04:15 PM	6	6	8	18	38	27	345	2	0	374	51	6	**17**	7	**81**	24	454	47	14	539	1032
Total Volume	42	20	35	72	169	101	1414	9	1	1525	201	19	53	27	300	96	1763	218	63	2140	4134
% App. Total	24.9	11.8	20.7	42.6		6.6	92.7	0.6	0.1		67	6.3	17.7	9		4.5	82.4	10.2	2.9		
PHF	.618	.714	.795	.900	.918	.902	.950	.750	.250	.956	.897	.792	.779	.675	.926	.889	.971	.826	.829	.985	.970
Passenger Vehicles	40	20	32	67	159	78	1363	9	1	1451	194	16	52	27	289	67	1735	211	63	2076	3975
% Passenger Vehicles	95.2	100	91.4	93.1	94.1	77.2	96.4	100	100	95.1	96.5	84.2	98.1	100	96.3	69.8	98.4	96.8	100	97.0	96.2
Heavy Vehicles	1	0	3	5	9	2	51	0	0	53	7	3	1	0	11	4	28	7	0	39	112
% Heavy Vehicles	2.4	0	8.6	6.9	5.3	2.0	3.6	0	0	3.5	3.5	15.8	1.9	0	3.7	4.2	1.6	3.2	0	1.8	2.7
UTurns	1	0	0	0	1	21	0	0	0	21	0	0	0	0	0	25	0	0	0	25	47
% UTurns	2.4	0	0	0	0.6	20.8	0	0	0	1.4	0	0	0	0	0	26.0	0	0	0	1.2	1.1

Peak Hour Analysis From 03:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	03:45 PM					03:30 PM					04:00 PM					03:45 PM				
+0 mins.	10	**7**	**8**	18	43	24	**372**	**3**	0	**399**	**56**	**6**	14	2	78	20	439	66	18	543
+15 mins.	9	5	8	**20**	42	22	354	3	0	379	51	6	**17**	7	**81**	**25**	416	57	**19**	517
+30 mins.	6	6	8	18	38	**28**	343	1	**1**	373	48	6	15	8	77	24	454	47	14	539
+45 mins.	**21**	6	3	20	**50**	27	345	2	0	374	46	5	15	**13**	79	19	**458**	**67**	19	**563**
Total Volume	46	24	27	76	173	101	1414	9	1	1525	201	23	61	30	315	88	1767	237	70	2162
% App. Total	26.6	13.9	15.6	43.9		6.6	92.7	0.6	0.1		63.8	7.3	19.4	9.5		4.1	81.7	11	3.2	
PHF	.548	.857	.844	.950	.865	.902	.950	.750	.250	.956	.897	.958	.897	.577	.972	.880	.965	.884	.921	.960
Passenger Vehicles	44	24	26	72	166	78	1363	9	1	1451	194	22	60	30	306	68	1738	233	70	2109
% Passenger Vehicles	95.7	100	96.3	94.7	96	77.2	96.4	100	100	95.1	96.5	95.7	98.4	100	97.1	77.3	98.4	98.3	100	97.5
Heavy Vehicles	2	0	1	4	7	2	51	0	0	53	7	1	1	0	9	2	29	4	0	35
% Heavy Vehicles	4.3	0	3.7	5.3	4	2	3.6	0	0	3.5	3.5	4.3	1.6	0	2.9	2.3	1.6	1.7	0	1.6
UTurns	0	0	0	0	0	21	0	0	0	21	0	0	0	0	0	18	0	0	0	18
% UTurns	0	0	0	0	0	20.8	0	0	0	1.4	0	0	0	0	0	20.5	0	0	0	0.8

Intersection Turning Movement Count

City/County: Riverview/Hillsborough
Weather: Mist 4:45-5pm
Comments:

File Name : Gibsonton&Fernhill
Site Code : 21006
Start Date : 10/12/2022
Page No : 1

Groups Printed- Passenger Vehicles

	FERN HILL DRIVE Southbound					GIBSONTON DRIVE Westbound					FERN HILL DRIVE Northbound					GIBSONTON DRIVE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
06:45 AM	7	0	25	4	36	7	447	1	0	455	72	1	3	0	76	10	209	38	2	259	826
Total	7	0	25	4	36	7	447	1	0	455	72	1	3	0	76	10	209	38	2	259	826
07:00 AM	10	1	28	2	41	10	454	0	0	464	72	5	5	0	82	5	212	29	3	249	836
07:15 AM	10	2	31	2	45	10	418	0	0	428	81	2	6	0	89	15	257	39	1	312	874
07:30 AM	9	0	21	11	41	7	444	0	0	451	64	1	5	2	72	12	256	51	4	323	887
07:45 AM	7	0	10	5	22	5	385	0	0	390	86	2	5	5	98	10	300	30	4	344	854
Total	36	3	90	20	149	32	1701	0	0	1733	303	10	21	7	341	42	1025	149	12	1228	3451
08:00 AM	7	3	17	11	38	12	382	0	0	394	93	3	6	3	105	11	279	25	4	319	856
08:15 AM	4	0	15	7	26	8	378	1	0	387	85	2	5	0	92	11	257	22	4	294	799
08:30 AM	9	1	12	9	31	5	416	0	0	421	85	4	4	1	94	5	252	23	3	283	829
*** BREAK ***																					
Total	20	4	44	27	95	25	1176	1	0	1202	263	9	15	4	291	27	788	70	11	896	2484
*** BREAK ***																					
03:30 PM	16	2	9	14	41	19	358	3	0	380	49	4	13	10	76	14	449	44	12	519	1016
03:45 PM	9	7	8	17	41	16	339	3	0	358	41	1	9	8	59	15	432	65	18	530	988
Total	25	9	17	31	82	35	697	6	0	738	90	5	22	18	135	29	881	109	30	1049	2004
04:00 PM	9	5	8	19	41	21	331	1	1	354	55	5	14	2	76	20	406	56	19	501	972
04:15 PM	6	6	7	17	36	22	335	2	0	359	49	6	16	7	78	18	448	46	14	526	999
04:30 PM	20	6	3	19	48	24	312	3	0	339	45	6	15	8	74	15	452	66	19	552	1013
04:45 PM	6	4	1	17	28	18	312	3	0	333	45	5	15	13	78	12	431	60	8	511	950
Total	41	21	19	72	153	85	1290	9	1	1385	194	22	60	30	306	65	1737	228	60	2090	3934
05:00 PM	7	5	5	21	38	16	306	2	0	324	47	3	13	8	71	17	417	60	5	499	932
05:15 PM	6	3	7	20	36	20	371	2	0	393	45	4	9	4	62	13	420	73	6	512	1003
Grand Total	142	45	207	195	589	220	5988	21	1	6230	1014	54	143	71	1282	203	5477	727	126	6533	14634
Apprch %	24.1	7.6	35.1	33.1		3.5	96.1	0.3	0		79.1	4.2	11.2	5.5		3.1	83.8	11.1	1.9		
Total %	1	0.3	1.4	1.3	4	1.5	40.9	0.1	0	42.6	6.9	0.4	1	0.5	8.8	1.4	37.4	5	0.9	44.6	

Intersection Turning Movement Count

File Name : Gibsonton&Fernhill
Site Code : 21006
Start Date : 10/12/2022
Page No : 2

	FERN HILL DRIVE Southbound					GIBSONTON DRIVE Westbound					FERN HILL DRIVE Northbound					GIBSONTON DRIVE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 06:45 AM to 08:30 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	**10**	2	**31**	2	**45**	10	418	0	0	428	81	2	**6**	0	89	**15**	257	39	1	312	874
07:30 AM	9	0	21	**11**	41	7	**444**	0	0	**451**	64	1	5	2	72	12	256	**51**	**4**	323	**887**
07:45 AM	7	0	10	5	22	5	385	0	0	390	86	2	5	**5**	98	10	**300**	30	4	**344**	854
08:00 AM	7	**3**	17	11	38	**12**	382	0	0	394	**93**	**3**	6	3	**105**	11	279	25	4	319	856
Total Volume	33	5	79	29	146	34	1629	0	0	1663	324	8	22	10	364	48	1092	145	13	1298	3471
% App. Total	22.6	3.4	54.1	19.9		2	98	0	0		89	2.2	6	2.7		3.7	84.1	11.2	1		
PHF	.825	.417	.637	.659	.811	.708	.917	.000	.000	.922	.871	.667	.917	.500	.867	.800	.910	.711	.813	.943	.978

Peak Hour Analysis From 06:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	06:45 AM					06:45 AM					07:45 AM					07:15 AM				
+0 mins.	7	0	25	4	36	7	447	**1**	0	455	86	2	5	**5**	98	**15**	257	39	1	312
+15 mins.	**10**	1	28	2	41	**10**	**454**	0	0	**464**	**93**	3	**6**	3	**105**	12	256	**51**	**4**	323
+30 mins.	10	**2**	**31**	2	**45**	10	418	0	0	428	85	2	5	0	92	10	**300**	30	4	**344**
+45 mins.	9	0	21	**11**	41	7	444	0	0	451	85	**4**	4	1	94	11	279	25	4	319
Total Volume	36	3	105	19	163	34	1763	1	0	1798	349	11	20	9	389	48	1092	145	13	1298
% App. Total	22.1	1.8	64.4	11.7		1.9	98.1	0.1	0		89.7	2.8	5.1	2.3		3.7	84.1	11.2	1	
PHF	.900	.375	.847	.432	.906	.850	.971	.250	.000	.969	.938	.688	.833	.450	.926	.800	.910	.711	.813	.943

Peak Hour Analysis From 03:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 03:30 PM

03:30 PM	**16**	2	**9**	14	**41**	19	**358**	**3**	0	**380**	49	4	13	**10**	76	14	**449**	44	12	519	**1016**
03:45 PM	9	**7**	8	17	41	16	339	3	0	358	41	1	9	8	59	15	432	**65**	18	**530**	988
04:00 PM	9	5	8	**19**	41	21	331	1	**1**	354	**55**	5	14	2	76	**20**	406	56	**19**	501	972
04:15 PM	6	6	7	17	36	**22**	335	2	0	359	49	**6**	**16**	7	**78**	18	448	46	14	526	999
Total Volume	40	20	32	67	159	78	1363	9	1	1451	194	16	52	27	289	67	1735	211	63	2076	3975
% App. Total	25.2	12.6	20.1	42.1		5.4	93.9	0.6	0.1		67.1	5.5	18	9.3		3.2	83.6	10.2	3		
PHF	.625	.714	.889	.882	.970	.886	.952	.750	.250	.955	.882	.667	.813	.675	.926	.838	.966	.812	.829	.979	.978

Peak Hour Analysis From 03:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	03:45 PM					03:30 PM					04:00 PM					03:45 PM				
+0 mins.	9	**7**	**8**	17	41	19	**358**	**3**	0	**380**	**55**	5	14	2	76	15	432	65	18	530
+15 mins.	9	5	8	**19**	41	16	339	3	0	358	49	**6**	**16**	7	**78**	**20**	406	56	**19**	501
+30 mins.	6	6	7	17	36	21	331	1	**1**	354	45	6	15	8	74	18	448	46	14	526
+45 mins.	**20**	6	3	19	**48**	**22**	335	2	0	359	45	5	15	**13**	78	15	**452**	**66**	19	**552**
Total Volume	44	24	26	72	166	78	1363	9	1	1451	194	22	60	30	306	68	1738	233	70	2109
% App. Total	26.5	14.5	15.7	43.4		5.4	93.9	0.6	0.1		63.4	7.2	19.6	9.8		3.2	82.4	11	3.3	
PHF	.550	.857	.813	.947	.865	.886	.952	.750	.250	.955	.882	.917	.938	.577	.981	.850	.961	.883	.921	.955

Intersection Turning Movement Count

City/County: Riverview/Hillsborough
Weather: Mist 4:45-5pm
Comments:

File Name : Gibsonton&Fernhill
Site Code : 21006
Start Date : 10/12/2022
Page No : 1

Groups Printed- Heavy Vehicles

	FERN HILL DRIVE Southbound					GIBSONTON DRIVE Westbound					FERN HILL DRIVE Northbound					GIBSONTON DRIVE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
06:45 AM	1	0	0	0	1	0	4	0	0	4	1	0	0	0	1	1	10	3	0	14	20
Total	1	0	0	0	1	0	4	0	0	4	1	0	0	0	1	1	10	3	0	14	20
07:00 AM	1	0	1	0	2	0	6	0	0	6	1	0	0	0	1	2	13	2	0	17	26
07:15 AM	0	0	1	0	1	0	4	0	0	4	0	1	0	0	1	2	9	1	1	13	19
07:30 AM	1	0	1	0	2	1	7	0	0	8	2	0	1	0	3	0	14	0	0	14	27
07:45 AM	0	0	0	0	0	0	7	0	0	7	1	0	0	0	1	0	12	3	0	15	23
Total	2	0	3	0	5	1	24	0	0	25	4	1	1	0	6	4	48	6	1	59	95
08:00 AM	1	0	1	0	2	0	7	0	0	7	2	0	0	0	2	0	13	1	0	14	25
08:15 AM	0	0	0	0	0	0	7	0	0	7	1	0	0	1	2	1	15	2	0	18	27
08:30 AM	1	0	1	0	2	0	10	0	0	10	3	0	0	0	3	1	15	0	0	16	31
*** BREAK ***																					
Total	2	0	2	0	4	0	24	0	0	24	6	0	0	1	7	2	43	3	0	48	83
*** BREAK ***																					
03:30 PM	0	0	2	2	4	0	14	0	0	14	2	1	0	0	3	3	5	4	0	12	33
03:45 PM	1	0	0	1	2	1	15	0	0	16	2	1	0	0	3	0	7	1	0	8	29
Total	1	0	2	3	6	1	29	0	0	30	4	2	0	0	6	3	12	5	0	20	62
04:00 PM	0	0	0	1	1	1	12	0	0	13	1	1	0	0	2	0	10	1	0	11	27
04:15 PM	0	0	1	1	2	0	10	0	0	10	2	0	1	0	3	1	6	1	0	8	23
04:30 PM	1	0	0	1	2	0	7	0	0	7	3	0	0	0	3	1	6	1	0	8	20
04:45 PM	0	0	1	0	1	0	22	0	0	22	1	0	0	0	1	0	4	1	0	5	29
Total	1	0	2	3	6	1	51	0	0	52	7	1	1	0	9	2	26	4	0	32	99
05:00 PM	0	0	0	1	1	2	10	0	0	12	0	0	1	0	1	3	5	0	0	8	22
05:15 PM	0	0	0	2	2	1	11	0	0	12	2	1	0	1	4	0	5	0	0	5	23
Grand Total	7	0	9	9	25	6	153	0	0	159	24	5	3	2	34	15	149	21	1	186	404
Apprch %	28	0	36	36		3.8	96.2	0	0		70.6	14.7	8.8	5.9		8.1	80.1	11.3	0.5		
Total %	1.7	0	2.2	2.2	6.2	1.5	37.9	0	0	39.4	5.9	1.2	0.7	0.5	8.4	3.7	36.9	5.2	0.2	46	

Intersection Turning Movement Count

File Name : Gibsonton&Fernhill
Site Code : 21006
Start Date : 10/12/2022
Page No : 2

	FERN HILL DRIVE Southbound					GIBSONTON DRIVE Westbound					FERN HILL DRIVE Northbound					GIBSONTON DRIVE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 06:45 AM to 08:30 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	0	0	0	0	7	0	0	7	1	0	0	0	1	0	12	**3**	0	15	23
08:00 AM	**1**	0	**1**	0	**2**	0	7	0	0	7	2	0	0	0	2	0	13	1	0	14	25
08:15 AM	0	0	0	0	0	0	7	0	0	7	1	0	0	**1**	2	**1**	**15**	2	0	**18**	27
08:30 AM	1	0	1	0	2	0	**10**	0	0	**10**	**3**	0	0	0	**3**	1	15	0	0	16	**31**
Total Volume	2	0	2	0	4	0	31	0	0	31	7	0	0	1	8	2	55	6	0	63	106
% App. Total	50	0	50	0		0	100	0	0		87.5	0	0	12.5		3.2	87.3	9.5	0		
PHF	.500	.000	.500	.000	.500	.000	.775	.000	.000	.775	.583	.000	.000	.250	.667	.500	.917	.500	.000	.875	.855

Peak Hour Analysis From 06:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	06:45 AM					07:45 AM					07:30 AM					07:45 AM					
+0 mins.	**1**	0	0	0	1	0	7	0	0	7	**2**	0	**1**	0	**3**	0	12	**3**	0	15	
+15 mins.	1	0	**1**	0	**2**	0	7	0	0	7	1	0	0	0	1	0	13	1	0	14	
+30 mins.	0	0	1	0	1	0	7	0	0	7	2	0	0	0	2	**1**	**15**	2	0	**18**	
+45 mins.	1	0	1	0	2	0	**10**	0	0	**10**	1	0	0	**1**	2	1	15	0	0	16	
Total Volume	3	0	3	0	6	0	31	0	0	31	6	0	1	1	8	2	55	6	0	63	
% App. Total	50	0	50	0		0	100	0	0		75	0	12.5	12.5		3.2	87.3	9.5	0		
PHF	.750	.000	.750	.000	.750	.000	.775	.000	.000	.775	.750	.000	.250	.250	.667	.500	.917	.500	.000	.875	

Peak Hour Analysis From 03:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 03:30 PM

03:30 PM	0	0	**2**	**2**	**4**	0	14	0	0	14	**2**	**1**	0	0	**3**	**3**	5	**4**	0	**12**	**33**
03:45 PM	**1**	0	0	1	2	**1**	**15**	0	0	**16**	2	1	0	0	3	0	7	1	0	8	29
04:00 PM	0	0	0	1	1	1	12	0	0	13	1	1	0	0	2	0	**10**	1	0	11	27
04:15 PM	0	0	1	1	2	0	10	0	0	10	2	0	**1**	0	3	1	6	1	0	8	23
Total Volume	1	0	3	5	9	2	51	0	0	53	7	3	1	0	11	4	28	7	0	39	112
% App. Total	11.1	0	33.3	55.6		3.8	96.2	0	0		63.6	27.3	9.1	0		10.3	71.8	17.9	0		
PHF	.250	.000	.375	.625	.563	.500	.850	.000	.000	.828	.875	.750	.250	.000	.917	.333	.700	.438	.000	.813	.848

Peak Hour Analysis From 03:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	03:30 PM					03:30 PM					03:30 PM					03:30 PM					
+0 mins.	0	0	**2**	**2**	**4**	0	14	0	0	14	**2**	**1**	0	0	**3**	**3**	5	**4**	0	**12**	
+15 mins.	**1**	0	0	1	2	**1**	**15**	0	0	**16**	2	1	0	0	3	0	7	1	0	8	
+30 mins.	0	0	0	1	1	1	12	0	0	13	1	1	0	0	2	0	**10**	1	0	11	
+45 mins.	0	0	1	1	2	0	10	0	0	10	2	0	**1**	0	3	1	6	1	0	8	
Total Volume	1	0	3	5	9	2	51	0	0	53	7	3	1	0	11	4	28	7	0	39	
% App. Total	11.1	0	33.3	55.6		3.8	96.2	0	0		63.6	27.3	9.1	0		10.3	71.8	17.9	0		
PHF	.250	.000	.375	.625	.563	.500	.850	.000	.000	.828	.875	.750	.250	.000	.917	.333	.700	.438	.000	.813	

Intersection Turning Movement Count

City/County: Riverview/Hillsborough
Weather: Mist 4:45-5pm
Comments:

File Name : Gibsonton&Fernhill
Site Code : 21006
Start Date : 10/12/2022
Page No : 1

Groups Printed- UTurns

	FERN HILL DRIVE Southbound					GIBSONTON DRIVE Westbound					FERN HILL DRIVE Northbound					GIBSONTON DRIVE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
06:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	2
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	2
07:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	3
07:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	5	0	0	0	5	6
07:30 AM	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	8	0	0	0	8	12
07:45 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	3	0	0	0	3	5
Total	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	18	0	0	0	18	26
08:00 AM	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	2	0	0	0	2	7
08:15 AM	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	5	0	0	0	5	9
08:30 AM	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	5	0	0	0	5	9
*** BREAK ***																					
Total	0	0	0	0	0	13	0	0	0	13	0	0	0	0	0	12	0	0	0	12	25
*** BREAK ***																					
03:30 PM	1	0	0	0	1	5	0	0	0	5	0	0	0	0	0	10	0	0	0	10	16
03:45 PM	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	5	0	0	0	5	10
Total	1	0	0	0	1	10	0	0	0	10	0	0	0	0	0	15	0	0	0	15	26
04:00 PM	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	5	0	0	0	5	11
04:15 PM	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	5	0	0	0	5	10
04:30 PM	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	3	0	0	0	3	8
04:45 PM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	4	0	0	0	4	7
Total	0	0	0	0	0	19	0	0	0	19	0	0	0	0	0	17	0	0	0	17	36
05:00 PM	1	0	0	0	1	4	0	0	0	4	0	0	0	0	0	3	0	0	0	3	8
05:15 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2	0	0	0	2	4
Grand Total	2	0	0	0	2	57	0	0	0	57	0	0	0	0	0	68	0	0	0	68	127
Apprch %	100	0	0	0		100	0	0	0		0	0	0	0		100	0	0	0		
Total %	1.6	0	0	0	1.6	44.9	0	0	0	44.9	0	0	0	0	0	53.5	0	0	0	53.5	

Intersection Turning Movement Count

File Name : Gibsonton&Fernhill
Site Code : 21006
Start Date : 10/12/2022
Page No : 2

	FERN HILL DRIVE Southbound					GIBSONTON DRIVE Westbound					FERN HILL DRIVE Northbound					GIBSONTON DRIVE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 06:45 AM to 08:30 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	**8**	0	0	0	**8**	**12**
07:45 AM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	3	0	0	0	3	5
08:00 AM	0	0	0	0	0	**5**	0	0	0	**5**	0	0	0	0	0	2	0	0	0	2	7
08:15 AM	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	5	0	0	0	5	9
Total Volume	0	0	0	0	0	15	0	0	0	15	0	0	0	0	0	18	0	0	0	18	33
% App. Total	0	0	0	0		100	0	0	0		0	0	0	0		100	0	0	0		
PHF	.000	.000	.000	.000	.000	.750	.000	.000	.000	.750	.000	.000	.000	.000	.000	.563	.000	.000	.000	.563	.688

Peak Hour Analysis From 06:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	06:45 AM					07:30 AM					06:45 AM					07:00 AM					
+0 mins.	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	2	0	0	0	2	
+15 mins.	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	5	0	0	0	5	
+30 mins.	0	0	0	0	0	**5**	0	0	0	**5**	0	0	0	0	0	**8**	0	0	0	**8**	
+45 mins.	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	3	0	0	0	3	
Total Volume	0	0	0	0	0	15	0	0	0	15	0	0	0	0	0	18	0	0	0	18	
% App. Total	0	0	0	0		100	0	0	0		0	0	0	0		100	0	0	0		
PHF	.000	.000	.000	.000	.000	.750	.000	.000	.000	.750	.000	.000	.000	.000	.000	.563	.000	.000	.000	.563	

Peak Hour Analysis From 03:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 03:30 PM

03:30 PM	**1**	0	0	0	**1**	5	0	0	0	5	0	0	0	0	0	**10**	0	0	0	**10**	**16**
03:45 PM	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	5	0	0	0	5	10
04:00 PM	0	0	0	0	0	**6**	0	0	0	**6**	0	0	0	0	0	5	0	0	0	5	11
04:15 PM	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	5	0	0	0	5	10
Total Volume	1	0	0	0	1	21	0	0	0	21	0	0	0	0	0	25	0	0	0	25	47
% App. Total	100	0	0	0		100	0	0	0		0	0	0	0		100	0	0	0		
PHF	.250	.000	.000	.000	.250	.875	.000	.000	.000	.875	.000	.000	.000	.000	.000	.625	.000	.000	.000	.625	.734

Peak Hour Analysis From 03:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	03:30 PM					03:30 PM					03:30 PM					03:30 PM					
+0 mins.	**1**	0	0	0	**1**	5	0	0	0	5	0	0	0	0	0	**10**	0	0	0	**10**	
+15 mins.	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	5	0	0	0	5	
+30 mins.	0	0	0	0	0	**6**	0	0	0	**6**	0	0	0	0	0	5	0	0	0	5	
+45 mins.	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	5	0	0	0	5	
Total Volume	1	0	0	0	1	21	0	0	0	21	0	0	0	0	0	25	0	0	0	25	
% App. Total	100	0	0	0		100	0	0	0		0	0	0	0		100	0	0	0		
PHF	.250	.000	.000	.000	.250	.875	.000	.000	.000	.875	.000	.000	.000	.000	.000	.625	.000	.000	.000	.625	

Intersection Pedestrian & Bicycle Count

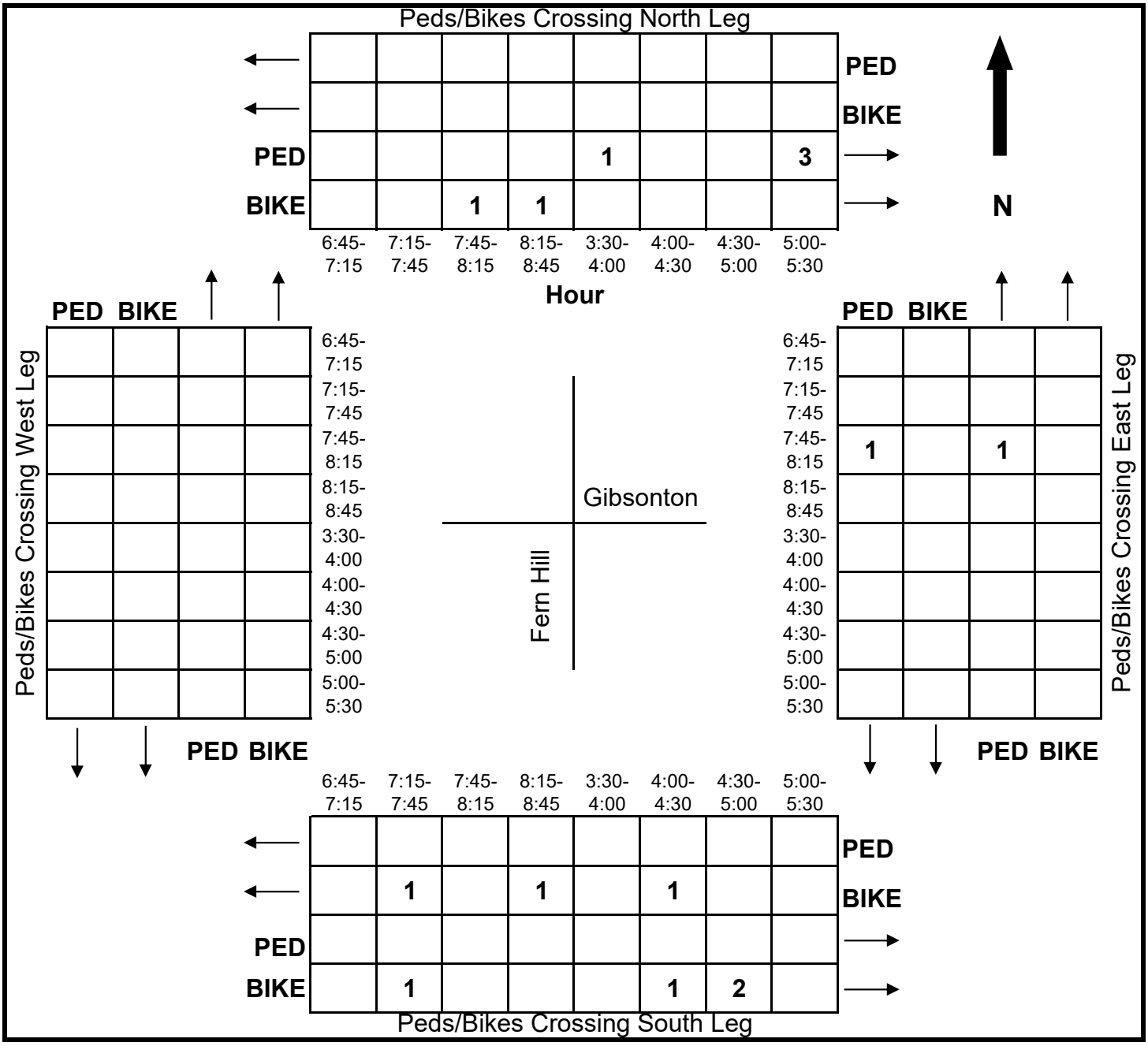
Date: 10/12/22 Day: Wednesday

Count Times: 6:45-8:45am & 3:30-5:30pm Weather: Mist 4:45-5pm

Intersection: US 301 at Fern Hill Drive

Comments:

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



Intersection Turning Movement Count

City/County: Riverview/Hillsborough
Weather: Mist 4:45-5pm
Comments:

File Name : Gibsonton&Mathog
Site Code : 21006
Start Date : 10/12/2022
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	MATHOG ROAD Southbound					GIBSONTON DRIVE Westbound					MATHOG ROAD Northbound					GIBSONTON DRIVE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
06:45 AM	0	0	0	1	1	4	450	0	0	454	43	0	2	5	50	0	223	3	8	234	739
Total	0	0	0	1	1	4	450	0	0	454	43	0	2	5	50	0	223	3	8	234	739
07:00 AM	0	0	0	1	1	2	426	0	0	428	63	0	1	7	71	2	236	14	1	253	753
07:15 AM	2	0	0	1	3	10	395	0	0	405	71	0	4	8	83	1	286	13	2	302	793
07:30 AM	0	0	0	1	1	5	344	0	0	349	61	1	1	9	72	2	245	18	11	276	698
07:45 AM	0	0	0	1	1	20	327	1	0	348	59	2	7	17	85	1	262	39	9	311	745
Total	2	0	0	4	6	37	1492	1	0	1530	254	3	13	41	311	6	1029	84	23	1142	2989
08:00 AM	2	0	0	0	2	12	294	0	0	306	88	0	4	25	117	1	287	25	15	328	753
08:15 AM	3	2	0	2	7	14	335	1	0	350	65	1	3	20	89	1	242	25	21	289	735
08:30 AM	2	0	1	0	3	11	346	1	0	358	54	0	4	7	65	0	242	21	5	268	694
*** BREAK ***																					
Total	7	2	1	2	12	37	975	2	0	1014	207	1	11	52	271	2	771	71	41	885	2182
*** BREAK ***																					
03:30 PM	1	0	0	1	2	15	359	0	0	374	59	0	13	15	87	0	427	37	7	471	934
03:45 PM	0	1	0	5	6	17	367	0	0	384	33	2	6	13	54	1	376	62	8	447	891
Total	1	1	0	6	8	32	726	0	0	758	92	2	19	28	141	1	803	99	15	918	1825
04:00 PM	1	1	0	1	3	9	376	2	0	387	25	2	2	2	31	0	411	48	12	471	892
04:15 PM	0	0	0	0	0	10	352	1	0	363	36	1	4	7	48	1	431	62	11	505	916
04:30 PM	0	1	0	0	1	10	316	1	0	327	26	1	2	12	41	2	424	47	8	481	850
04:45 PM	1	0	0	1	2	5	337	1	0	343	30	1	7	5	43	1	380	42	18	441	829
Total	2	2	0	2	6	34	1381	5	0	1420	117	5	15	26	163	4	1646	199	49	1898	3487
05:00 PM	6	1	1	0	8	3	330	3	0	336	27	0	6	2	35	2	372	55	15	444	823
05:15 PM	0	1	0	2	3	7	356	0	0	363	32	0	3	2	37	1	363	49	6	419	822
Grand Total	18	7	2	17	44	154	5710	11	0	5875	772	11	69	156	1008	16	5207	560	157	5940	12867
Apprch %	40.9	15.9	4.5	38.6		2.6	97.2	0.2	0		76.6	1.1	6.8	15.5		0.3	87.7	9.4	2.6		
Total %	0.1	0.1	0	0.1	0.3	1.2	44.4	0.1	0	45.7	6	0.1	0.5	1.2	7.8	0.1	40.5	4.4	1.2	46.2	
Passenger Vehicles	17	7	2	17	43	151	5551	11	0	5713	763	11	66	155	995	10	5049	554	156	5769	12520
% Passenger Vehicles	94.4	100	100	100	97.7	98.1	97.2	100	0	97.2	98.8	100	95.7	99.4	98.7	62.5	97	98.9	99.4	97.1	97.3
Heavy Vehicles	1	0	0	0	1	3	159	0	0	162	9	0	3	1	13	0	158	6	1	165	341
% Heavy Vehicles	5.6	0	0	0	2.3	1.9	2.8	0	0	2.8	1.2	0	4.3	0.6	1.3	0	3	1.1	0.6	2.8	2.7
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	6
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37.5	0	0	0	0.1	0

Intersection Turning Movement Count

File Name : Gibsonton&Mathog
Site Code : 21006
Start Date : 10/12/2022
Page No : 2

	MATHOG ROAD Southbound					GIBSONTON DRIVE Westbound					MATHOG ROAD Northbound					GIBSONTON DRIVE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 06:45 AM to 08:30 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	0	0	0	**1**	1	2	**426**	0	0	**428**	63	0	1	7	71	**2**	236	14	1	253	753
07:15 AM	**2**	0	0	1	**3**	10	395	0	0	405	**71**	0	4	8	83	1	**286**	13	2	302	**793**
07:30 AM	0	0	0	1	1	5	344	0	0	349	61	1	1	9	72	2	245	18	**11**	276	698
07:45 AM	0	0	0	1	1	**20**	327	**1**	0	348	59	**2**	**7**	**17**	**85**	1	262	**39**	9	**311**	745
Total Volume	2	0	0	4	6	37	1492	1	0	1530	254	3	13	41	311	6	1029	84	23	1142	2989
% App. Total	33.3	0	0	66.7		2.4	97.5	0.1	0		81.7	1	4.2	13.2		0.5	90.1	7.4	2		
PHF	.250	.000	.000	1.00	.500	.463	.876	.250	.000	.894	.894	.375	.464	.603	.915	.750	.899	.538	.523	.918	.942
Passenger Vehicles	2	0	0	4	6	37	1468	1	0	1506	250	3	12	40	305	3	975	83	22	1083	2900
% Passenger Vehicles	100	0	0	100	100	100	98.4	100	0	98.4	98.4	100	92.3	97.6	98.1	50.0	94.8	98.8	95.7	94.8	97.0
Heavy Vehicles	0	0	0	0	0	0	24	0	0	24	4	0	1	1	6	0	54	1	1	56	86
% Heavy Vehicles	0	0	0	0	0	0	1.6	0	0	1.6	1.6	0	7.7	2.4	1.9	0	5.2	1.2	4.3	4.9	2.9
UTurns	0	0	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	0	50.0	0	0	0	0.3	0.1

Peak Hour Analysis From 06:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM					06:45 AM					07:30 AM					07:15 AM				
+0 mins.	0	0	0	1	1	4	**450**	0	0	**454**	61	1	1	9	72	1	286	13	2	302
+15 mins.	2	0	0	0	2	2	426	0	0	428	59	**2**	**7**	17	85	**2**	245	18	11	276
+30 mins.	**3**	**2**	0	**2**	**7**	**10**	395	0	0	405	**88**	0	4	**25**	**117**	1	262	**39**	9	311
+45 mins.	2	0	**1**	0	3	5	344	0	0	349	65	1	3	20	89	1	**287**	25	**15**	**328**
Total Volume	7	2	1	3	13	21	1615	0	0	1636	273	4	15	71	363	5	1080	95	37	1217
% App. Total	53.8	15.4	7.7	23.1		1.3	98.7	0	0		75.2	1.1	4.1	19.6		0.4	88.7	7.8	3	
PHF	.583	.250	.250	.375	.464	.525	.897	.000	.000	.901	.776	.500	.536	.710	.776	.625	.941	.609	.617	.928
Passenger Vehicles	6	2	1	3	12	20	1592	0	0	1612	269	4	14	71	358	2	1029	94	36	1161
% Passenger Vehicles	85.7	100	100	100	92.3	95.2	98.6	0	0	98.5	98.5	100	93.3	100	98.6	40	95.3	98.9	97.3	95.4
Heavy Vehicles	1	0	0	0	1	1	23	0	0	24	4	0	1	0	5	0	51	1	1	53
% Heavy Vehicles	14.3	0	0	0	7.7	4.8	1.4	0	0	1.5	1.5	0	6.7	0	1.4	0	4.7	1.1	2.7	4.4
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60	0	0	0	0.2

Intersection Turning Movement Count

File Name : Gibsonton&Mathog
Site Code : 21006
Start Date : 10/12/2022
Page No : 3

	MATHOG ROAD Southbound					GIBSONTON DRIVE Westbound					MATHOG ROAD Northbound					GIBSONTON DRIVE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 05:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:30 PM																					
03:30 PM	**1**	0	0	1	2	15	359	0	0	374	**59**	0	**13**	**15**	**87**	0	427	37	7	471	**934**
03:45 PM	0	**1**	0	**5**	**6**	**17**	367	0	0	384	33	**2**	6	13	54	**1**	376	**62**	8	447	891
04:00 PM	1	1	0	1	3	9	**376**	**2**	0	**387**	25	2	2	2	31	0	411	48	**12**	471	892
04:15 PM	0	0	0	0	0	10	352	1	0	363	36	1	4	7	48	1	**431**	62	11	**505**	916
Total Volume	2	2	0	7	11	51	1454	3	0	1508	153	5	25	37	220	2	1645	209	38	1894	3633
% App. Total	18.2	18.2	0	63.6		3.4	96.4	0.2	0		69.5	2.3	11.4	16.8		0.1	86.9	11	2		
PHF	.500	.500	.000	.350	.458	.750	.967	.375	.000	.974	.648	.625	.481	.617	.632	.500	.954	.843	.792	.938	.972
Passenger Vehicles	2	2	0	7	11	51	1406	3	0	1460	151	5	24	37	217	1	1616	206	38	1861	3549
% Passenger Vehicles	100	100	0	100	100	100	96.7	100	0	96.8	98.7	100	96.0	100	98.6	50.0	98.2	98.6	100	98.3	97.7
Heavy Vehicles	0	0	0	0	0	0	48	0	0	48	2	0	1	0	3	0	29	3	0	32	83
% Heavy Vehicles	0	0	0	0	0	0	3.3	0	0	3.2	1.3	0	4.0	0	1.4	0	1.8	1.4	0	1.7	2.3
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50.0	0	0	0	0.1	0.0

Peak Hour Analysis From 03:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM					03:30 PM					03:30 PM					03:45 PM					
+0 mins.	0	**1**	0	0	1	15	359	0	0	374	**59**	0	**13**	**15**	**87**	1	376	**62**	8	447	
+15 mins.	1	0	0	1	2	**17**	367	0	0	384	33	**2**	6	13	54	0	411	48	**12**	471	
+30 mins.	**6**	1	**1**	0	**8**	9	**376**	**2**	0	**387**	25	2	2	2	31	1	**431**	62	11	**505**	
+45 mins.	0	1	0	**2**	3	10	352	1	0	363	36	1	4	7	48	**2**	424	47	8	481	
Total Volume	7	3	1	3	14	51	1454	3	0	1508	153	5	25	37	220	4	1642	219	39	1904	
% App. Total	50	21.4	7.1	21.4		3.4	96.4	0.2	0		69.5	2.3	11.4	16.8		0.2	86.2	11.5	2		
PHF	.292	.750	.250	.375	.438	.750	.967	.375	.000	.974	.648	.625	.481	.617	.632	.500	.952	.883	.813	.943	
Passenger Vehicles	7	3	1	3	14	51	1406	3	0	1460	151	5	24	37	217	3	1612	216	39	1870	
% Passenger Vehicles	100	100	100	100	100	100	96.7	100	0	96.8	98.7	100	96	100	98.6	75	98.2	98.6	100	98.2	
Heavy Vehicles	0	0	0	0	0	0	48	0	0	48	2	0	1	0	3	0	30	3	0	33	
% Heavy Vehicles	0	0	0	0	0	0	3.3	0	0	3.2	1.3	0	4	0	1.4	0	1.8	1.4	0	1.7	
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	0	0	0	0.1	

Intersection Turning Movement Count

City/County: Riverview/Hillsborough
Weather: Mist 4:45-5pm
Comments:

File Name : Gibsonton&Mathog
Site Code : 21006
Start Date : 10/12/2022
Page No : 1

Groups Printed- Passenger Vehicles

	MATHOG ROAD Southbound					GIBSONTON DRIVE Westbound					MATHOG ROAD Northbound					GIBSONTON DRIVE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
06:45 AM	0	0	0	1	1	3	443	0	0	446	43	0	2	5	50	0	213	3	8	224	721
Total	0	0	0	1	1	3	443	0	0	446	43	0	2	5	50	0	213	3	8	224	721
07:00 AM	0	0	0	1	1	2	423	0	0	425	62	0	1	6	69	1	219	14	1	235	730
07:15 AM	2	0	0	1	3	10	390	0	0	400	71	0	4	8	83	0	275	13	2	290	776
07:30 AM	0	0	0	1	1	5	336	0	0	341	59	1	1	9	70	1	229	18	10	258	670
07:45 AM	0	0	0	1	1	20	319	1	0	340	58	2	6	17	83	1	252	38	9	300	724
Total	2	0	0	4	6	37	1468	1	0	1506	250	3	12	40	305	3	975	83	22	1083	2900
08:00 AM	2	0	0	0	2	12	289	0	0	301	87	0	4	25	116	0	273	25	15	313	732
08:15 AM	2	2	0	2	6	14	325	1	0	340	65	1	3	20	89	1	227	25	21	274	709
08:30 AM	2	0	1	0	3	11	335	1	0	347	54	0	4	7	65	0	227	20	5	252	667
*** BREAK ***																					
Total	6	2	1	2	11	37	949	2	0	988	206	1	11	52	270	1	727	70	41	839	2108
*** BREAK ***																					
03:30 PM	1	0	0	1	2	15	349	0	0	364	59	0	12	15	86	0	422	37	7	466	918
03:45 PM	0	1	0	5	6	17	354	0	0	371	32	2	6	13	53	0	368	61	8	437	867
Total	1	1	0	6	8	32	703	0	0	735	91	2	18	28	139	0	790	98	15	903	1785
04:00 PM	1	1	0	1	3	9	361	2	0	372	25	2	2	2	31	0	404	46	12	462	868
04:15 PM	0	0	0	0	0	10	342	1	0	353	35	1	4	7	47	1	422	62	11	496	896
04:30 PM	0	1	0	0	1	9	306	1	0	316	25	1	2	12	40	2	418	47	8	475	832
04:45 PM	1	0	0	1	2	4	315	1	0	320	29	1	7	5	42	0	375	41	18	434	798
Total	2	2	0	2	6	32	1324	5	0	1361	114	5	15	26	160	3	1619	196	49	1867	3394
05:00 PM	6	1	1	0	8	3	319	3	0	325	27	0	6	2	35	2	367	55	15	439	807
05:15 PM	0	1	0	2	3	7	345	0	0	352	32	0	2	2	36	1	358	49	6	414	805
Grand Total	17	7	2	17	43	151	5551	11	0	5713	763	11	66	155	995	10	5049	554	156	5769	12520
Apprch %	39.5	16.3	4.7	39.5		2.6	97.2	0.2	0		76.7	1.1	6.6	15.6		0.2	87.5	9.6	2.7		
Total %	0.1	0.1	0	0.1	0.3	1.2	44.3	0.1	0	45.6	6.1	0.1	0.5	1.2	7.9	0.1	40.3	4.4	1.2	46.1	

Intersection Turning Movement Count

File Name : Gibsonton&Mathog
Site Code : 21006
Start Date : 10/12/2022
Page No : 2

	MATHOG ROAD Southbound					GIBSONTON DRIVE Westbound					MATHOG ROAD Northbound					GIBSONTON DRIVE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 06:45 AM to 08:30 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	**2**	0	0	**1**	**3**	10	**390**	0	0	**400**	71	0	4	8	83	0	**275**	13	2	290	**776**
07:30 AM	0	0	0	1	1	5	336	0	0	341	59	1	1	9	70	**1**	229	18	10	258	670
07:45 AM	0	0	0	1	1	**20**	319	**1**	0	340	58	**2**	**6**	17	83	1	252	**38**	9	300	724
08:00 AM	2	0	0	0	2	12	289	0	0	301	**87**	0	4	**25**	**116**	0	273	25	**15**	**313**	732
Total Volume	4	0	0	3	7	47	1334	1	0	1382	275	3	15	59	352	2	1029	94	36	1161	2902
% App. Total	57.1	0	0	42.9		3.4	96.5	0.1	0		78.1	0.9	4.3	16.8		0.2	88.6	8.1	3.1		
PHF	.500	.000	.000	.750	.583	.588	.855	.250	.000	.864	.790	.375	.625	.590	.759	.500	.935	.618	.600	.927	.935

Peak Hour Analysis From 06:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM					06:45 AM					07:30 AM					07:15 AM					
+0 mins.	0	0	0	1	1	3	**443**	0	0	**446**	59	1	1	9	70	0	**275**	13	2	290	
+15 mins.	**2**	0	0	0	2	2	423	0	0	425	58	**2**	**6**	17	83	**1**	229	18	10	258	
+30 mins.	2	**2**	0	**2**	**6**	**10**	390	0	0	400	**87**	0	4	**25**	**116**	1	252	**38**	9	300	
+45 mins.	2	0	**1**	0	3	5	336	0	0	341	65	1	3	20	89	0	273	25	**15**	**313**	
Total Volume	6	2	1	3	12	20	1592	0	0	1612	269	4	14	71	358	2	1029	94	36	1161	
% App. Total	50	16.7	8.3	25		1.2	98.8	0	0		75.1	1.1	3.9	19.8		0.2	88.6	8.1	3.1		
PHF	.750	.250	.250	.375	.500	.500	.898	.000	.000	.904	.773	.500	.583	.710	.772	.500	.935	.618	.600	.927	

Peak Hour Analysis From 03:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 03:30 PM

03:30 PM	**1**	0	0	1	2	15	349	0	0	364	**59**	0	**12**	**15**	**86**	0	**422**	37	7	466	**918**
03:45 PM	0	**1**	0	**5**	**6**	**17**	354	0	0	371	32	**2**	6	13	53	0	368	61	8	437	867
04:00 PM	1	1	0	1	3	9	**361**	**2**	0	**372**	25	2	2	2	31	0	404	46	**12**	462	868
04:15 PM	0	0	0	0	0	10	342	1	0	353	35	1	4	7	47	**1**	422	**62**	11	**496**	896
Total Volume	2	2	0	7	11	51	1406	3	0	1460	151	5	24	37	217	1	1616	206	38	1861	3549
% App. Total	18.2	18.2	0	63.6		3.5	96.3	0.2	0		69.6	2.3	11.1	17.1		0.1	86.8	11.1	2		
PHF	.500	.500	.000	.350	.458	.750	.974	.375	.000	.981	.640	.625	.500	.617	.631	.250	.957	.831	.792	.938	.967

Peak Hour Analysis From 03:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM					03:30 PM					03:30 PM					03:45 PM					
+0 mins.	0	**1**	0	0	1	15	349	0	0	364	**59**	0	**12**	**15**	**86**	0	368	61	8	437	
+15 mins.	1	0	0	1	2	**17**	354	0	0	371	32	**2**	6	13	53	0	404	46	**12**	462	
+30 mins.	**6**	1	**1**	0	**8**	9	**361**	**2**	0	**372**	25	2	2	2	31	1	**422**	**62**	11	**496**	
+45 mins.	0	1	0	**2**	3	10	342	1	0	353	35	1	4	7	47	**2**	418	47	8	475	
Total Volume	7	3	1	3	14	51	1406	3	0	1460	151	5	24	37	217	3	1612	216	39	1870	
% App. Total	50	21.4	7.1	21.4		3.5	96.3	0.2	0		69.6	2.3	11.1	17.1		0.2	86.2	11.6	2.1		
PHF	.292	.750	.250	.375	.438	.750	.974	.375	.000	.981	.640	.625	.500	.617	.631	.375	.955	.871	.813	.943	

Intersection Turning Movement Count

City/County: Riverview/Hillsborough
Weather: Mist 4:45-5pm
Comments:

File Name : Gibsonton&Mathog
Site Code : 21006
Start Date : 10/12/2022
Page No : 1

Groups Printed- Heavy Vehicles

	MATHOG ROAD Southbound					GIBSONTON DRIVE Westbound					MATHOG ROAD Northbound					GIBSONTON DRIVE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
06:45 AM	0	0	0	0	0	1	7	0	0	8	0	0	0	0	0	0	10	0	0	10	18
Total	0	0	0	0	0	1	7	0	0	8	0	0	0	0	0	0	10	0	0	10	18
07:00 AM	0	0	0	0	0	0	3	0	0	3	1	0	0	1	2	0	17	0	0	17	22
07:15 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	11	0	0	11	16
07:30 AM	0	0	0	0	0	0	8	0	0	8	2	0	0	0	2	0	16	0	1	17	27
07:45 AM	0	0	0	0	0	0	8	0	0	8	1	0	1	0	2	0	10	1	0	11	21
Total	0	0	0	0	0	0	24	0	0	24	4	0	1	1	6	0	54	1	1	56	86
08:00 AM	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	0	14	0	0	14	20
08:15 AM	1	0	0	0	1	0	10	0	0	10	0	0	0	0	0	0	15	0	0	15	26
08:30 AM	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	15	1	0	16	27
*** BREAK ***																					
Total	1	0	0	0	1	0	26	0	0	26	1	0	0	0	1	0	44	1	0	45	73
*** BREAK ***																					
03:30 PM	0	0	0	0	0	0	10	0	0	10	0	0	1	0	1	0	5	0	0	5	16
03:45 PM	0	0	0	0	0	0	13	0	0	13	1	0	0	0	1	0	8	1	0	9	23
Total	0	0	0	0	0	0	23	0	0	23	1	0	1	0	2	0	13	1	0	14	39
04:00 PM	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	7	2	0	9	24
04:15 PM	0	0	0	0	0	0	10	0	0	10	1	0	0	0	1	0	9	0	0	9	20
04:30 PM	0	0	0	0	0	1	10	0	0	11	1	0	0	0	1	0	6	0	0	6	18
04:45 PM	0	0	0	0	0	1	22	0	0	23	1	0	0	0	1	0	5	1	0	6	30
Total	0	0	0	0	0	2	57	0	0	59	3	0	0	0	3	0	27	3	0	30	92
05:00 PM	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	5	0	0	5	16
05:15 PM	0	0	0	0	0	0	11	0	0	11	0	0	1	0	1	0	5	0	0	5	17
Grand Total	1	0	0	0	1	3	159	0	0	162	9	0	3	1	13	0	158	6	1	165	341
Apprch %	100	0	0	0		1.9	98.1	0	0		69.2	0	23.1	7.7		0	95.8	3.6	0.6		
Total %	0.3	0	0	0	0.3	0.9	46.6	0	0	47.5	2.6	0	0.9	0.3	3.8	0	46.3	1.8	0.3	48.4	

Intersection Turning Movement Count

File Name : Gibsonton&Mathog
Site Code : 21006
Start Date : 10/12/2022
Page No : 2

	MATHOG ROAD Southbound					GIBSONTON DRIVE Westbound					MATHOG ROAD Northbound					GIBSONTON DRIVE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 06:45 AM to 08:30 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	0	0	0	0	8	0	0	8	**2**	0	0	0	**2**	0	**16**	0	**1**	**17**	**27**
07:45 AM	0	0	0	0	0	0	8	0	0	8	1	0	**1**	0	2	0	10	**1**	0	11	21
08:00 AM	0	0	0	0	0	0	5	0	0	5	1	0	0	0	1	0	14	0	0	14	20
08:15 AM	**1**	0	0	0	**1**	0	**10**	0	0	**10**	0	0	0	0	0	0	15	0	0	15	26
Total Volume	1	0	0	0	1	0	31	0	0	31	4	0	1	0	5	0	55	1	1	57	94
% App. Total	100	0	0	0		0	100	0	0		80	0	20	0		0	96.5	1.8	1.8		
PHF	.250	.000	.000	.000	.250	.000	.775	.000	.000	.775	.500	.000	.250	.000	.625	.000	.859	.250	.250	.838	.870

Peak Hour Analysis From 06:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM					07:45 AM					07:00 AM					07:30 AM				
+0 mins.	0	0	0	0	0	0	8	0	0	8	1	0	0	**1**	**2**	0	**16**	0	**1**	**17**
+15 mins.	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	10	**1**	0	11
+30 mins.	0	0	0	0	0	0	10	0	0	10	**2**	0	0	0	2	0	14	0	0	14
+45 mins.	**1**	0	0	0	**1**	0	**11**	0	0	**11**	1	0	**1**	0	2	0	15	0	0	15
Total Volume	1	0	0	0	1	0	34	0	0	34	4	0	1	1	6	0	55	1	1	57
% App. Total	100	0	0	0		0	100	0	0		66.7	0	16.7	16.7		0	96.5	1.8	1.8	
PHF	.250	.000	.000	.000	.250	.000	.773	.000	.000	.773	.500	.000	.250	.250	.750	.000	.859	.250	.250	.838

Peak Hour Analysis From 03:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 04:00 PM

04:00 PM	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	0	7	**2**	0	**9**	24
04:15 PM	0	0	0	0	0	0	10	0	0	10	**1**	0	0	0	**1**	0	**9**	0	0	9	20
04:30 PM	0	0	0	0	0	**1**	10	0	0	11	1	0	0	0	1	0	6	0	0	6	18
04:45 PM	0	0	0	0	0	1	**22**	0	0	**23**	1	0	0	0	1	0	5	1	0	6	**30**
Total Volume	0	0	0	0	0	2	57	0	0	59	3	0	0	0	3	0	27	3	0	30	92
% App. Total	0	0	0	0		3.4	96.6	0	0		100	0	0	0		0	90	10	0		
PHF	.000	.000	.000	.000	.000	.500	.648	.000	.000	.641	.750	.000	.000	.000	.750	.000	.750	.375	.000	.833	.767

Peak Hour Analysis From 03:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	03:30 PM					04:00 PM					03:30 PM					03:45 PM				
+0 mins.	0	0	0	0	0	0	15	0	0	15	0	0	**1**	0	**1**	0	8	1	0	**9**
+15 mins.	0	0	0	0	0	0	10	0	0	10	**1**	0	0	0	1	0	7	**2**	0	9
+30 mins.	0	0	0	0	0	**1**	10	0	0	11	0	0	0	0	0	0	**9**	0	0	9
+45 mins.	0	0	0	0	0	1	**22**	0	0	**23**	1	0	0	0	1	0	6	0	0	6
Total Volume	0	0	0	0	0	2	57	0	0	59	2	0	1	0	3	0	30	3	0	33
% App. Total	0	0	0	0		3.4	96.6	0	0		66.7	0	33.3	0		0	90.9	9.1	0	
PHF	.000	.000	.000	.000	.000	.500	.648	.000	.000	.641	.500	.000	.250	.000	.750	.000	.833	.375	.000	.917

Intersection Turning Movement Count

City/County: Riverview/Hillsborough
Weather: Mist 4:45-5pm
Comments:

File Name : Gibsonton&Mathog
Site Code : 21006
Start Date : 10/12/2022
Page No : 1

Groups Printed- UTurns

	MATHOG ROAD Southbound					GIBSONTON DRIVE Westbound					MATHOG ROAD Northbound					GIBSONTON DRIVE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
*** BREAK ***																					
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
07:30 AM	0	0	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	0	0	3	0	0	0	3	3
08:00 AM	0	0	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	0	0	1	0	0	0	1	1
*** BREAK ***																					
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
*** BREAK ***																					
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
*** BREAK ***																					
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	6
Apprch %	0	0	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	0	0	100	0	0	0	100	

	MATHOG ROAD Southbound					GIBSONTON DRIVE Westbound					MATHOG ROAD Northbound					GIBSONTON DRIVE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 06:45 AM to 08:30 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:45 AM																					
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	**1**	**1**
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
07:30 AM	0	0	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	0	0	3	0	0	0	3	3
% App. Total	0	0	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	.000	.000	.750	.000	.000	.000	.750	.750

Intersection Turning Movement Count

File Name : Gibsonton&Mathog
Site Code : 21006
Start Date : 10/12/2022
Page No : 2

	MATHOG ROAD Southbound					GIBSONTON DRIVE Westbound					MATHOG ROAD Northbound					GIBSONTON DRIVE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 06:45 AM to 08:30 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	06:45 AM					06:45 AM					06:45 AM					06:45 AM					
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	**1**	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
+45 mins.	0	0	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	0	0	3	0	0	0	3	
% App. Total	0	0	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	.000	.000	.750	.000	.000	.000	.750	
Peak Hour Analysis From 03:30 PM to 05:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:30 PM																					
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	**1**	**1**
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	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	1	0	0	0	1	1
% App. Total	0	0	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	.000	.000	.250	.000	.000	.000	.250	.250

Peak Hour Analysis From 03:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	03:30 PM					03:30 PM					03:30 PM					03:30 PM					
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	**1**	
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	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	1	0	0	0	1	
% App. Total	0	0	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	.000	.000	.250	.000	.000	.000	.250	

Intersection Pedestrian & Bicycle Count

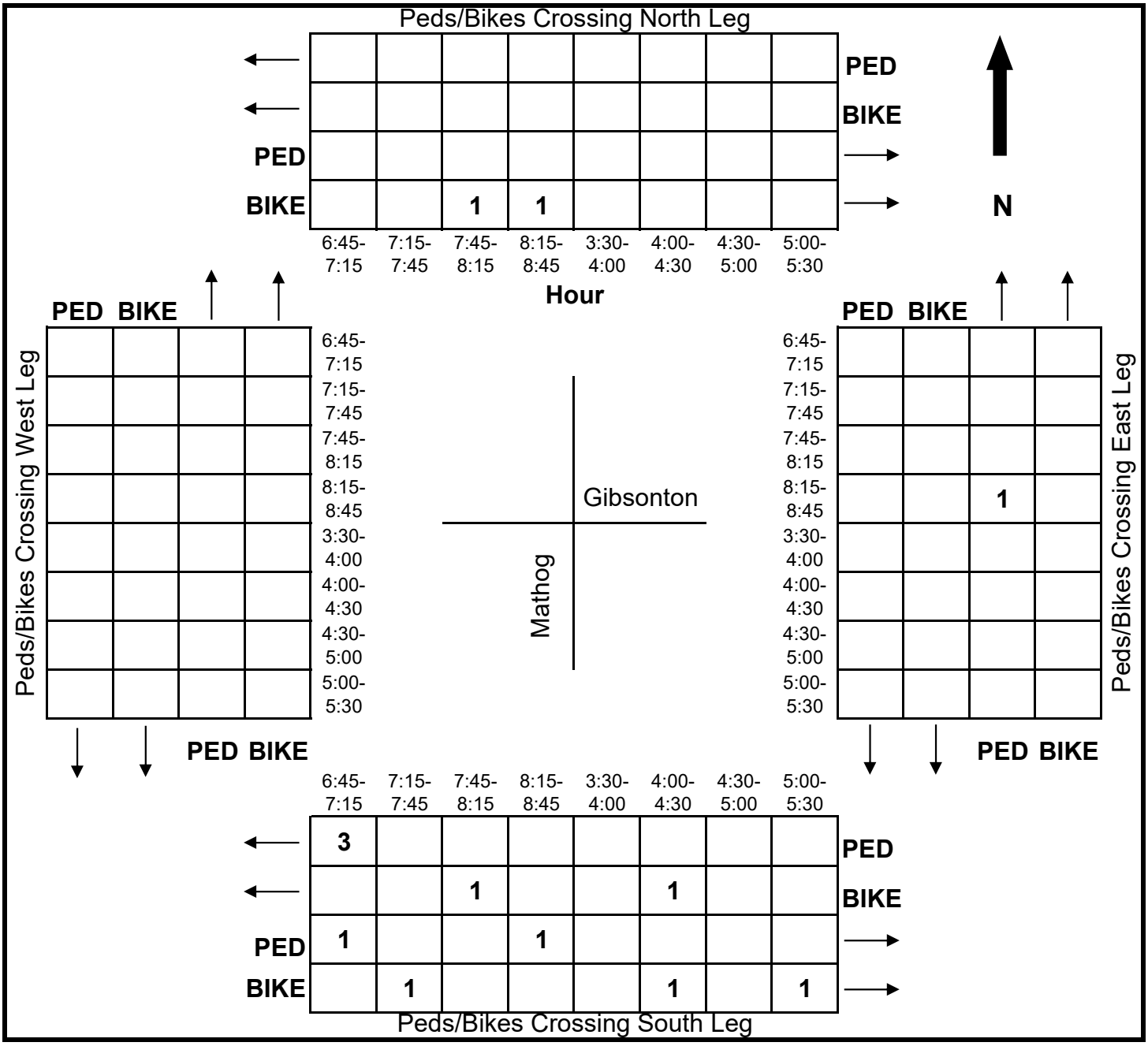
Date: 10/12/22 Day: Wednesday

Count Times: 6:45-8:45am & 3:30-5:30pm Weather: Mist 4:45-5pm

Intersection: US 301 at Mathog Road

Comments:

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



Intersection Turning Movement Count

City/County: Riverview/Hillsborough
Weather: Mist 4:45-5pm
Comments:

File Name : Gibsonton&AlafiaTrace
Site Code : 21006
Start Date : 10/12/2022
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	ALAFIA TRACE BOULEVARD Southbound					GIBSONTON DRIVE Westbound					PARK PLACE AVENUE Northbound					GIBSONTON DRIVE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
06:45 AM	4	0	0	3	7	7	454	0	0	461	13	0	1	3	17	0	225	1	0	226	711
Total	4	0	0	3	7	7	454	0	0	461	13	0	1	3	17	0	225	1	0	226	711
07:00 AM	2	0	0	2	4	7	395	0	0	402	18	1	4	5	28	2	227	5	1	235	669
07:15 AM	0	1	1	1	3	4	385	1	0	390	17	1	1	1	20	0	306	6	2	314	727
07:30 AM	1	0	3	7	11	9	317	1	0	327	19	0	0	5	24	2	251	3	0	256	618
07:45 AM	1	0	0	5	6	12	316	2	0	330	28	3	1	5	37	4	269	5	3	281	654
Total	4	1	4	15	24	32	1413	4	0	1449	82	5	6	16	109	8	1053	19	6	1086	2668
08:00 AM	2	1	2	1	6	7	271	1	0	279	34	1	1	12	48	1	298	3	5	307	640
08:15 AM	2	1	3	4	10	17	318	8	0	343	24	4	8	5	41	4	252	11	2	269	663
08:30 AM	2	0	0	1	3	13	325	5	0	343	25	0	0	9	34	3	237	7	2	249	629
*** BREAK ***																					
Total	6	2	5	6	19	37	914	14	0	965	83	5	9	26	123	8	787	21	9	825	1932
*** BREAK ***																					
03:30 PM	0	1	2	3	6	23	354	7	0	384	19	1	12	7	39	5	403	25	4	437	866
03:45 PM	2	1	2	2	7	21	369	3	0	393	17	2	14	7	40	6	364	30	3	403	843
Total	2	2	4	5	13	44	723	10	0	777	36	3	26	14	79	11	767	55	7	840	1709
04:00 PM	1	1	0	1	3	33	363	6	0	402	20	0	7	13	40	2	362	32	4	400	845
04:15 PM	1	0	0	2	3	25	361	2	0	388	12	0	3	19	34	4	416	31	5	456	881
04:30 PM	1	0	3	1	5	24	312	3	0	339	13	0	18	19	50	6	393	23	7	429	823
04:45 PM	4	3	1	1	9	25	304	5	0	334	15	0	10	6	31	2	378	24	1	405	779
Total	7	4	4	5	20	107	1340	16	0	1463	60	0	38	57	155	14	1549	110	17	1690	3328
05:00 PM	11	1	0	3	15	14	321	7	0	342	12	0	11	13	36	3	358	27	3	391	784
05:15 PM	6	0	0	2	8	24	345	2	0	371	21	1	8	12	42	3	341	25	5	374	795
Grand Total	40	10	17	39	106	265	5510	53	0	5828	307	14	99	141	561	47	5080	258	47	5432	11927
Apprch %	37.7	9.4	16	36.8		4.5	94.5	0.9	0		54.7	2.5	17.6	25.1		0.9	93.5	4.7	0.9		
Total %	0.3	0.1	0.1	0.3	0.9	2.2	46.2	0.4	0	48.9	2.6	0.1	0.8	1.2	4.7	0.4	42.6	2.2	0.4	45.5	
Passenger Vehicles	40	10	15	37	102	235	5360	51	0	5646	296	14	95	138	543	40	4926	252	45	5263	11554
% Passenger Vehicles	100	100	88.2	94.9	96.2	88.7	97.3	96.2	0	96.9	96.4	100	96	97.9	96.8	85.1	97	97.7	95.7	96.9	96.9
Heavy Vehicles	0	0	2	2	4	7	150	2	0	159	8	0	4	3	15	2	154	6	2	164	342
% Heavy Vehicles	0	0	11.8	5.1	3.8	2.6	2.7	3.8	0	2.7	2.6	0	4	2.1	2.7	4.3	3	2.3	4.3	3	2.9
UTurns	0	0	0	0	0	23	0	0	0	23	3	0	0	0	3	5	0	0	0	5	31
% UTurns	0	0	0	0	0	8.7	0	0	0	0.4	1	0	0	0	0.5	10.6	0	0	0	0.1	0.3

Intersection Turning Movement Count

File Name : Gibsonton&AlafiaTrace
Site Code : 21006
Start Date : 10/12/2022
Page No : 2

	ALAFIA TRACE BOULEVARD Southbound					GIBSONTON DRIVE Westbound					PARK PLACE AVENUE Northbound					GIBSONTON DRIVE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 06:45 AM to 08:30 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:45 AM																					
06:45 AM	**4**	0	0	3	7	7	**454**	0	0	**461**	13	0	1	3	17	0	225	1	0	226	711
07:00 AM	2	0	0	2	4	7	395	0	0	402	18	**1**	**4**	**5**	**28**	**2**	227	5	1	235	669
07:15 AM	0	**1**	1	1	3	4	385	**1**	0	390	17	1	1	1	20	0	**306**	**6**	**2**	**314**	**727**
07:30 AM	1	0	**3**	**7**	**11**	**9**	317	1	0	327	**19**	0	0	5	24	2	251	3	0	256	618
Total Volume	7	1	4	13	25	27	1551	2	0	1580	67	2	6	14	89	4	1009	15	3	1031	2725
% App. Total	28	4	16	52		1.7	98.2	0.1	0		75.3	2.2	6.7	15.7		0.4	97.9	1.5	0.3		
PHF	.438	.250	.333	.464	.568	.750	.854	.500	.000	.857	.882	.500	.375	.700	.795	.500	.824	.625	.375	.821	.937
Passenger Vehicles	7	1	4	13	25	23	1530	2	0	1555	63	2	4	13	82	3	957	12	3	975	2637
% Passenger Vehicles	100	100	100	100	100	85.2	98.6	100	0	98.4	94.0	100	66.7	92.9	92.1	75.0	94.8	80.0	100	94.6	96.8
Heavy Vehicles	0	0	0	0	0	2	21	0	0	23	2	0	2	1	5	0	52	3	0	55	83
% Heavy Vehicles	0	0	0	0	0	7.4	1.4	0	0	1.5	3.0	0	33.3	7.1	5.6	0	5.2	20.0	0	5.3	3.0
UTurns	0	0	0	0	0	2	0	0	0	2	2	0	0	0	2	1	0	0	0	1	5
% UTurns	0	0	0	0	0	7.4	0	0	0	0.1	3.0	0	0	0	2.2	25.0	0	0	0	0.1	0.2

Peak Hour Analysis From 06:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM					06:45 AM					07:45 AM					07:15 AM				
+0 mins.	1	0	**3**	**7**	**11**	7	**454**	0	0	**461**	28	3	1	5	37	0	**306**	**6**	2	**314**
+15 mins.	1	0	0	5	6	7	395	0	0	402	**34**	1	1	**12**	**48**	2	251	3	0	256
+30 mins.	**2**	**1**	2	1	6	4	385	**1**	0	390	24	**4**	**8**	5	41	**4**	269	5	3	281
+45 mins.	2	1	3	4	10	**9**	317	1	0	327	25	0	0	9	34	1	298	3	**5**	307
Total Volume	6	2	8	17	33	27	1551	2	0	1580	111	8	10	31	160	7	1124	17	10	1158
% App. Total	18.2	6.1	24.2	51.5		1.7	98.2	0.1	0		69.4	5	6.2	19.4		0.6	97.1	1.5	0.9	
PHF	.750	.500	.667	.607	.750	.750	.854	.500	.000	.857	.816	.500	.313	.646	.833	.438	.918	.708	.500	.922
Passenger Vehicles	6	2	7	16	31	23	1530	2	0	1555	108	8	10	30	156	6	1073	15	9	1103
% Passenger Vehicles	100	100	87.5	94.1	93.9	85.2	98.6	100	0	98.4	97.3	100	100	96.8	97.5	85.7	95.5	88.2	90	95.3
Heavy Vehicles	0	0	1	1	2	2	21	0	0	23	2	0	0	1	3	0	51	2	1	54
% Heavy Vehicles	0	0	12.5	5.9	6.1	7.4	1.4	0	0	1.5	1.8	0	0	3.2	1.9	0	4.5	11.8	10	4.7
UTurns	0	0	0	0	0	2	0	0	0	2	1	0	0	0	1	1	0	0	0	1
% UTurns	0	0	0	0	0	7.4	0	0	0	0.1	0.9	0	0	0	0.6	14.3	0	0	0	0.1

Intersection Turning Movement Count

File Name : Gibsonton&AlafiaTrace
Site Code : 21006
Start Date : 10/12/2022
Page No : 3

	ALAFIA TRACE BOULEVARD Southbound					GIBSONTON DRIVE Westbound					PARK PLACE AVENUE Northbound					GIBSONTON DRIVE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 05:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:30 PM																					
03:30 PM	0	**1**	**2**	**3**	6	23	354	**7**	0	384	19	1	12	7	39	5	403	25	4	437	866
03:45 PM	**2**	1	2	2	**7**	21	**369**	3	0	393	17	**2**	**14**	7	**40**	**6**	364	30	3	403	843
04:00 PM	1	1	0	1	3	**33**	363	6	0	**402**	**20**	0	7	13	40	2	362	**32**	4	400	845
04:15 PM	1	0	0	2	3	25	361	2	0	388	12	0	3	**19**	34	4	**416**	31	**5**	**456**	**881**
Total Volume	4	3	4	8	19	102	1447	18	0	1567	68	3	36	46	153	17	1545	118	16	1696	3435
% App. Total	21.1	15.8	21.1	42.1		6.5	92.3	1.1	0		44.4	2	23.5	30.1		1	91.1	7	0.9		
PHF	.500	.750	.500	.667	.679	.773	.980	.643	.000	.975	.850	.375	.643	.605	.956	.708	.928	.922	.800	.930	.975
Passenger Vehicles	4	3	3	7	17	90	1401	16	0	1507	67	3	36	45	151	15	1515	118	16	1664	3339
% Passenger Vehicles	100	100	75.0	87.5	89.5	88.2	96.8	88.9	0	96.2	98.5	100	100	97.8	98.7	88.2	98.1	100	100	98.1	97.2
Heavy Vehicles	0	0	1	1	2	1	46	2	0	49	1	0	0	1	2	0	30	0	0	30	83
% Heavy Vehicles	0	0	25.0	12.5	10.5	1.0	3.2	11.1	0	3.1	1.5	0	0	2.2	1.3	0	1.9	0	0	1.8	2.4
UTurns	0	0	0	0	0	11	0	0	0	11	0	0	0	0	0	2	0	0	0	2	13
% UTurns	0	0	0	0	0	10.8	0	0	0	0.7	0	0	0	0	0	11.8	0	0	0	0.1	0.4

Peak Hour Analysis From 03:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM					03:30 PM					03:45 PM					03:30 PM				
+0 mins.	1	0	**3**	1	5	23	354	**7**	0	384	17	**2**	14	7	40	5	403	25	4	437
+15 mins.	4	**3**	1	1	9	21	**369**	3	0	393	**20**	0	7	13	40	**6**	364	30	3	403
+30 mins.	**11**	1	0	**3**	**15**	**33**	363	6	0	**402**	12	0	3	**19**	34	2	362	**32**	4	400
+45 mins.	6	0	0	2	8	25	361	2	0	388	13	0	**18**	19	**50**	4	**416**	31	**5**	**456**
Total Volume	22	4	4	7	37	102	1447	18	0	1567	62	2	42	58	164	17	1545	118	16	1696
% App. Total	59.5	10.8	10.8	18.9		6.5	92.3	1.1	0		37.8	1.2	25.6	35.4		1	91.1	7	0.9	
PHF	.500	.333	.333	.583	.617	.773	.980	.643	.000	.975	.775	.250	.583	.763	.820	.708	.928	.922	.800	.930
Passenger Vehicles	22	4	4	7	37	90	1401	16	0	1507	60	2	42	57	161	15	1515	118	16	1664
% Passenger Vehicles	100	100	100	100	100	88.2	96.8	88.9	0	96.2	96.8	100	100	98.3	98.2	88.2	98.1	100	100	98.1
Heavy Vehicles	0	0	0	0	0	1	46	2	0	49	2	0	0	1	3	0	30	0	0	30
% Heavy Vehicles	0	0	0	0	0	1	3.2	11.1	0	3.1	3.2	0	0	1.7	1.8	0	1.9	0	0	1.8
UTurns	0	0	0	0	0	11	0	0	0	11	0	0	0	0	0	2	0	0	0	2
% UTurns	0	0	0	0	0	10.8	0	0	0	0.7	0	0	0	0	0	11.8	0	0	0	0.1

Intersection Turning Movement Count

City/County: Riverview/Hillsborough
Weather: Mist 4:45-5pm
Comments:

File Name : Gibsonton&AlafiaTrace
Site Code : 21006
Start Date : 10/12/2022
Page No : 1

Groups Printed- Passenger Vehicles

	ALAFIA TRACE BOULEVARD Southbound					GIBSONTON DRIVE Westbound					PARK PLACE AVENUE Northbound					GIBSONTON DRIVE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
06:45 AM	4	0	0	3	7	6	448	0	0	454	12	0	0	3	15	0	215	1	0	216	692
Total	4	0	0	3	7	6	448	0	0	454	12	0	0	3	15	0	215	1	0	216	692
07:00 AM	2	0	0	2	4	6	391	0	0	397	17	1	3	4	25	2	213	4	1	220	646
07:15 AM	0	1	1	1	3	4	381	1	0	386	16	1	1	1	19	0	293	5	2	300	708
07:30 AM	1	0	3	7	11	7	310	1	0	318	18	0	0	5	23	1	236	2	0	239	591
07:45 AM	1	0	0	5	6	12	309	2	0	323	26	3	1	5	35	4	260	5	2	271	635
Total	4	1	4	15	24	29	1391	4	0	1424	77	5	5	15	102	7	1002	16	5	1030	2580
08:00 AM	2	1	2	1	6	6	265	1	0	272	33	1	1	11	46	1	284	3	5	293	617
08:15 AM	2	1	2	3	8	16	312	8	0	336	24	4	8	5	41	2	239	10	1	252	637
08:30 AM	2	0	0	1	3	11	314	5	0	330	25	0	0	9	34	3	223	6	2	234	601
*** BREAK ***																					
Total	6	2	4	5	17	33	891	14	0	938	82	5	9	25	121	6	746	19	8	779	1855
*** BREAK ***																					
03:30 PM	0	1	2	3	6	22	345	6	0	373	18	1	12	7	38	5	397	25	4	431	848
03:45 PM	2	1	1	1	5	18	358	2	0	378	17	2	14	7	40	4	357	30	3	394	817
Total	2	2	3	4	11	40	703	8	0	751	35	3	26	14	78	9	754	55	7	825	1665
04:00 PM	1	1	0	1	3	27	348	6	0	381	20	0	7	12	39	2	354	32	4	392	815
04:15 PM	1	0	0	2	3	23	350	2	0	375	12	0	3	19	34	4	407	31	5	447	859
04:30 PM	1	0	3	1	5	21	304	3	0	328	11	0	18	19	48	5	387	23	7	422	803
04:45 PM	4	3	1	1	9	22	281	5	0	308	15	0	8	6	29	2	373	24	1	400	746
Total	7	4	4	5	20	93	1283	16	0	1392	58	0	36	56	150	13	1521	110	17	1661	3223
05:00 PM	11	1	0	3	15	13	308	7	0	328	12	0	11	13	36	2	354	26	3	385	764
05:15 PM	6	0	0	2	8	21	336	2	0	359	20	1	8	12	41	3	334	25	5	367	775
Grand Total	40	10	15	37	102	235	5360	51	0	5646	296	14	95	138	543	40	4926	252	45	5263	11554
Apprch %	39.2	9.8	14.7	36.3		4.2	94.9	0.9	0		54.5	2.6	17.5	25.4		0.8	93.6	4.8	0.9		
Total %	0.3	0.1	0.1	0.3	0.9	2	46.4	0.4	0	48.9	2.6	0.1	0.8	1.2	4.7	0.3	42.6	2.2	0.4	45.6	

Intersection Turning Movement Count

File Name : Gibsonton&AlafiaTrace
Site Code : 21006
Start Date : 10/12/2022
Page No : 2

	ALAFIA TRACE BOULEVARD Southbound					GIBSONTON DRIVE Westbound					PARK PLACE AVENUE Northbound					GIBSONTON DRIVE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 06:45 AM to 08:30 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:45 AM																					
06:45 AM	**4**	0	0	3	7	6	**448**	0	0	**454**	12	0	0	3	15	0	215	1	0	216	692
07:00 AM	2	0	0	2	4	6	391	0	0	397	17	**1**	**3**	4	**25**	**2**	213	4	1	220	646
07:15 AM	0	**1**	1	1	3	4	381	**1**	0	386	16	1	1	1	19	0	**293**	**5**	**2**	**300**	**708**
07:30 AM	1	0	**3**	**7**	**11**	**7**	310	1	0	318	**18**	0	0	**5**	23	1	236	2	0	239	591
Total Volume	7	1	4	13	25	23	1530	2	0	1555	63	2	4	13	82	3	957	12	3	975	2637
% App. Total	28	4	16	52		1.5	98.4	0.1	0		76.8	2.4	4.9	15.9		0.3	98.2	1.2	0.3		
PHF	.438	.250	.333	.464	.568	.821	.854	.500	.000	.856	.875	.500	.333	.650	.820	.375	.817	.600	.375	.813	.931

Peak Hour Analysis From 06:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM					06:45 AM					07:45 AM					07:15 AM				
+0 mins.	1	0	**3**	**7**	**11**	6	**448**	0	0	**454**	26	3	1	5	35	0	**293**	**5**	2	**300**
+15 mins.	1	0	0	5	6	6	391	0	0	397	**33**	1	1	**11**	**46**	1	236	2	0	239
+30 mins.	**2**	**1**	2	1	6	4	381	**1**	0	386	24	**4**	**8**	5	41	**4**	260	5	2	271
+45 mins.	2	1	2	3	8	**7**	310	1	0	318	25	0	0	9	34	1	284	3	**5**	293
Total Volume	6	2	7	16	31	23	1530	2	0	1555	108	8	10	30	156	6	1073	15	9	1103
% App. Total	19.4	6.5	22.6	51.6		1.5	98.4	0.1	0		69.2	5.1	6.4	19.2		0.5	97.3	1.4	0.8	
PHF	.750	.500	.583	.571	.705	.821	.854	.500	.000	.856	.818	.500	.313	.682	.848	.375	.916	.750	.450	.919

Peak Hour Analysis From 03:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 03:30 PM

03:30 PM	0	**1**	**2**	**3**	**6**	22	345	**6**	0	373	18	1	12	7	38	**5**	397	25	4	431	848
03:45 PM	**2**	1	1	1	5	18	**358**	2	0	378	17	**2**	**14**	7	**40**	4	357	30	3	394	817
04:00 PM	1	1	0	1	3	**27**	348	6	0	**381**	**20**	0	7	12	39	2	354	**32**	4	392	815
04:15 PM	1	0	0	2	3	23	350	2	0	375	12	0	3	**19**	34	4	**407**	31	**5**	**447**	**859**
Total Volume	4	3	3	7	17	90	1401	16	0	1507	67	3	36	45	151	15	1515	118	16	1664	3339
% App. Total	23.5	17.6	17.6	41.2		6	93	1.1	0		44.4	2	23.8	29.8		0.9	91	7.1	1		
PHF	.500	.750	.375	.583	.708	.833	.978	.667	.000	.989	.838	.375	.643	.592	.944	.750	.931	.922	.800	.931	.972

Peak Hour Analysis From 03:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM					03:30 PM					03:45 PM					03:30 PM				
+0 mins.	1	0	**3**	1	5	22	345	**6**	0	373	17	**2**	14	7	40	**5**	397	25	4	431
+15 mins.	4	**3**	1	1	9	18	**358**	2	0	378	**20**	0	7	12	39	4	357	30	3	394
+30 mins.	**11**	1	0	**3**	**15**	**27**	348	6	0	**381**	12	0	3	**19**	34	2	354	**32**	4	392
+45 mins.	6	0	0	2	8	23	350	2	0	375	11	0	**18**	19	**48**	4	**407**	31	**5**	**447**
Total Volume	22	4	4	7	37	90	1401	16	0	1507	60	2	42	57	161	15	1515	118	16	1664
% App. Total	59.5	10.8	10.8	18.9		6	93	1.1	0		37.3	1.2	26.1	35.4		0.9	91	7.1	1	
PHF	.500	.333	.333	.583	.617	.833	.978	.667	.000	.989	.750	.250	.583	.750	.839	.750	.931	.922	.800	.931

Intersection Turning Movement Count

City/County: Riverview/Hillsborough
Weather: Mist 4:45-5pm
Comments:

File Name : Gibsonton&AlafiaTrace
Site Code : 21006
Start Date : 10/12/2022
Page No : 1

Groups Printed- Heavy Vehicles

	ALAFIA TRACE BOULEVARD Southbound					GIBSONTON DRIVE Westbound					PARK PLACE AVENUE Northbound					GIBSONTON DRIVE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
06:45 AM	0	0	0	0	0	0	6	0	0	6	1	0	1	0	2	0	10	0	0	10	18
Total	0	0	0	0	0	0	6	0	0	6	1	0	1	0	2	0	10	0	0	10	18
07:00 AM	0	0	0	0	0	0	4	0	0	4	1	0	1	1	3	0	14	1	0	15	22
07:15 AM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	13	1	0	14	18
07:30 AM	0	0	0	0	0	2	7	0	0	9	0	0	0	0	0	0	15	1	0	16	25
07:45 AM	0	0	0	0	0	0	7	0	0	7	2	0	0	0	2	0	9	0	1	10	19
Total	0	0	0	0	0	2	22	0	0	24	3	0	1	1	5	0	51	3	1	55	84
08:00 AM	0	0	0	0	0	1	6	0	0	7	0	0	0	1	1	0	14	0	0	14	22
08:15 AM	0	0	1	1	2	0	6	0	0	6	0	0	0	0	0	2	13	1	1	17	25
08:30 AM	0	0	0	0	0	1	11	0	0	12	0	0	0	0	0	0	14	1	0	15	27
*** BREAK ***																					
Total	0	0	1	1	2	2	23	0	0	25	0	0	0	1	1	2	41	2	1	46	74
*** BREAK ***																					
03:30 PM	0	0	0	0	0	0	9	1	0	10	1	0	0	0	1	0	6	0	0	6	17
03:45 PM	0	0	1	1	2	0	11	1	0	12	0	0	0	0	0	0	7	0	0	7	21
Total	0	0	1	1	2	0	20	2	0	22	1	0	0	0	1	0	13	0	0	13	38
04:00 PM	0	0	0	0	0	1	15	0	0	16	0	0	0	1	1	0	8	0	0	8	25
04:15 PM	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	9	0	0	9	20
04:30 PM	0	0	0	0	0	1	8	0	0	9	2	0	0	0	2	0	6	0	0	6	17
04:45 PM	0	0	0	0	0	0	23	0	0	23	0	0	2	0	2	0	5	0	0	5	30
Total	0	0	0	0	0	2	57	0	0	59	2	0	2	1	5	0	28	0	0	28	92
05:00 PM	0	0	0	0	0	1	13	0	0	14	0	0	0	0	0	0	4	1	0	5	19
05:15 PM	0	0	0	0	0	0	9	0	0	9	1	0	0	0	1	0	7	0	0	7	17
Grand Total	0	0	2	2	4	7	150	2	0	159	8	0	4	3	15	2	154	6	2	164	342
Apprch %	0	0	50	50		4.4	94.3	1.3	0		53.3	0	26.7	20		1.2	93.9	3.7	1.2		
Total %	0	0	0.6	0.6	1.2	2	43.9	0.6	0	46.5	2.3	0	1.2	0.9	4.4	0.6	45	1.8	0.6	48	

Intersection Turning Movement Count

File Name : Gibsonton&AlafiaTrace
Site Code : 21006
Start Date : 10/12/2022
Page No : 2

	ALAFIA TRACE BOULEVARD Southbound					GIBSONTON DRIVE Westbound					PARK PLACE AVENUE Northbound					GIBSONTON DRIVE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 06:45 AM to 08:30 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	0	0	0	0	7	0	0	7	**2**	0	0	0	**2**	0	9	0	**1**	10	19
08:00 AM	0	0	0	0	0	**1**	6	0	0	7	0	0	0	**1**	1	0	**14**	0	0	14	22
08:15 AM	0	0	**1**	**1**	**2**	0	6	0	0	6	0	0	0	0	0	**2**	13	**1**	1	**17**	25
08:30 AM	0	0	0	0	0	1	**11**	0	0	**12**	0	0	0	0	0	0	14	1	0	15	**27**
Total Volume	0	0	1	1	2	2	30	0	0	32	2	0	0	1	3	2	50	2	2	56	93
% App. Total	0	0	50	50		6.2	93.8	0	0		66.7	0	0	33.3		3.6	89.3	3.6	3.6		
PHF	.000	.000	.250	.250	.250	.500	.682	.000	.000	.667	.250	.000	.000	.250	.375	.250	.893	.500	.500	.824	.861

Peak Hour Analysis From 06:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM					07:45 AM					06:45 AM					07:30 AM					
+0 mins.	0	0	0	0	0	0	7	0	0	7	**1**	0	**1**	0	2	0	**15**	**1**	0	16	
+15 mins.	0	0	0	0	0	**1**	6	0	0	7	1	0	1	**1**	**3**	0	9	0	**1**	10	
+30 mins.	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	14	0	0	14	
+45 mins.	0	0	**1**	**1**	**2**	1	**11**	0	0	**12**	0	0	0	0	0	**2**	13	1	1	**17**	
Total Volume	0	0	1	1	2	2	30	0	0	32	2	0	2	1	5	2	51	2	2	57	
% App. Total	0	0	50	50		6.2	93.8	0	0		40	0	40	20		3.5	89.5	3.5	3.5		
PHF	.000	.000	.250	.250	.250	.500	.682	.000	.000	.667	.500	.000	.500	.250	.417	.250	.850	.500	.500	.838	

Peak Hour Analysis From 03:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 04:00 PM

04:00 PM	0	0	0	0	0	**1**	15	0	0	16	0	0	0	**1**	1	0	8	0	0	8	25
04:15 PM	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0	**9**	0	0	**9**	20
04:30 PM	0	0	0	0	0	1	8	0	0	9	**2**	0	0	0	**2**	0	6	0	0	6	17
04:45 PM	0	0	0	0	0	0	**23**	0	0	**23**	0	0	**2**	0	2	0	5	0	0	5	**30**
Total Volume	0	0	0	0	0	2	57	0	0	59	2	0	2	1	5	0	28	0	0	28	92
% App. Total	0	0	0	0		3.4	96.6	0	0		40	0	40	20		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.500	.620	.000	.000	.641	.250	.000	.250	.250	.625	.000	.778	.000	.000	.778	.767

Peak Hour Analysis From 03:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	03:30 PM					04:00 PM					04:00 PM					03:30 PM					
+0 mins.	0	0	0	0	0	**1**	15	0	0	16	0	0	0	**1**	1	0	6	0	0	6	
+15 mins.	0	0	**1**	**1**	**2**	0	11	0	0	11	0	0	0	0	0	0	7	0	0	7	
+30 mins.	0	0	0	0	0	1	8	0	0	9	**2**	0	0	0	**2**	0	8	0	0	8	
+45 mins.	0	0	0	0	0	0	**23**	0	0	**23**	0	0	**2**	0	2	0	**9**	0	0	**9**	
Total Volume	0	0	1	1	2	2	57	0	0	59	2	0	2	1	5	0	30	0	0	30	
% App. Total	0	0	50	50		3.4	96.6	0	0		40	0	40	20		0	100	0	0		
PHF	.000	.000	.250	.250	.250	.500	.620	.000	.000	.641	.250	.000	.250	.250	.625	.000	.833	.000	.000	.833	

Intersection Turning Movement Count

City/County: Riverview/Hillsborough
Weather: Mist 4:45-5pm
Comments:

File Name : Gibsonton&AlafiaTrace
Site Code : 21006
Start Date : 10/12/2022

Groups Printed- UTurns

	ALAFIA TRACE BOULEVARD Southbound					GIBSONTON DRIVE Westbound					PARK PLACE AVENUE Northbound					GIBSONTON DRIVE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
06:45 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	2
*** BREAK ***																					
Total	0	0	0	0	0	1	0	0	0	1	2	0	0	0	2	1	0	0	0	1	4
08:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
*** BREAK ***																					
Total	0	0	0	0	0	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0	3
*** BREAK ***																					
03:30 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:45 PM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	2	0	0	0	2	5
Total	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	2	0	0	0	2	6
04:00 PM	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	5
04:15 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	3
04:45 PM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
Total	0	0	0	0	0	12	0	0	0	12	0	0	0	0	0	1	0	0	0	1	13
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
05:15 PM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
Grand Total	0	0	0	0	0	23	0	0	0	23	3	0	0	0	3	5	0	0	0	5	31
Apprch %	0	0	0	0		100	0	0	0		100	0	0	0		100	0	0	0		
Total %	0	0	0	0	0	74.2	0	0	0	74.2	9.7	0	0	0	9.7	16.1	0	0	0	16.1	

Intersection Turning Movement Count

File Name : Gibsonton&AlafiaTrace
Site Code : 21006
Start Date : 10/12/2022
Page No : 2

	ALAFIA TRACE BOULEVARD Southbound					GIBSONTON DRIVE Westbound					PARK PLACE AVENUE Northbound					GIBSONTON DRIVE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 06:45 AM to 08:30 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:45 AM																					
06:45 AM	0	0	0	0	0	**1**	0	0	0	**1**	0	0	0	0	0	0	0	0	0	0	1
07:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	**1**	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	**1**	0	0	0	**1**	**2**
Total Volume	0	0	0	0	0	2	0	0	0	2	2	0	0	0	2	1	0	0	0	1	5
% App. Total	0	0	0	0		100	0	0	0		100	0	0	0		100	0	0	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.000	.000	.500	.500	.000	.000	.000	.500	.250	.000	.000	.000	.250	.625

Peak Hour Analysis From 06:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	06:45 AM					06:45 AM					07:15 AM					06:45 AM				
+0 mins.	0	0	0	0	0	**1**	0	0	0	**1**	**1**	0	0	0	**1**	0	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	**1**	0	0	0	**1**
Total Volume	0	0	0	0	0	2	0	0	0	2	3	0	0	0	3	1	0	0	0	1
% App. Total	0	0	0	0		100	0	0	0		100	0	0	0		100	0	0	0	
PHF	.000	.000	.000	.000	.000	.500	.000	.000	.000	.500	.750	.000	.000	.000	.750	.250	.000	.000	.000	.250

Peak Hour Analysis From 03:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 03:45 PM

03:45 PM	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	**2**	0	0	0	**2**	**5**
04:00 PM	0	0	0	0	0	**5**	0	0	0	**5**	0	0	0	0	0	0	0	0	0	0	5
04:15 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	3
Total Volume	0	0	0	0	0	12	0	0	0	12	0	0	0	0	0	3	0	0	0	3	15
% App. Total	0	0	0	0		100	0	0	0		0	0	0	0		100	0	0	0		
PHF	.000	.000	.000	.000	.000	.600	.000	.000	.000	.600	.000	.000	.000	.000	.000	.375	.000	.000	.000	.375	.750

Peak Hour Analysis From 03:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	03:30 PM					03:45 PM					03:30 PM					03:45 PM				
+0 mins.	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	**2**	0	0	0	**2**
+15 mins.	0	0	0	0	0	**5**	0	0	0	**5**	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1
Total Volume	0	0	0	0	0	12	0	0	0	12	0	0	0	0	0	3	0	0	0	3
% App. Total	0	0	0	0		100	0	0	0		0	0	0	0		100	0	0	0	
PHF	.000	.000	.000	.000	.000	.600	.000	.000	.000	.600	.000	.000	.000	.000	.000	.375	.000	.000	.000	.375

Intersection Pedestrian & Bicycle Count

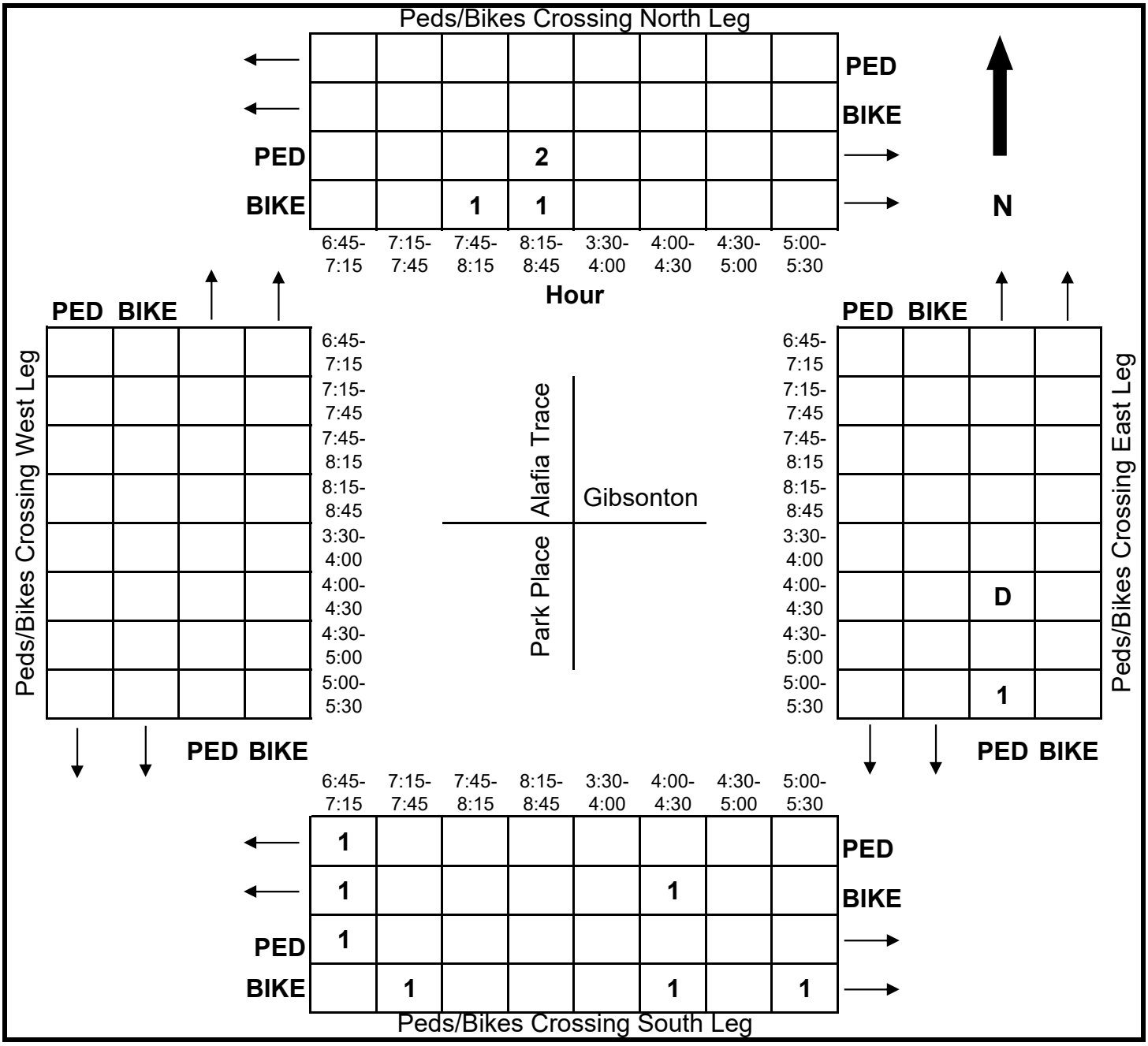
Date: 10/12/22 Day: Wednesday

Count Times: 6:45-8:45am & 3:30-5:30pm Weather: Mist 4:45-5pm

Intersection: US 301 at Park Place Boulevard/Alafia Trace Boulevard

Comments:

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



Intersection Turning Movement Count

City/County: Riverview/Hillsborough
Weather: Light Mist 4:45-5pm
Comments:

File Name : US301&Gibsonton
Site Code : 21006
Start Date : 10/12/2022
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

	US 301 Southbound					BOYETTE ROAD Westbound					US 301 Northbound					GIBSONTON DRIVE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
06:45 AM	47	194	27	17	285	44	259	43	24	370	162	470	18	40	690	37	96	45	34	212	1557
Total	47	194	27	17	285	44	259	43	24	370	162	470	18	40	690	37	96	45	34	212	1557
07:00 AM	37	234	28	22	321	62	281	81	34	458	79	437	17	30	563	49	118	46	31	244	1586
07:15 AM	68	223	24	18	333	52	294	85	22	453	66	412	11	27	516	45	186	57	28	316	1618
07:30 AM	74	277	38	18	407	54	214	69	22	359	119	430	21	29	599	38	146	58	21	263	1628
07:45 AM	72	309	49	10	440	43	163	89	19	314	98	390	27	30	545	34	132	57	18	241	1540
Total	251	1043	139	68	1501	211	952	324	97	1584	362	1669	76	116	2223	166	582	218	98	1064	6372
08:00 AM	68	199	30	14	311	53	198	108	9	368	82	319	27	42	470	56	188	44	32	320	1469
08:15 AM	80	218	33	17	348	51	191	112	17	371	69	304	25	29	427	55	161	52	19	287	1433
08:30 AM	60	269	44	18	391	44	135	75	13	267	106	444	45	27	622	40	117	33	26	216	1496
*** BREAK ***																					
Total	208	686	107	49	1050	148	524	295	39	1006	257	1067	97	98	1519	151	466	129	77	823	4398
*** BREAK ***																					
03:30 PM	105	337	48	36	526	72	183	22	19	296	119	256	38	28	441	72	226	81	26	405	1668
03:45 PM	89	332	15	38	474	66	208	34	8	316	123	245	36	39	443	57	261	88	12	418	1651
Total	194	669	63	74	1000	138	391	56	27	612	242	501	74	67	884	129	487	169	38	823	3319
04:00 PM	102	356	48	36	542	52	212	22	15	301	100	265	53	40	458	60	266	80	21	427	1728
04:15 PM	99	373	36	24	532	54	208	16	17	295	101	245	43	25	414	58	265	119	12	454	1695
04:30 PM	124	383	30	28	565	49	182	40	10	281	138	245	43	33	459	70	234	119	21	444	1749
04:45 PM	103	379	23	34	539	48	174	36	11	269	126	246	40	32	444	57	229	67	29	382	1634
Total	428	1491	137	122	2178	203	776	114	53	1146	465	1001	179	130	1775	245	994	385	83	1707	6806
05:00 PM	75	383	13	29	500	52	192	34	15	293	96	277	51	40	464	61	232	65	33	391	1648
05:15 PM	94	427	30	37	588	57	222	26	22	327	93	282	56	29	460	44	245	72	17	378	1753
Grand Total	1297	4893	516	396	7102	853	3316	892	277	5338	1677	5267	551	520	8015	833	3102	1083	380	5398	25853
Apprch %	18.3	68.9	7.3	5.6		16	62.1	16.7	5.2		20.9	65.7	6.9	6.5		15.4	57.5	20.1	7		
Total %	5	18.9	2	1.5	27.5	3.3	12.8	3.5	1.1	20.6	6.5	20.4	2.1	2	31	3.2	12	4.2	1.5	20.9	
Passenger Vehicles	1249	4773	501	385	6908	761	3265	877	273	5176	1540	5173	538	514	7765	744	3037	1043	368	5192	25041
% Passenger Vehicles	96.3	97.5	97.1	97.2	97.3	89.2	98.5	98.3	98.6	97	91.8	98.2	97.6	98.8	96.9	89.3	97.9	96.3	96.8	96.2	96.9
Heavy Vehicles	31	120	15	11	177	11	51	15	4	81	75	94	13	6	188	24	65	40	12	141	587
% Heavy Vehicles	2.4	2.5	2.9	2.8	2.5	1.3	1.5	1.7	1.4	1.5	4.5	1.8	2.4	1.2	2.3	2.9	2.1	3.7	3.2	2.6	2.3
UTurns	17	0	0	0	17	81	0	0	0	81	62	0	0	0	62	65	0	0	0	65	225
% UTurns	1.3	0	0	0	0.2	9.5	0	0	0	1.5	3.7	0	0	0	0.8	7.8	0	0	0	1.2	0.9

Intersection Turning Movement Count

File Name : US301&Gibsonton
Site Code : 21006
Start Date : 10/12/2022
Page No : 2

	US 301 Southbound					BOYETTE ROAD Westbound					US 301 Northbound					GIBSONTON DRIVE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 06:45 AM to 08:30 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:45 AM																					
06:45 AM	47	194	27	17	285	44	259	43	24	370	**162**	**470**	18	**40**	**690**	37	96	45	**34**	212	1557
07:00 AM	37	234	28	**22**	321	**62**	281	81	**34**	**458**	79	437	17	30	563	**49**	118	46	31	244	1586
07:15 AM	68	223	24	18	333	52	**294**	**85**	22	453	66	412	11	27	516	45	**186**	57	28	**316**	1618
07:30 AM	**74**	**277**	**38**	18	**407**	54	214	69	22	359	119	430	**21**	29	599	38	146	**58**	21	263	**1628**
Total Volume	226	928	117	75	1346	212	1048	278	102	1640	426	1749	67	126	2368	169	546	206	114	1035	6389
% App. Total	16.8	68.9	8.7	5.6		12.9	63.9	17	6.2		18	73.9	2.8	5.3		16.3	52.8	19.9	11		
PHF	.764	.838	.770	.852	.827	.855	.891	.818	.750	.895	.657	.930	.798	.788	.858	.862	.734	.888	.838	.819	.981
Passenger Vehicles	207	882	112	70	1271	202	1042	274	102	1620	413	1731	65	124	2333	155	524	193	110	982	6206
% Passenger Vehicles	91.6	95.0	95.7	93.3	94.4	95.3	99.4	98.6	100	98.8	96.9	99.0	97.0	98.4	98.5	91.7	96.0	93.7	96.5	94.9	97.1
Heavy Vehicles	14	46	5	5	70	4	6	4	0	14	10	18	2	2	32	9	22	13	4	48	164
% Heavy Vehicles	6.2	5.0	4.3	6.7	5.2	1.9	0.6	1.4	0	0.9	2.3	1.0	3.0	1.6	1.4	5.3	4.0	6.3	3.5	4.6	2.6
UTurns	5	0	0	0	5	6	0	0	0	6	3	0	0	0	3	5	0	0	0	5	19
% UTurns	2.2	0	0	0	0.4	2.8	0	0	0	0.4	0.7	0	0	0	0.1	3.0	0	0	0	0.5	0.3

Peak Hour Analysis From 06:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM					06:45 AM					06:45 AM					07:15 AM				
+0 mins.	74	277	38	**18**	407	44	259	43	24	370	**162**	**470**	18	**40**	**690**	45	186	57	28	316
+15 mins.	72	**309**	**49**	10	**440**	**62**	281	81	**34**	**458**	79	437	17	30	563	38	146	**58**	21	263
+30 mins.	68	199	30	14	311	52	**294**	**85**	22	453	66	412	11	27	516	34	132	57	18	241
+45 mins.	**80**	218	33	17	348	54	214	69	22	359	119	430	**21**	29	599	**56**	**188**	44	**32**	**320**
Total Volume	294	1003	150	59	1506	212	1048	278	102	1640	426	1749	67	126	2368	173	652	216	99	1140
% App. Total	19.5	66.6	10	3.9		12.9	63.9	17	6.2		18	73.9	2.8	5.3		15.2	57.2	18.9	8.7	
PHF	.919	.811	.765	.819	.856	.855	.891	.818	.750	.895	.657	.930	.798	.788	.858	.772	.867	.931	.773	.891
Passenger Vehicles	274	964	143	58	1439	202	1042	274	102	1620	413	1731	65	124	2333	157	634	200	95	1086
% Passenger Vehicles	93.2	96.1	95.3	98.3	95.6	95.3	99.4	98.6	100	98.8	96.9	99	97	98.4	98.5	90.8	97.2	92.6	96	95.3
Heavy Vehicles	14	39	7	1	61	4	6	4	0	14	10	18	2	2	32	8	18	16	4	46
% Heavy Vehicles	4.8	3.9	4.7	1.7	4.1	1.9	0.6	1.4	0	0.9	2.3	1	3	1.6	1.4	4.6	2.8	7.4	4	4
UTurns	6	0	0	0	6	6	0	0	0	6	3	0	0	0	3	8	0	0	0	8
% UTurns	2	0	0	0	0.4	2.8	0	0	0	0.4	0.7	0	0	0	0.1	4.6	0	0	0	0.7

Intersection Turning Movement Count

File Name : US301&Gibsonton
Site Code : 21006
Start Date : 10/12/2022
Page No : 3

	US 301 Southbound					BOYETTE ROAD Westbound					US 301 Northbound					GIBSONTON DRIVE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 03:30 PM to 05:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:45 PM																					
03:45 PM	89	332	15	**38**	474	**66**	208	34	8	**316**	123	245	36	39	443	57	261	88	12	418	1651
04:00 PM	102	356	**48**	36	542	52	**212**	22	15	301	100	**265**	**53**	**40**	458	60	**266**	80	**21**	427	1728
04:15 PM	99	373	36	24	532	54	208	16	**17**	295	101	245	43	25	414	58	265	**119**	12	**454**	1695
04:30 PM	**124**	**383**	30	28	**565**	49	182	**40**	10	281	**138**	245	43	33	**459**	**70**	234	119	21	444	**1749**
Total Volume	414	1444	129	126	2113	221	810	112	50	1193	462	1000	175	137	1774	245	1026	406	66	1743	6823
% App. Total	19.6	68.3	6.1	6		18.5	67.9	9.4	4.2		26	56.4	9.9	7.7		14.1	58.9	23.3	3.8		
PHF	.835	.943	.672	.829	.935	.837	.955	.700	.735	.944	.837	.943	.825	.856	.966	.875	.964	.853	.786	.960	.975
Passenger Vehicles	404	1424	126	122	2076	195	797	108	49	1149	418	975	173	137	1703	213	1009	397	66	1685	6613
% Passenger Vehicles	97.6	98.6	97.7	96.8	98.2	88.2	98.4	96.4	98.0	96.3	90.5	97.5	98.9	100	96.0	86.9	98.3	97.8	100	96.7	96.9
Heavy Vehicles	4	20	3	4	31	4	13	4	1	22	25	25	2	0	52	4	17	9	0	30	135
% Heavy Vehicles	1.0	1.4	2.3	3.2	1.5	1.8	1.6	3.6	2.0	1.8	5.4	2.5	1.1	0	2.9	1.6	1.7	2.2	0	1.7	2.0
UTurns	6	0	0	0	6	22	0	0	0	22	19	0	0	0	19	28	0	0	0	28	75
% UTurns	1.4	0	0	0	0.3	10.0	0	0	0	1.8	4.1	0	0	0	1.1	11.4	0	0	0	1.6	1.1

Peak Hour Analysis From 03:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM					03:30 PM					04:30 PM					03:45 PM				
+0 mins.	**124**	383	**30**	28	565	**72**	183	22	**19**	296	**138**	245	43	33	459	57	261	88	12	418
+15 mins.	103	379	23	34	539	66	208	**34**	8	**316**	126	246	40	32	444	60	**266**	80	**21**	427
+30 mins.	75	383	13	29	500	52	**212**	22	15	301	96	277	51	**40**	**464**	58	265	**119**	12	**454**
+45 mins.	94	**427**	30	**37**	**588**	54	208	16	17	295	93	**282**	**56**	29	460	**70**	234	119	21	444
Total Volume	396	1572	96	128	2192	244	811	94	59	1208	453	1050	190	134	1827	245	1026	406	66	1743
% App. Total	18.1	71.7	4.4	5.8		20.2	67.1	7.8	4.9		24.8	57.5	10.4	7.3		14.1	58.9	23.3	3.8	
PHF	.798	.920	.800	.865	.932	.847	.956	.691	.776	.956	.821	.931	.848	.838	.984	.875	.964	.853	.786	.960
Passenger Vehicles	391	1555	94	126	2166	210	798	91	59	1158	392	1023	184	133	1732	213	1009	397	66	1685
% Passenger Vehicles	98.7	98.9	97.9	98.4	98.8	86.1	98.4	96.8	100	95.9	86.5	97.4	96.8	99.3	94.8	86.9	98.3	97.8	100	96.7
Heavy Vehicles	2	17	2	2	23	5	13	3	0	21	28	27	6	1	62	4	17	9	0	30
% Heavy Vehicles	0.5	1.1	2.1	1.6	1	2	1.6	3.2	0	1.7	6.2	2.6	3.2	0.7	3.4	1.6	1.7	2.2	0	1.7
UTurns	3	0	0	0	3	29	0	0	0	29	33	0	0	0	33	28	0	0	0	28
% UTurns	0.8	0	0	0	0.1	11.9	0	0	0	2.4	7.3	0	0	0	1.8	11.4	0	0	0	1.6

Intersection Turning Movement Count

City/County: Riverview/Hillsborough
Weather: Light Mist 4:45-5pm
Comments:

File Name : US301&Gibsonton
Site Code : 21006
Start Date : 10/12/2022
Page No : 1

Groups Printed- Passenger Vehicles

	US 301 Southbound					BOYETTE ROAD Westbound					US 301 Northbound					GIBSONTON DRIVE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
06:45 AM	42	183	26	17	268	42	257	41	24	364	157	466	17	39	679	35	95	41	33	204	1515
Total	42	183	26	17	268	42	257	41	24	364	157	466	17	39	679	35	95	41	33	204	1515
07:00 AM	34	219	28	19	300	59	280	80	34	453	77	429	17	30	553	43	109	46	30	228	1534
07:15 AM	65	215	24	17	321	48	292	85	22	447	65	410	10	27	512	42	183	49	28	302	1582
07:30 AM	66	265	34	17	382	53	213	68	22	356	114	426	21	28	589	35	137	57	19	248	1575
07:45 AM	70	295	49	10	424	39	161	89	19	308	92	384	27	30	533	29	128	54	17	228	1493
Total	235	994	135	63	1427	199	946	322	97	1564	348	1649	75	115	2187	149	557	206	94	1006	6184
08:00 AM	65	194	30	14	303	48	194	107	9	358	77	314	26	40	457	51	186	40	31	308	1426
08:15 AM	73	210	30	17	330	46	188	109	15	358	67	297	25	29	418	51	153	51	16	271	1377
08:30 AM	58	257	41	17	373	41	135	73	12	261	97	435	43	27	602	31	113	28	26	198	1434
*** BREAK ***																					
Total	196	661	101	48	1006	135	517	289	36	977	241	1046	94	96	1477	133	452	119	73	777	4237
*** BREAK ***																					
03:30 PM	104	336	48	36	524	57	179	22	19	277	109	248	38	27	422	67	223	80	25	395	1618
03:45 PM	84	330	15	38	467	61	204	32	8	305	114	242	36	39	431	49	256	87	12	404	1607
Total	188	666	63	74	991	118	383	54	27	582	223	490	74	66	853	116	479	167	37	799	3225
04:00 PM	100	350	46	34	530	48	210	22	15	295	84	258	51	40	433	52	260	78	21	411	1669
04:15 PM	97	364	36	23	520	44	205	15	17	281	95	241	43	25	404	49	262	116	12	439	1644
04:30 PM	123	380	29	27	559	42	178	39	9	268	125	234	43	33	435	63	231	116	21	431	1693
04:45 PM	101	377	22	34	534	37	162	36	11	246	113	241	39	32	425	49	227	64	28	368	1573
Total	421	1471	133	118	2143	171	755	112	52	1090	417	974	176	130	1697	213	980	374	82	1649	6579
05:00 PM	74	375	13	28	490	46	187	34	15	282	78	269	51	39	437	56	229	65	33	383	1592
05:15 PM	93	423	30	37	583	50	220	25	22	317	76	279	51	29	435	42	245	71	16	374	1709
Grand Total	1249	4773	501	385	6908	761	3265	877	273	5176	1540	5173	538	514	7765	744	3037	1043	368	5192	25041
Apprch %	18.1	69.1	7.3	5.6		14.7	63.1	16.9	5.3		19.8	66.6	6.9	6.6		14.3	58.5	20.1	7.1		
Total %	5	19.1	2	1.5	27.6	3	13	3.5	1.1	20.7	6.1	20.7	2.1	2.1	31	3	12.1	4.2	1.5	20.7	

Intersection Turning Movement Count

File Name : US301&Gibsonton
Site Code : 21006
Start Date : 10/12/2022
Page No : 2

	US 301 Southbound					BOYETTE ROAD Westbound					US 301 Northbound					GIBSONTON DRIVE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 06:45 AM to 08:30 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:45 AM																					
06:45 AM	42	183	26	17	268	42	257	41	24	364	**157**	**466**	17	**39**	**679**	35	95	41	**33**	204	1515
07:00 AM	34	219	28	**19**	300	**59**	280	80	**34**	**453**	77	429	17	30	553	**43**	109	46	30	228	1534
07:15 AM	65	215	24	17	321	48	**292**	**85**	22	447	65	410	10	27	512	42	**183**	49	28	**302**	**1582**
07:30 AM	**66**	**265**	**34**	17	**382**	53	213	68	22	356	114	426	**21**	28	589	35	137	**57**	19	248	1575
Total Volume	207	882	112	70	1271	202	1042	274	102	1620	413	1731	65	124	2333	155	524	193	110	982	6206
% App. Total	16.3	69.4	8.8	5.5		12.5	64.3	16.9	6.3		17.7	74.2	2.8	5.3		15.8	53.4	19.7	11.2		
PHF	.784	.832	.824	.921	.832	.856	.892	.806	.750	.894	.658	.929	.774	.795	.859	.901	.716	.846	.833	.813	.981
Peak Hour Analysis From 06:45 AM to 08:30 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:30 AM					06:45 AM					06:45 AM					07:15 AM					
+0 mins.	66	265	34	**17**	382	42	257	41	24	364	**157**	**466**	17	**39**	**679**	42	183	49	28	302	
+15 mins.	70	**295**	**49**	10	**424**	**59**	280	80	**34**	**453**	77	429	17	30	553	35	137	**57**	19	248	
+30 mins.	65	194	30	14	303	48	**292**	**85**	22	447	65	410	10	27	512	29	128	54	17	228	
+45 mins.	**73**	210	30	17	330	53	213	68	22	356	114	426	**21**	28	589	**51**	**186**	40	**31**	**308**	
Total Volume	274	964	143	58	1439	202	1042	274	102	1620	413	1731	65	124	2333	157	634	200	95	1086	
% App. Total	19	67	9.9	4		12.5	64.3	16.9	6.3		17.7	74.2	2.8	5.3		14.5	58.4	18.4	8.7		
PHF	.938	.817	.730	.853	.848	.856	.892	.806	.750	.894	.658	.929	.774	.795	.859	.770	.852	.877	.766	.881	
Peak Hour Analysis From 03:30 PM to 05:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 03:45 PM																					
03:45 PM	84	330	15	**38**	467	**61**	204	32	8	**305**	114	242	36	39	431	49	256	87	12	404	1607
04:00 PM	100	350	**46**	34	530	48	**210**	22	15	295	84	**258**	**51**	**40**	433	52	260	78	**21**	411	1669
04:15 PM	97	364	36	23	520	44	205	15	**17**	281	95	241	43	25	404	49	**262**	**116**	12	**439**	1644
04:30 PM	**123**	**380**	29	27	**559**	42	178	**39**	9	268	**125**	234	43	33	**435**	**63**	231	116	21	431	**1693**
Total Volume	404	1424	126	122	2076	195	797	108	49	1149	418	975	173	137	1703	213	1009	397	66	1685	6613
% App. Total	19.5	68.6	6.1	5.9		17	69.4	9.4	4.3		24.5	57.3	10.2	8		12.6	59.9	23.6	3.9		
PHF	.821	.937	.685	.803	.928	.799	.949	.692	.721	.942	.836	.945	.848	.856	.979	.845	.963	.856	.786	.960	.977
Peak Hour Analysis From 03:30 PM to 05:15 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	04:30 PM					03:30 PM					04:30 PM					03:45 PM					
+0 mins.	**123**	380	29	27	559	57	179	22	**19**	277	**125**	234	43	33	435	49	256	87	12	404	
+15 mins.	101	377	22	34	534	**61**	204	**32**	8	**305**	113	241	39	32	425	52	260	78	**21**	411	
+30 mins.	74	375	13	28	490	48	**210**	22	15	295	78	269	**51**	**39**	**437**	49	**262**	**116**	12	**439**	
+45 mins.	93	**423**	**30**	**37**	**583**	44	205	15	17	281	76	**279**	51	29	435	**63**	231	116	21	431	
Total Volume	391	1555	94	126	2166	210	798	91	59	1158	392	1023	184	133	1732	213	1009	397	66	1685	
% App. Total	18.1	71.8	4.3	5.8		18.1	68.9	7.9	5.1		22.6	59.1	10.6	7.7		12.6	59.9	23.6	3.9		
PHF	.795	.919	.783	.851	.929	.861	.950	.711	.776	.949	.784	.917	.902	.853	.991	.845	.963	.856	.786	.960	

Intersection Turning Movement Count

City/County: Riverview/Hillsborough
Weather: Light Mist 4:45-5pm
Comments:

File Name : US301&Gibsonton
Site Code : 21006
Start Date : 10/12/2022
Page No : 1

Groups Printed- Heavy Vehicles

	US 301 Southbound					BOYETTE ROAD Westbound					US 301 Northbound					GIBSONTON DRIVE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
06:45 AM	5	11	1	0	17	1	2	2	0	5	4	4	1	1	10	1	1	4	1	7	39
Total	5	11	1	0	17	1	2	2	0	5	4	4	1	1	10	1	1	4	1	7	39
07:00 AM	2	15	0	3	20	2	1	1	0	4	0	8	0	0	8	4	9	0	1	14	46
07:15 AM	2	8	0	1	11	1	2	0	0	3	1	2	1	0	4	2	3	8	0	13	31
07:30 AM	5	12	4	1	22	0	1	1	0	2	5	4	0	1	10	2	9	1	2	14	48
07:45 AM	2	14	0	0	16	0	2	0	0	2	3	6	0	0	9	2	4	3	1	10	37
Total	11	49	4	5	69	3	6	2	0	11	9	20	1	1	31	10	25	12	4	51	162
08:00 AM	2	5	0	0	7	1	4	1	0	6	4	5	1	2	12	2	2	4	1	9	34
08:15 AM	5	8	3	0	16	1	3	3	2	9	1	7	0	0	8	2	8	1	3	14	47
08:30 AM	1	12	3	1	17	0	0	2	1	3	6	9	2	0	17	3	4	5	0	12	49
*** BREAK ***																					
Total	8	25	6	1	40	2	7	6	3	18	11	21	3	2	37	7	14	10	4	35	130
*** BREAK ***																					
03:30 PM	1	1	0	0	2	1	4	0	0	5	3	8	0	1	12	1	3	1	1	6	25
03:45 PM	3	2	0	0	5	1	4	2	0	7	6	3	0	0	9	0	5	1	0	6	27
Total	4	3	0	0	7	2	8	2	0	12	9	11	0	1	21	1	8	2	1	12	52
04:00 PM	0	6	2	2	10	0	2	0	0	2	10	7	2	0	19	2	6	2	0	10	41
04:15 PM	1	9	0	1	11	3	3	1	0	7	4	4	0	0	8	2	3	3	0	8	34
04:30 PM	0	3	1	1	5	0	4	1	1	6	5	11	0	0	16	0	3	3	0	6	33
04:45 PM	1	2	1	0	4	0	12	0	0	12	9	5	1	0	15	1	2	3	1	7	38
Total	2	20	4	4	30	3	21	2	1	27	28	27	3	0	58	5	14	11	1	31	146
05:00 PM	1	8	0	1	10	0	5	0	0	5	8	8	0	1	17	0	3	0	0	3	35
05:15 PM	0	4	0	0	4	0	2	1	0	3	6	3	5	0	14	0	0	1	1	2	23
Grand Total	31	120	15	11	177	11	51	15	4	81	75	94	13	6	188	24	65	40	12	141	587
Apprch %	17.5	67.8	8.5	6.2		13.6	63	18.5	4.9		39.9	50	6.9	3.2		17	46.1	28.4	8.5		
Total %	5.3	20.4	2.6	1.9	30.2	1.9	8.7	2.6	0.7	13.8	12.8	16	2.2	1	32	4.1	11.1	6.8	2	24	

Intersection Turning Movement Count

File Name : US301&Gibsonton
Site Code : 21006
Start Date : 10/12/2022
Page No : 2

	US 301 Southbound					BOYETTE ROAD Westbound					US 301 Northbound					GIBSONTON DRIVE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 06:45 AM to 08:30 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	2	**14**	0	0	16	0	2	0	0	2	3	6	0	0	9	2	4	3	1	10	37
08:00 AM	2	5	0	0	7	**1**	**4**	1	0	6	4	5	1	**2**	12	2	2	4	1	9	34
08:15 AM	**5**	8	**3**	0	16	1	3	**3**	**2**	**9**	1	7	0	0	8	2	**8**	1	**3**	**14**	47
08:30 AM	1	12	3	**1**	**17**	0	0	2	1	3	**6**	**9**	**2**	0	**17**	**3**	4	**5**	0	12	**49**
Total Volume	10	39	6	1	56	2	9	6	3	20	14	27	3	2	46	9	18	13	5	45	167
% App. Total	17.9	69.6	10.7	1.8		10	45	30	15		30.4	58.7	6.5	4.3		20	40	28.9	11.1		
PHF	.500	.696	.500	.250	.824	.500	.563	.500	.375	.556	.583	.750	.375	.250	.676	.750	.563	.650	.417	.804	.852

Peak Hour Analysis From 06:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	06:45 AM					07:45 AM					07:45 AM					07:00 AM				
+0 mins.	**5**	11	1	0	17	0	2	0	0	2	3	6	0	0	9	**4**	**9**	0	1	**14**
+15 mins.	2	**15**	0	**3**	20	**1**	**4**	1	0	6	4	5	1	**2**	12	2	3	**8**	0	13
+30 mins.	2	8	0	1	11	1	3	**3**	**2**	**9**	1	7	0	0	8	2	9	1	**2**	14
+45 mins.	5	12	**4**	1	**22**	0	0	2	1	3	**6**	**9**	**2**	0	**17**	2	4	3	1	10
Total Volume	14	46	5	5	70	2	9	6	3	20	14	27	3	2	46	10	25	12	4	51
% App. Total	20	65.7	7.1	7.1		10	45	30	15		30.4	58.7	6.5	4.3		19.6	49	23.5	7.8	
PHF	.700	.767	.313	.417	.795	.500	.563	.500	.375	.556	.583	.750	.375	.250	.676	.625	.694	.375	.500	.911

Peak Hour Analysis From 03:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 04:00 PM

04:00 PM	0	6	**2**	**2**	10	0	2	0	0	2	**10**	7	**2**	0	**19**	**2**	**6**	2	0	**10**	**41**
04:15 PM	**1**	**9**	0	1	**11**	**3**	3	**1**	0	7	4	4	0	0	8	2	3	**3**	0	8	34
04:30 PM	0	3	1	1	5	0	4	1	**1**	6	5	**11**	0	0	16	0	3	3	0	6	33
04:45 PM	1	2	1	0	4	0	**12**	0	0	**12**	9	5	1	0	15	1	2	3	**1**	7	38
Total Volume	2	20	4	4	30	3	21	2	1	27	28	27	3	0	58	5	14	11	1	31	146
% App. Total	6.7	66.7	13.3	13.3		11.1	77.8	7.4	3.7		48.3	46.6	5.2	0		16.1	45.2	35.5	3.2		
PHF	.500	.556	.500	.500	.682	.250	.438	.500	.250	.563	.700	.614	.375	.000	.763	.625	.583	.917	.250	.775	.890

Peak Hour Analysis From 03:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	03:45 PM					04:15 PM					04:30 PM					04:00 PM				
+0 mins.	**3**	2	0	0	5	**3**	3	**1**	0	7	5	**11**	0	0	16	**2**	**6**	2	0	**10**
+15 mins.	0	6	**2**	**2**	10	0	4	1	**1**	6	**9**	5	1	0	15	2	3	**3**	0	8
+30 mins.	1	**9**	0	1	**11**	0	**12**	0	0	**12**	8	8	0	**1**	**17**	0	3	3	0	6
+45 mins.	0	3	1	1	5	0	5	0	0	5	6	3	**5**	0	14	1	2	3	**1**	7
Total Volume	4	20	3	4	31	3	24	2	1	30	28	27	6	1	62	5	14	11	1	31
% App. Total	12.9	64.5	9.7	12.9		10	80	6.7	3.3		45.2	43.5	9.7	1.6		16.1	45.2	35.5	3.2	
PHF	.333	.556	.375	.500	.705	.250	.500	.500	.250	.625	.778	.614	.300	.250	.912	.625	.583	.917	.250	.775

Intersection Turning Movement Count

City/County: Riverview/Hillsborough
Weather: Light Mist 4:45-5pm
Comments:

File Name : US301&Gibsonton
Site Code : 21006
Start Date : 10/12/2022

Groups Printed- UTurns

	US 301 Southbound					BOYETTE ROAD Westbound					US 301 Northbound					GIBSONTON DRIVE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
06:45 AM	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	1	0	0	0	1	3
Total	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	1	0	0	0	1	3
07:00 AM	1	0	0	0	1	1	0	0	0	1	2	0	0	0	2	2	0	0	0	2	6
07:15 AM	1	0	0	0	1	3	0	0	0	3	0	0	0	0	0	1	0	0	0	1	5
07:30 AM	3	0	0	0	3	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	5
07:45 AM	0	0	0	0	0	4	0	0	0	4	3	0	0	0	3	3	0	0	0	3	10
Total	5	0	0	0	5	9	0	0	0	9	5	0	0	0	5	7	0	0	0	7	26
08:00 AM	1	0	0	0	1	4	0	0	0	4	1	0	0	0	1	3	0	0	0	3	9
08:15 AM	2	0	0	0	2	4	0	0	0	4	1	0	0	0	1	2	0	0	0	2	9
08:30 AM	1	0	0	0	1	3	0	0	0	3	3	0	0	0	3	6	0	0	0	6	13
*** BREAK ***																					
Total	4	0	0	0	4	11	0	0	0	11	5	0	0	0	5	11	0	0	0	11	31
*** BREAK ***																					
03:30 PM	0	0	0	0	0	14	0	0	0	14	7	0	0	0	7	4	0	0	0	4	25
03:45 PM	2	0	0	0	2	4	0	0	0	4	3	0	0	0	3	8	0	0	0	8	17
Total	2	0	0	0	2	18	0	0	0	18	10	0	0	0	10	12	0	0	0	12	42
04:00 PM	2	0	0	0	2	4	0	0	0	4	6	0	0	0	6	6	0	0	0	6	18
04:15 PM	1	0	0	0	1	7	0	0	0	7	2	0	0	0	2	7	0	0	0	7	17
04:30 PM	1	0	0	0	1	7	0	0	0	7	8	0	0	0	8	7	0	0	0	7	23
04:45 PM	1	0	0	0	1	11	0	0	0	11	4	0	0	0	4	7	0	0	0	7	23
Total	5	0	0	0	5	29	0	0	0	29	20	0	0	0	20	27	0	0	0	27	81
05:00 PM	0	0	0	0	0	6	0	0	0	6	10	0	0	0	10	5	0	0	0	5	21
05:15 PM	1	0	0	0	1	7	0	0	0	7	11	0	0	0	11	2	0	0	0	2	21
Grand Total	17	0	0	0	17	81	0	0	0	81	62	0	0	0	62	65	0	0	0	65	225
Apprch %	100	0	0	0		100	0	0	0		100	0	0	0		100	0	0	0		
Total %	7.6	0	0	0	7.6	36	0	0	0	36	27.6	0	0	0	27.6	28.9	0	0	0	28.9	

Intersection Turning Movement Count

File Name : US301&Gibsonton
Site Code : 21006
Start Date : 10/12/2022
Page No : 2

	US 301 Southbound					BOYETTE ROAD Westbound					US 301 Northbound					GIBSONTON DRIVE Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour Analysis From 06:45 AM to 08:30 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	0	0	0	0	**4**	0	0	0	**4**	**3**	0	0	0	**3**	3	0	0	0	3	10
08:00 AM	1	0	0	0	1	4	0	0	0	4	1	0	0	0	1	3	0	0	0	3	9
08:15 AM	**2**	0	0	0	**2**	4	0	0	0	4	1	0	0	0	1	2	0	0	0	2	9
08:30 AM	1	0	0	0	1	3	0	0	0	3	3	0	0	0	3	**6**	0	0	0	**6**	**13**
Total Volume	4	0	0	0	4	15	0	0	0	15	8	0	0	0	8	14	0	0	0	14	41
% App. Total	100	0	0	0		100	0	0	0		100	0	0	0		100	0	0	0		
PHF	.500	.000	.000	.000	.500	.938	.000	.000	.000	.938	.667	.000	.000	.000	.667	.583	.000	.000	.000	.583	.788

Peak Hour Analysis From 06:45 AM to 08:30 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM					07:45 AM					07:45 AM					07:45 AM					
+0 mins.	**3**	0	0	0	**3**	**4**	0	0	0	**4**	**3**	0	0	0	**3**	3	0	0	0	3	
+15 mins.	0	0	0	0	0	4	0	0	0	4	1	0	0	0	1	3	0	0	0	3	
+30 mins.	1	0	0	0	1	4	0	0	0	4	1	0	0	0	1	2	0	0	0	2	
+45 mins.	2	0	0	0	2	3	0	0	0	3	3	0	0	0	3	**6**	0	0	0	**6**	
Total Volume	6	0	0	0	6	15	0	0	0	15	8	0	0	0	8	14	0	0	0	14	
% App. Total	100	0	0	0		100	0	0	0		100	0	0	0		100	0	0	0		
PHF	.500	.000	.000	.000	.500	.938	.000	.000	.000	.938	.667	.000	.000	.000	.667	.583	.000	.000	.000	.583	

Peak Hour Analysis From 03:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Entire Intersection Begins at 04:30 PM

04:30 PM	**1**	0	0	0	**1**	7	0	0	0	7	8	0	0	0	8	**7**	0	0	0	**7**	**23**
04:45 PM	1	0	0	0	1	**11**	0	0	0	**11**	4	0	0	0	4	7	0	0	0	7	23
05:00 PM	0	0	0	0	0	6	0	0	0	6	10	0	0	0	10	5	0	0	0	5	21
05:15 PM	1	0	0	0	1	7	0	0	0	7	**11**	0	0	0	**11**	2	0	0	0	2	21
Total Volume	3	0	0	0	3	31	0	0	0	31	33	0	0	0	33	21	0	0	0	21	88
% App. Total	100	0	0	0		100	0	0	0		100	0	0	0		100	0	0	0		
PHF	.750	.000	.000	.000	.750	.705	.000	.000	.000	.705	.750	.000	.000	.000	.750	.750	.000	.000	.000	.750	.957

Peak Hour Analysis From 03:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	03:45 PM					04:15 PM					04:30 PM					03:45 PM					
+0 mins.	**2**	0	0	0	**2**	7	0	0	0	7	8	0	0	0	8	**8**	0	0	0	**8**	
+15 mins.	2	0	0	0	2	7	0	0	0	7	4	0	0	0	4	6	0	0	0	6	
+30 mins.	1	0	0	0	1	**11**	0	0	0	**11**	10	0	0	0	10	7	0	0	0	7	
+45 mins.	1	0	0	0	1	6	0	0	0	6	**11**	0	0	0	**11**	7	0	0	0	7	
Total Volume	6	0	0	0	6	31	0	0	0	31	33	0	0	0	33	28	0	0	0	28	
% App. Total	100	0	0	0		100	0	0	0		100	0	0	0		100	0	0	0		
PHF	.750	.000	.000	.000	.750	.705	.000	.000	.000	.705	.750	.000	.000	.000	.750	.875	.000	.000	.000	.875	

Intersection Pedestrian & Bicycle Count

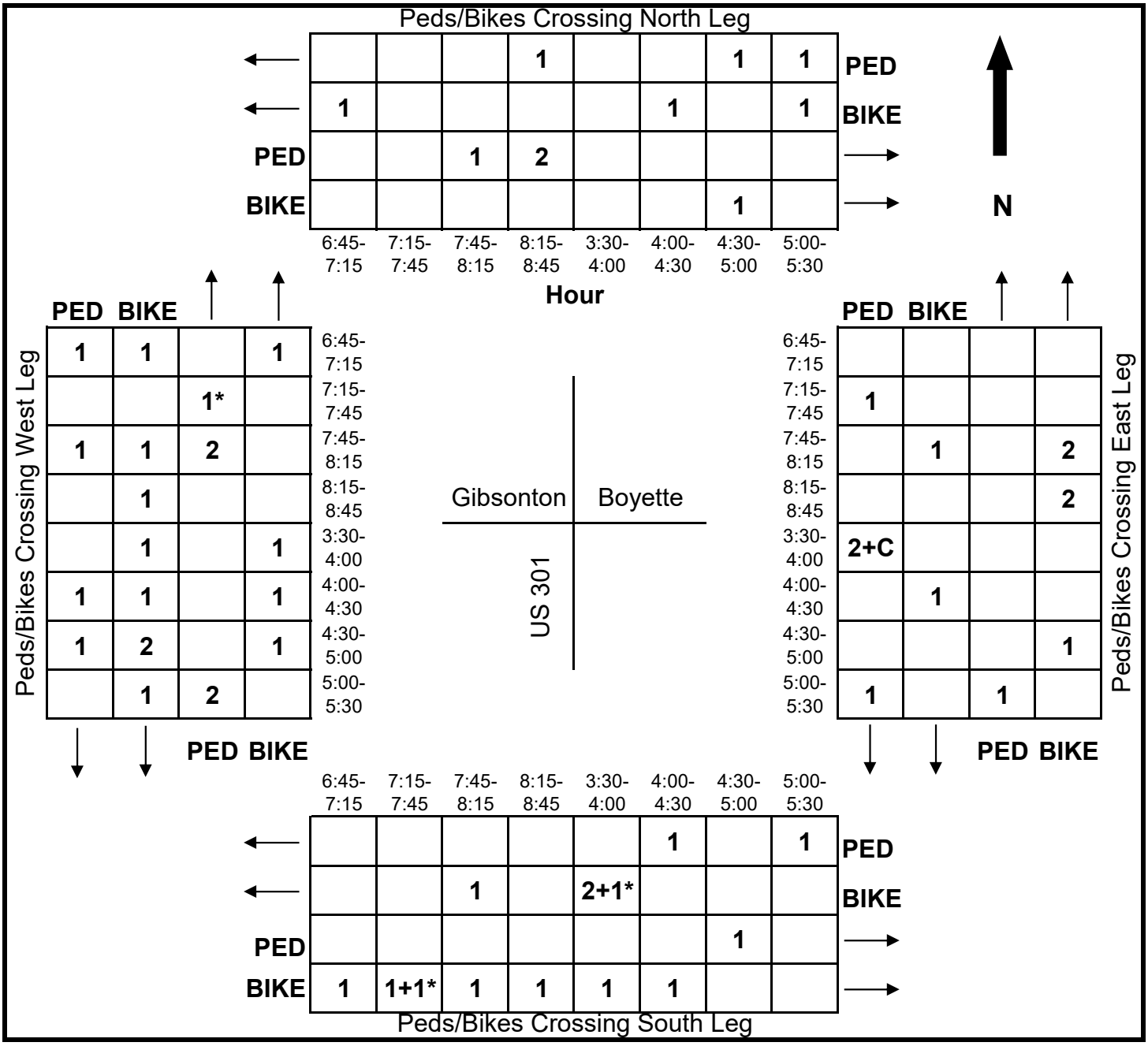
Date: 10/12/22 Day: Wednesday

Count Times: 6:45-8:45am & 3:30-5:30pm Weather: Mist 4:45-5pm

Intersection: US 301 at Gibsonton Drive/Boyette Road

Comments: ***Scooter**

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



Hour	Peds/Bikes Crossing North Leg: PED	Peds/Bikes Crossing North Leg: BIKE	Peds/Bikes Crossing West Leg: PED	Peds/Bikes Crossing West Leg: BIKE	Peds/Bikes Crossing East Leg: PED	Peds/Bikes Crossing East Leg: BIKE	Peds/Bikes Crossing South Leg: PED	Peds/Bikes Crossing South Leg: BIKE
6:45-7:15		1	1	1				1
7:15-7:45				1*	1			1+1*
7:45-8:15	1		1	2		1		1
8:15-8:45				1		2		1
3:30-4:00				1	2+C			1
4:00-4:30	1			1		1		1
4:30-5:00		1		2			1	
5:00-5:30				1	1	1		1
6:45-7:15	1	1		1			1	
7:15-7:45			1					
7:45-8:15			1	2	1			
8:15-8:45				1		2	1	
3:30-4:00				1				2+1*
4:00-4:30	1			1		1		1
4:30-5:00				2			1	
5:00-5:30			2	1	1			1
6:45-7:15								
7:15-7:45					1			
7:45-8:15						2		
8:15-8:45						2		
3:30-4:00					2+C			
4:00-4:30						1		
4:30-5:00							1	
5:00-5:30					1	1		
6:45-7:15								1
7:15-7:45								1+1*
7:45-8:15	1							1
8:15-8:45								1
3:30-4:00								1
4:00-4:30								1
4:30-5:00							1	
5:00-5:30								1

Volume Count Report

Start Date:	October 11, 2022	Start Time:	00:00	GPS:	27.853941
Stop Date:	October 11, 2022	Stop Time:	24:00		-82.342445
City:	Riverview	County:	Hillsborough		
Location	Gibsonton Drive west of Fern Hill Drive				

Eastbound Volume

Tuesday, October 11, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	78	41	38	20	24	68	165	337	412	296	344	365
30	68	38	21	23	35	76	228	442	356	329	307	406
45	56	26	24	25	32	104	281	410	391	304	331	403
00	42	21	22	28	65	136	342	406	331	343	362	365
Hr Total	**244**	**126**	**105**	**96**	**156**	**384**	**1,016**	**1,595**	**1,490**	**1,272**	**1,344**	**1,539**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	400	410	456	576	654	646	652	450	383	277	197	124
30	383	414	512	518	666	649	625	408	364	236	146	125
45	426	462	551	549	655	485	610	398	328	246	138	116
00	477	450	518	623	606	597	566	395	310	193	152	92
Hr Total	**1,686**	**1,736**	**2,037**	**2,266**	**2,581**	**2,377**	**2,453**	**1,651**	**1,385**	**952**	**633**	**457**

24 Hour Total:	29,581					
AM Peak Hour begins:	7:15	AM Peak Volume:	1,670	AM Peak Hour Factor:		0.94
PM Peak Hour begins:	15:45	PM Peak Volume:	2,598	PM Peak Hour Factor:		0.98

Westbound Volume

Tuesday, October 11, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	52	31	21	35	61	201	491	618	560	500	489	484
30	47	23	29	35	74	286	581	590	601	486	467	464
45	47	24	32	50	113	364	567	593	598	485	474	462
00	30	23	33	51	155	412	593	585	558	499	443	456
Hr Total	**176**	**101**	**115**	**171**	**403**	**1,263**	**2,232**	**2,386**	**2,317**	**1,970**	**1,873**	**1,866**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	461	453	436	499	450	425	417	369	297	225	135	77
30	447	430	473	532	412	455	388	380	259	222	122	77
45	468	447	491	521	418	386	372	351	256	195	105	73
00	430	473	496	538	361	364	342	341	241	167	94	65
Hr Total	**1,806**	**1,803**	**1,896**	**2,090**	**1,641**	**1,630**	**1,519**	**1,441**	**1,053**	**809**	**456**	**292**

24 Hour Total:	31,309					
AM Peak Hour begins:	6:45	AM Peak Volume:	2,394	AM Peak Hour Factor:		0.97
PM Peak Hour begins:	15:00	PM Peak Volume:	2,090	PM Peak Hour Factor:		0.97

Total Volume for All Lanes

Tuesday, October 11, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	130	72	59	55	85	269	656	955	972	796	833	849
30	115	61	50	58	109	362	809	1,032	957	815	774	870
45	103	50	56	75	145	468	848	1,003	989	789	805	865
00	72	44	55	79	220	548	935	991	889	842	805	821
Hr Total	**420**	**227**	**220**	**267**	**559**	**1,647**	**3,248**	**3,981**	**3,807**	**3,242**	**3,217**	**3,405**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	861	863	892	1,075	1,104	1,071	1,069	819	680	502	332	201
30	830	844	985	1,050	1,078	1,104	1,013	788	623	458	268	202
45	894	909	1,042	1,070	1,073	871	982	749	584	441	243	189
00	907	923	1,014	1,161	967	961	908	736	551	360	246	157
Hr Total	**3,492**	**3,539**	**3,933**	**4,356**	**4,222**	**4,007**	**3,972**	**3,092**	**2,438**	**1,761**	**1,089**	**749**

24 Hour Total:	60,890					
AM Peak Hour begins:	7:15	AM Peak Volume:	3,998	AM Peak Hour Factor:		0.97
PM Peak Hour begins:	15:45	PM Peak Volume:	4,416	PM Peak Hour Factor:		0.95

Volume Count Report

Start Date:	October 12, 2022	Start Time:	00:00	GPS:	27.853941
Stop Date:	October 12, 2022	Stop Time:	24:00		-82.342445
City:	Riverview	County:	Hillsborough		
Location	Gibsonton Drive west of Fern Hill Drive				

Eastbound Volume

Wednesday, October 12, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	85	40	31	32	26	77	193	326	378	328	346	345
30	82	27	31	27	42	85	222	376	331	267	329	341
45	56	35	21	20	51	132	290	345	332	306	358	377
00	58	29	29	34	61	145	318	404	307	358	310	442
Hr Total	**281**	**131**	**112**	**113**	**180**	**439**	**1,023**	**1,451**	**1,348**	**1,259**	**1,343**	**1,505**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	451	469	467	534	609	593	553	508	362	285	184	101
30	440	416	459	494	613	608	520	452	369	271	195	121
45	436	435	489	592	657	630	523	421	351	264	163	83
00	455	418	521	610	598	618	538	368	313	175	138	89
Hr Total	**1,782**	**1,738**	**1,936**	**2,230**	**2,477**	**2,449**	**2,134**	**1,749**	**1,395**	**995**	**680**	**394**

24 Hour Total:	29,144					
AM Peak Hour begins:	11:30	AM Peak Volume:	1,710	AM Peak Hour Factor:	0.95	
PM Peak Hour begins:	15:45	PM Peak Volume:	2,489	PM Peak Hour Factor:	0.95	

Westbound Volume

Wednesday, October 12, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	49	34	25	49	71	188	562	592	560	547	426	476
30	44	35	33	41	92	282	547	587	528	550	483	426
45	38	33	32	58	119	357	549	571	563	581	475	431
00	40	22	20	65	142	404	578	562	568	468	419	416
Hr Total	**171**	**124**	**110**	**213**	**424**	**1,231**	**2,236**	**2,312**	**2,219**	**2,146**	**1,803**	**1,749**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	433	442	441	528	482	387	428	361	279	192	122	91
30	516	474	491	496	443	433	470	346	267	210	138	85
45	463	492	484	491	368	398	422	293	274	201	117	52
00	485	453	477	499	384	419	392	280	192	140	91	72
Hr Total	**1,897**	**1,861**	**1,893**	**2,014**	**1,677**	**1,637**	**1,712**	**1,280**	**1,012**	**743**	**468**	**300**

24 Hour Total:	31,232					
AM Peak Hour begins:	6:45	AM Peak Volume:	2,328	AM Peak Hour Factor:	0.98	
PM Peak Hour begins:	15:00	PM Peak Volume:	2,014	PM Peak Hour Factor:	0.95	

Total Volume for All Lanes

Wednesday, October 12, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	134	74	56	81	97	265	755	918	938	875	772	821
30	126	62	64	68	134	367	769	963	859	817	812	767
45	94	68	53	78	170	489	839	916	895	887	833	808
00	98	51	49	99	203	549	896	966	875	826	729	858
Hr Total	**452**	**255**	**222**	**326**	**604**	**1,670**	**3,259**	**3,763**	**3,567**	**3,405**	**3,146**	**3,254**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	884	911	908	1,062	1,091	980	981	869	641	477	306	192
30	956	890	950	990	1,056	1,041	990	798	636	481	333	206
45	899	927	973	1,083	1,025	1,028	945	714	625	465	280	135
00	940	871	998	1,109	982	1,037	930	648	505	315	229	161
Hr Total	**3,679**	**3,599**	**3,829**	**4,244**	**4,154**	**4,086**	**3,846**	**3,029**	**2,407**	**1,738**	**1,148**	**694**

24 Hour Total:	60,376					
AM Peak Hour begins:	7:15	AM Peak Volume:	3,783	AM Peak Hour Factor:	0.98	
PM Peak Hour begins:	15:30	PM Peak Volume:	4,339	PM Peak Hour Factor:	0.98	

Volume Count Report

Start Date:	October 13, 2022	Start Time:	00:00	GPS:	27.853941
Stop Date:	October 13, 2022	Stop Time:	24:00		-82.342445
City:	Riverview	County:	Hillsborough		
Location	Gibsonton Drive west of Fern Hill Drive				

Eastbound Volume

Thursday, October 13, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	87	41	27	26	36	82	158	332	426	329	284	377
30	74	38	30	26	35	68	215	347	398	372	315	355
45	62	33	28	23	48	113	286	355	354	311	347	360
00	55	33	27	29	56	168	315	477	360	329	332	367
Hr Total	**278**	**145**	**112**	**104**	**175**	**431**	**974**	**1,511**	**1,538**	**1,341**	**1,278**	**1,459**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	347	402	411	483	606	600	580	459	352	298	204	131
30	365	411	461	520	627	590	602	440	328	255	195	119
45	366	416	500	494	559	550	593	406	350	240	164	96
00	438	423	460	542	589	565	531	352	311	241	153	107
Hr Total	**1,516**	**1,652**	**1,832**	**2,039**	**2,381**	**2,305**	**2,306**	**1,657**	**1,341**	**1,034**	**716**	**453**

24 Hour Total:	28,578					
AM Peak Hour begins:	7:30	AM Peak Volume:	1,656	AM Peak Hour Factor:		0.87
PM Peak Hour begins:	16:00	PM Peak Volume:	2,381	PM Peak Hour Factor:		0.95

Westbound Volume

Thursday, October 13, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	51	22	20	29	82	220	498	591	573	449	428	407
30	45	27	32	46	92	284	501	566	581	448	495	462
45	52	30	37	60	118	336	555	567	564	528	491	456
00	29	34	31	49	142	403	595	597	538	501	451	381
Hr Total	**177**	**113**	**120**	**184**	**434**	**1,243**	**2,149**	**2,321**	**2,256**	**1,926**	**1,865**	**1,706**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	515	500	380	455	448	413	355	318	266	234	157	94
30	547	473	417	445	421	432	365	321	301	253	126	91
45	517	479	407	474	422	408	377	308	235	193	118	66
00	468	440	482	451	414	418	391	286	229	188	92	58
Hr Total	**2,047**	**1,892**	**1,686**	**1,825**	**1,705**	**1,671**	**1,488**	**1,233**	**1,031**	**868**	**493**	**309**

24 Hour Total:	30,742					
AM Peak Hour begins:	7:00	AM Peak Volume:	2,321	AM Peak Hour Factor:		0.97
PM Peak Hour begins:	12:00	PM Peak Volume:	2,047	PM Peak Hour Factor:		0.94

Total Volume for All Lanes

Thursday, October 13, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	138	63	47	55	118	302	656	923	999	778	712	784
30	119	65	62	72	127	352	716	913	979	820	810	817
45	114	63	65	83	166	449	841	922	918	839	838	816
00	84	67	58	78	198	571	910	1,074	898	830	783	748
Hr Total	**455**	**258**	**232**	**288**	**609**	**1,674**	**3,123**	**3,832**	**3,794**	**3,267**	**3,143**	**3,165**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	862	902	791	938	1,054	1,013	935	777	618	532	361	225
30	912	884	878	965	1,048	1,022	967	761	629	508	321	210
45	883	895	907	968	981	958	970	714	585	433	282	162
00	906	863	942	993	1,003	983	922	638	540	429	245	165
Hr Total	**3,563**	**3,544**	**3,518**	**3,864**	**4,086**	**3,976**	**3,794**	**2,890**	**2,372**	**1,902**	**1,209**	**762**

24 Hour Total:	59,320					
AM Peak Hour begins:	7:30	AM Peak Volume:	3,974	AM Peak Hour Factor:		0.93
PM Peak Hour begins:	16:00	PM Peak Volume:	4,086	PM Peak Hour Factor:		0.97

Volume Count Report

3-Day Average

Start Date:	October 11, 2022	Start Time:	00:00	GPS:	27.853941
Stop Date:	October 13, 2022	Stop Time:	24:00		-82.342445
City:	Riverview	County:	Hillsborough		
Location	Gibsonton Drive west of Fern Hill Drive				

Eastbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	83	41	32	26	29	76	172	332	405	318	325	362
30	75	34	27	25	37	76	222	388	362	323	317	367
45	58	31	24	23	44	116	286	370	359	307	345	380
00	52	28	26	30	61	150	325	429	333	343	335	391
Hr Total	**268**	**134**	**110**	**104**	**170**	**418**	**1,004**	**1,519**	**1,459**	**1,291**	**1,322**	**1,501**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	399	427	445	531	623	613	595	472	366	287	195	119
30	396	414	477	511	635	616	582	433	354	254	179	122
45	409	438	513	545	624	555	575	408	343	250	155	98
00	457	430	500	592	598	593	545	372	311	203	148	96
Hr Total	**1,661**	**1,709**	**1,935**	**2,178**	**2,480**	**2,377**	**2,298**	**1,686**	**1,374**	**994**	**676**	**435**

24 Hour Total:	29,101					
AM Peak Hour begins:	7:15	AM Peak Volume:	1,593	AM Peak Hour Factor:		0.93
PM Peak Hour begins:	16:00	PM Peak Volume:	2,480	PM Peak Hour Factor:		0.98

Westbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	51	29	22	38	71	203	517	600	564	499	448	456
30	45	28	31	41	86	284	543	581	570	495	482	451
45	46	29	34	56	117	352	557	577	575	531	480	450
00	33	26	28	55	146	406	589	581	555	489	438	418
Hr Total	**175**	**113**	**115**	**189**	**420**	**1,246**	**2,206**	**2,340**	**2,264**	**2,014**	**1,847**	**1,774**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	470	465	419	494	460	408	400	349	281	217	138	87
30	503	459	460	491	425	440	408	349	276	228	129	84
45	483	473	461	495	403	397	390	317	255	196	113	64
00	461	455	485	496	386	400	375	302	221	165	92	65
Hr Total	**1,917**	**1,852**	**1,825**	**1,976**	**1,674**	**1,646**	**1,573**	**1,318**	**1,032**	**807**	**472**	**300**

24 Hour Total:	31,094					
AM Peak Hour begins:	6:45	AM Peak Volume:	2,347	AM Peak Hour Factor:		0.98
PM Peak Hour begins:	15:00	PM Peak Volume:	1,976	PM Peak Hour Factor:		1.00

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	134	70	54	64	100	279	689	932	970	816	772	818
30	120	63	59	66	123	360	765	969	932	817	799	818
45	104	60	58	79	160	469	843	947	934	838	825	830
00	85	54	54	85	207	556	914	1,010	887	833	772	809
Hr Total	**442**	**247**	**225**	**294**	**591**	**1,664**	**3,210**	**3,859**	**3,723**	**3,305**	**3,169**	**3,275**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	869	892	864	1,025	1,083	1,021	995	822	646	504	333	206
30	899	873	938	1,002	1,061	1,056	990	782	629	482	307	206
45	892	910	974	1,040	1,026	952	966	726	598	446	268	162
00	918	886	985	1,088	984	994	920	674	532	368	240	161
Hr Total	**3,578**	**3,561**	**3,760**	**4,155**	**4,154**	**4,023**	**3,871**	**3,004**	**2,406**	**1,800**	**1,149**	**735**

24 Hour Total:	60,195					
AM Peak Hour begins:	7:15	AM Peak Volume:	3,896	AM Peak Hour Factor:		0.96
PM Peak Hour begins:	15:30	PM Peak Volume:	4,272	PM Peak Hour Factor:		0.98

CLASS COUNT REPORT

Location:	Gibsonton Dr btwn Fern Hill & Mathog	City:	Riverview	GPS:	27.856772
Direction:	Eastbound	County:	Hillsborough		-82.336554
Start Date:	10/11/2022	Start Time:	00:00		
Stop Date:	10/11/2022	Stop Time:	24:00		

END TIME	VEHICLE CLASS															
	Cycle	Car	2A-4T	Bus	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	58	9	0	0	0	0	1	0	0	0	0	0	0	0	68
30	0	45	2	0	1	0	0	0	1	0	0	0	0	0	0	49
45	0	40	8	0	2	0	0	0	0	0	0	0	0	0	1	51
100	0	27	8	0	0	0	0	0	1	0	0	0	0	0	0	36
Hourly Total	**0**	**170**	**27**	**0**	**3**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**204**
115	0	25	4	0	1	0	0	0	0	0	0	0	0	0	0	30
130	0	30	8	0	0	0	0	0	0	0	0	0	0	0	0	38
145	0	18	7	0	0	0	0	0	0	0	0	0	0	0	0	25
200	0	12	3	0	1	0	0	0	0	0	0	0	0	0	0	16
Hourly Total	**0**	**85**	**22**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**109**
215	0	19	4	0	2	1	0	0	1	0	0	0	0	0	0	27
230	0	19	1	0	1	0	0	1	0	0	0	0	0	0	0	22
245	0	11	1	0	1	0	0	0	0	0	0	0	0	0	0	13
300	0	13	4	0	0	0	0	0	0	0	0	0	0	0	0	17
Hourly Total	**0**	**62**	**10**	**0**	**4**	**1**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**79**
315	0	12	2	1	1	0	0	0	0	0	0	0	0	0	0	16
330	0	15	3	0	1	0	0	0	0	0	0	0	0	0	1	20
345	0	13	3	0	1	0	0	0	1	0	0	0	0	0	0	18
400	0	11	6	0	0	0	0	1	1	0	0	0	0	0	0	19
Hourly Total	**0**	**51**	**14**	**1**	**3**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**73**
415	0	11	3	0	0	1	0	0	0	0	0	0	0	0	0	15
430	0	15	3	0	1	3	0	0	1	0	0	0	0	0	1	24
445	0	16	8	0	0	1	0	0	0	0	0	0	0	0	0	25
500	0	25	7	1	0	1	0	0	3	0	0	0	0	0	0	37
Hourly Total	**0**	**67**	**21**	**1**	**1**	**6**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**1**	**101**
515	1	25	18	1	0	0	0	1	0	0	0	0	0	0	0	46
530	0	24	12	1	2	1	0	1	0	0	0	0	0	0	0	41
545	0	37	16	0	7	0	0	0	1	0	0	0	0	0	0	61
600	0	46	21	2	3	0	0	1	0	0	0	0	0	0	0	73
Hourly Total	**1**	**132**	**67**	**4**	**12**	**1**	**0**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**221**
615	0	69	22	1	4	2	0	1	1	0	0	0	0	0	0	100
630	0	101	46	1	5	3	0	1	0	0	0	0	0	0	0	157
645	1	127	57	1	9	2	0	3	2	0	0	0	0	0	1	203
700	0	168	46	2	12	2	0	2	0	0	0	0	0	0	1	233
Hourly Total	**1**	**465**	**171**	**5**	**30**	**9**	**0**	**7**	**3**	**0**	**0**	**0**	**0**	**0**	**2**	**693**
715	1	193	62	0	3	1	0	12	0	0	0	0	0	0	2	274
730	1	225	74	6	17	5	0	11	2	0	0	0	0	0	3	344
745	0	198	77	2	19	1	0	6	2	0	0	0	0	0	0	305
800	0	222	68	1	15	0	1	4	2	0	0	0	0	0	0	313
Hourly Total	**2**	**838**	**281**	**9**	**54**	**7**	**1**	**33**	**6**	**0**	**0**	**0**	**0**	**0**	**5**	**1236**
815	2	238	101	3	10	0	0	10	2	0	0	0	0	0	11	377
830	0	188	71	2	15	2	0	10	0	0	0	0	0	0	1	289

845	0	201	81	2	22	2	0	4	3	0	0	0	0	0	0	315
900	0	146	78	3	14	1	0	5	4	0	0	0	0	0	1	252
Hourly Total	**2**	**773**	**331**	**10**	**61**	**5**	**0**	**29**	**9**	**0**	**0**	**0**	**0**	**0**	**13**	**1233**
915	1	145	66	1	16	3	0	6	2	0	0	0	0	0	2	242
930	1	155	84	4	15	5	1	1	2	0	0	0	0	0	1	269
945	3	160	67	1	16	5	0	12	0	0	0	0	0	0	0	264
1000	0	170	81	1	14	3	0	4	3	0	0	0	0	0	1	277
Hourly Total	**5**	**630**	**298**	**7**	**61**	**16**	**1**	**23**	**7**	**0**	**0**	**0**	**0**	**0**	**4**	**1052**
1015	1	168	85	0	10	3	0	6	1	0	0	0	0	0	0	274
1030	0	150	64	0	14	4	0	6	3	0	0	0	0	0	0	241
1045	1	171	74	0	9	7	0	8	2	0	0	0	0	0	0	272
1100	3	170	89	0	16	6	0	4	2	0	0	0	0	0	2	292
Hourly Total	**5**	**659**	**312**	**0**	**49**	**20**	**0**	**24**	**8**	**0**	**0**	**0**	**0**	**0**	**2**	**1079**
1115	1	177	75	1	9	1	1	5	4	0	0	0	0	0	2	276
1130	1	194	83	1	10	1	0	6	3	0	0	0	0	0	0	299
1145	2	214	91	0	13	4	1	5	4	0	0	0	0	0	1	335
1200	1	166	70	2	11	6	0	3	2	0	0	0	0	0	0	261
Hourly Total	**5**	**751**	**319**	**4**	**43**	**12**	**2**	**19**	**13**	**0**	**0**	**0**	**0**	**0**	**3**	**1171**
1215	0	204	82	0	14	7	0	3	3	0	0	0	0	0	0	313
1230	1	215	68	1	18	0	0	4	1	0	0	0	0	0	2	310
1245	1	237	84	1	16	9	1	7	0	0	0	0	0	0	1	357
1300	1	263	80	0	13	2	2	6	2	0	0	0	0	0	1	370
Hourly Total	**3**	**919**	**314**	**2**	**61**	**18**	**3**	**20**	**6**	**0**	**0**	**0**	**0**	**0**	**4**	**1350**
1315	0	230	85	0	12	2	0	4	3	1	0	0	0	0	4	341
1330	1	207	88	1	9	4	0	3	3	0	0	0	0	0	1	317
1345	1	223	88	1	14	5	0	2	3	0	0	0	0	0	1	338
1400	0	250	96	0	11	4	1	3	3	0	0	0	0	0	1	369
Hourly Total	**2**	**910**	**357**	**2**	**46**	**15**	**1**	**12**	**12**	**1**	**0**	**0**	**0**	**0**	**7**	**1365**
1415	0	259	86	1	10	4	0	2	4	0	0	0	0	0	4	370
1430	1	285	90	2	12	4	1	7	2	0	0	0	0	0	1	405
1445	0	343	89	2	10	5	0	8	1	0	0	0	0	0	1	459
1500	3	286	101	0	8	20	0	5	4	0	0	0	0	0	0	427
Hourly Total	**4**	**1173**	**366**	**5**	**40**	**33**	**1**	**22**	**11**	**0**	**0**	**0**	**0**	**0**	**6**	**1661**
1515	1	304	129	3	13	8	0	4	1	0	0	0	0	0	1	464
1530	0	304	105	3	11	0	0	3	0	0	0	0	0	0	14	440
1545	0	295	113	1	12	1	0	5	3	0	0	0	0	0	5	435
1600	1	349	91	4	10	5	0	4	0	0	0	0	0	0	6	470
Hourly Total	**2**	**1252**	**438**	**11**	**46**	**14**	**0**	**16**	**4**	**0**	**0**	**0**	**0**	**0**	**26**	**1809**
1615	1	320	96	12	23	1	0	2	3	0	0	0	0	0	7	465
1630	0	303	73	11	15	6	0	5	0	0	0	0	0	0	8	421
1645	0	324	85	11	13	5	1	8	1	0	0	0	0	0	3	451
1700	1	320	113	4	13	0	0	0	0	0	0	0	0	0	15	466
Hourly Total	**2**	**1267**	**367**	**38**	**64**	**12**	**1**	**15**	**4**	**0**	**0**	**0**	**0**	**0**	**33**	**1803**
1715	1	298	101	10	11	4	0	5	3	0	0	0	0	0	17	450
1730	1	286	80	16	14	7	0	5	0	0	0	0	0	0	16	425
1745	0	266	50	4	14	3	1	4	0	0	0	0	0	0	15	357
1800	1	321	80	0	13	2	0	4	1	0	0	0	0	0	1	423
Hourly Total	**3**	**1171**	**311**	**30**	**52**	**16**	**1**	**18**	**4**	**0**	**0**	**0**	**0**	**0**	**49**	**1655**
1815	0	350	76	4	18	1	0	5	0	0	0	0	0	0	11	465
1830	0	336	81	7	24	3	0	5	1	0	0	0	0	0	12	469
1845	1	334	82	8	18	5	0	5	0	0	0	0	0	0	11	464

1900	0	298	56	15	20	10	0	7	1	0	0	0	0	0	11	418
Hourly Total	**1**	**1318**	**295**	**34**	**80**	**19**	**0**	**22**	**2**	**0**	**0**	**0**	**0**	**0**	**45**	**1816**
1915	0	259	94	1	8	0	0	3	0	0	0	0	0	0	1	366
1930	0	263	79	0	5	3	0	2	0	0	0	0	0	0	1	353
1945	0	235	66	0	9	2	0	0	0	0	0	0	0	0	1	313
2000	0	274	73	1	7	0	0	4	0	0	0	0	0	0	1	360
Hourly Total	**0**	**1031**	**312**	**2**	**29**	**5**	**0**	**9**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**1392**
2015	0	249	53	1	4	0	0	3	0	0	0	0	0	0	0	310
2030	0	240	71	0	3	0	0	0	2	0	0	0	0	0	0	316
2045	1	213	66	1	6	0	0	1	0	0	0	0	0	0	0	288
2100	0	204	51	0	6	0	0	2	1	0	0	0	0	0	0	264
Hourly Total	**1**	**906**	**241**	**2**	**19**	**0**	**0**	**6**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**1178**
2115	0	190	41	0	0	0	0	1	0	0	0	0	0	0	0	232
2130	1	156	43	1	4	0	0	0	0	0	0	0	0	0	0	205
2145	0	161	33	0	6	0	0	0	0	0	0	0	0	0	1	201
2200	1	142	31	0	2	0	0	0	1	0	0	0	0	0	0	177
Hourly Total	**2**	**649**	**148**	**1**	**12**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**815**
2215	1	117	29	0	1	0	0	1	0	0	0	0	0	0	0	149
2230	0	100	26	0	5	1	0	0	0	0	0	0	0	0	0	132
2245	0	89	26	0	3	0	0	1	0	0	0	0	0	0	1	120
2300	1	113	21	0	0	0	0	0	0	0	0	0	0	0	0	135
Hourly Total	**2**	**419**	**102**	**0**	**9**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**536**
2315	2	90	12	0	2	0	0	0	0	0	0	0	0	0	0	106
2330	0	77	29	0	1	0	0	0	2	0	0	0	0	0	0	109
2345	1	68	24	1	1	0	0	0	0	0	0	0	0	0	0	95
2400	1	67	6	0	1	0	0	0	1	0	0	0	0	0	0	76
Hourly Total	**4**	**302**	**71**	**1**	**5**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**386**
DAILY TOTAL	**47**	**16000**	**5195**	**169**	**786**	**210**	**11**	**284**	**106**	**1**	**0**	**0**	**0**	**0**	**208**	**23017**
Percentages	**0.2%**	**69.5%**	**22.6%**	**0.7%**	**3.4%**	**0.9%**	**0.0%**	**1.2%**	**0.5%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.9%**	**100.0%**

CLASS COUNT REPORT

Location:	Gibsonton Dr btwn Fern Hill & Mathog	City:	Riverview	GPS:	27.856772
Direction:	Westbound	County:	Hillsborough		-82.336554
Start Date:	10/11/2022	Start Time:	00:00		
Stop Date:	10/11/2022	Stop Time:	24:00		

END TIME	VEHICLE CLASS															
	Cycle	Car	2A-4T	Bus	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	22	4	0	2	0	0	0	2	0	0	0	0	0	0	30
30	0	25	4	0	2	0	0	0	0	0	0	0	0	0	0	31
45	0	24	0	0	0	0	0	2	1	0	0	0	0	0	0	27
100	0	16	6	0	2	0	0	1	0	0	0	0	0	0	0	25
Hourly Total	**0**	**87**	**14**	**0**	**6**	**0**	**0**	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**113**
115	0	15	0	0	0	0	0	0	1	0	0	0	0	0	0	16
130	0	12	1	0	2	0	0	1	0	0	0	0	0	0	1	17
145	0	13	2	0	1	0	0	0	0	0	0	0	0	0	0	16
200	0	7	4	0	0	0	0	0	1	0	0	0	0	0	0	12
Hourly Total	**0**	**47**	**7**	**0**	**3**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**61**
215	0	4	2	0	1	0	0	0	0	0	0	0	0	0	0	7
230	0	15	5	0	0	0	0	0	0	0	0	0	0	0	0	20
245	0	16	8	0	1	0	0	0	3	0	0	0	0	0	0	28
300	0	14	5	0	0	1	0	2	1	0	0	0	0	0	0	23
Hourly Total	**0**	**49**	**20**	**0**	**2**	**1**	**0**	**2**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**78**
315	0	19	10	0	3	0	0	0	0	0	0	0	0	0	1	33
330	0	22	8	0	0	0	0	0	0	0	0	0	0	0	0	30
345	0	26	7	0	4	0	0	0	0	0	0	0	0	0	0	37
400	0	36	8	0	0	0	0	0	0	0	0	0	0	0	0	44
Hourly Total	**0**	**103**	**33**	**0**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**144**
415	0	34	9	0	2	0	0	0	1	0	0	0	0	0	0	46
430	0	38	21	0	0	1	0	1	0	0	0	0	0	0	0	61
445	0	70	33	0	3	0	0	0	1	0	0	0	0	0	0	107
500	0	91	44	1	2	0	0	0	0	0	0	0	0	0	0	138
Hourly Total	**0**	**233**	**107**	**1**	**7**	**1**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**352**
515	0	120	67	0	4	1	0	1	0	0	0	0	0	0	0	193
530	0	167	76	1	7	4	0	2	1	0	0	0	0	0	1	259
545	0	220	98	0	10	2	0	2	0	0	0	0	0	0	0	332
600	2	258	111	0	8	0	0	4	2	0	0	0	0	0	0	385
Hourly Total	**2**	**765**	**352**	**1**	**29**	**7**	**0**	**9**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**1169**
615	1	302	104	4	10	1	0	4	0	0	0	0	0	0	4	430
630	0	335	108	3	29	0	0	3	5	0	0	0	0	0	1	484
645	1	350	105	10	19	3	0	6	0	0	0	0	0	0	1	495
700	0	374	86	8	15	5	0	8	3	0	0	0	0	0	12	511
Hourly Total	**2**	**1361**	**403**	**25**	**73**	**9**	**0**	**21**	**8**	**0**	**0**	**0**	**0**	**0**	**18**	**1920**
715	0	328	85	4	7	1	0	4	6	0	0	0	0	0	6	441
730	0	307	70	14	6	4	0	0	6	0	0	0	0	0	16	423
745	0	316	68	9	13	3	0	3	2	0	0	0	0	0	21	435
800	0	278	40	7	10	12	0	9	0	0	0	0	0	0	20	376
Hourly Total	**0**	**1229**	**263**	**34**	**36**	**20**	**0**	**16**	**14**	**0**	**0**	**0**	**0**	**0**	**63**	**1675**
815	0	289	59	9	8	7	0	6	1	1	0	0	0	0	16	396
830	0	329	84	8	6	7	0	7	0	0	0	0	0	0	25	466

845	0	354	79	12	11	3	0	9	2	0	0	0	0	0	20	490
900	0	308	85	3	17	6	0	6	4	0	0	0	0	0	4	433
Hourly Total	**0**	**1280**	**307**	**32**	**42**	**23**	**0**	**28**	**7**	**1**	**0**	**0**	**0**	**0**	**65**	**1785**
915	1	292	94	3	10	5	0	6	4	0	0	0	0	0	5	420
930	1	292	88	2	7	1	1	6	2	0	0	0	0	0	3	403
945	1	267	99	2	11	6	1	6	2	0	0	0	0	0	1	396
1000	1	270	93	3	12	4	0	7	1	0	0	0	0	0	3	394
Hourly Total	**4**	**1121**	**374**	**10**	**40**	**16**	**2**	**25**	**9**	**0**	**0**	**0**	**0**	**0**	**12**	**1613**
1015	2	283	80	2	12	8	1	3	1	0	0	0	0	0	1	393
1030	0	262	96	1	17	5	0	8	0	0	0	0	0	0	4	393
1045	1	277	73	2	8	4	0	9	2	0	0	0	0	0	1	377
1100	0	260	88	0	17	4	0	6	3	0	0	0	0	0	0	378
Hourly Total	**3**	**1082**	**337**	**5**	**54**	**21**	**1**	**26**	**6**	**0**	**0**	**0**	**0**	**0**	**6**	**1541**
1115	1	265	89	1	10	9	1	8	0	0	0	0	0	0	4	388
1130	1	257	89	0	15	3	0	7	2	0	0	0	0	0	0	374
1145	2	231	95	1	12	1	0	4	1	0	0	0	0	0	1	348
1200	1	251	87	1	13	5	0	6	6	0	0	0	0	0	0	370
Hourly Total	**5**	**1004**	**360**	**3**	**50**	**18**	**1**	**25**	**9**	**0**	**0**	**0**	**0**	**0**	**5**	**1480**
1215	0	254	93	0	14	8	0	5	2	0	0	0	0	0	0	376
1230	0	225	87	1	8	1	1	8	6	0	0	0	0	0	3	340
1245	0	273	75	1	15	2	1	6	7	0	0	0	0	0	0	380
1300	2	201	95	1	10	4	0	6	1	0	0	0	0	0	0	320
Hourly Total	**2**	**953**	**350**	**3**	**47**	**15**	**2**	**25**	**16**	**0**	**0**	**0**	**0**	**0**	**3**	**1416**
1315	1	250	95	0	15	3	0	5	2	0	0	0	0	0	0	371
1330	1	208	79	1	18	2	0	9	0	0	0	0	0	0	3	321
1345	0	229	96	3	13	1	1	5	2	0	0	0	0	0	0	350
1400	1	233	71	2	16	2	0	7	2	0	0	0	0	0	0	334
Hourly Total	**3**	**920**	**341**	**6**	**62**	**8**	**1**	**26**	**6**	**0**	**0**	**0**	**0**	**0**	**3**	**1376**
1415	0	230	76	2	18	1	1	4	1	0	0	0	0	0	0	333
1430	0	257	90	1	14	3	0	3	0	0	0	0	0	0	2	370
1445	1	269	91	2	12	4	0	6	1	0	0	0	0	0	3	389
1500	0	250	88	0	16	0	0	10	2	0	0	0	0	0	1	367
Hourly Total	**1**	**1006**	**345**	**5**	**60**	**8**	**1**	**23**	**4**	**0**	**0**	**0**	**0**	**0**	**6**	**1459**
1515	0	286	83	0	14	8	2	7	0	0	0	0	0	0	4	404
1530	0	248	78	1	18	5	0	8	1	0	0	0	0	0	6	365
1545	0	274	88	2	20	5	2	3	0	0	0	0	0	0	2	396
1600	1	301	79	0	21	5	0	12	3	0	0	0	0	0	8	430
Hourly Total	**1**	**1109**	**328**	**3**	**73**	**23**	**4**	**30**	**4**	**0**	**0**	**0**	**0**	**0**	**20**	**1595**
1615	0	275	71	1	16	1	0	5	1	0	0	0	0	0	1	371
1630	0	264	97	0	15	3	0	7	0	0	0	0	0	0	3	389
1645	0	255	92	1	14	1	0	6	4	0	0	0	0	0	1	374
1700	1	254	82	2	9	0	0	7	3	0	0	0	0	0	2	360
Hourly Total	**1**	**1048**	**342**	**4**	**54**	**5**	**0**	**25**	**8**	**0**	**0**	**0**	**0**	**0**	**7**	**1494**
1715	0	295	78	1	10	0	0	3	2	0	0	0	0	0	0	389
1730	0	303	83	1	8	0	0	7	2	0	0	0	0	0	0	404
1745	1	289	72	1	9	0	0	7	2	0	0	0	0	0	0	381
1800	0	257	69	2	9	0	0	10	0	0	0	0	0	0	1	348
Hourly Total	**1**	**1144**	**302**	**5**	**36**	**0**	**0**	**27**	**6**	**0**	**0**	**0**	**0**	**0**	**1**	**1522**
1815	2	273	87	0	6	1	0	11	0	0	0	0	0	0	0	380
1830	0	268	69	0	9	0	0	4	1	0	0	0	0	0	0	351
1845	0	259	54	1	7	0	0	7	2	0	0	0	0	0	0	330

1900	0	224	58	0	8	1	0	2	1	0	0	0	0	0	1	295
Hourly Total	**2**	**1024**	**268**	**1**	**30**	**2**	**0**	**24**	**4**	**0**	**0**	**0**	**0**	**0**	**1**	**1356**
1915	0	230	62	1	9	0	0	1	0	0	0	0	0	0	0	303
1930	0	224	53	0	6	0	0	4	1	0	0	0	0	0	0	288
1945	1	205	50	1	3	0	0	5	0	0	0	0	0	0	1	266
2000	1	188	36	0	5	0	0	2	0	0	0	0	0	0	1	233
Hourly Total	**2**	**847**	**201**	**2**	**23**	**0**	**0**	**12**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**1090**
2015	0	147	37	0	3	0	0	3	1	0	0	0	0	0	0	191
2030	0	145	29	0	2	0	0	2	0	0	0	0	0	0	0	178
2045	0	130	31	0	9	0	0	0	1	0	0	0	0	0	1	172
2100	0	119	37	0	0	0	0	1	1	0	0	0	0	0	0	158
Hourly Total	**0**	**541**	**134**	**0**	**14**	**0**	**0**	**6**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**699**
2115	0	130	25	0	4	0	0	1	0	0	0	0	0	0	1	161
2130	2	118	31	0	5	0	0	0	0	0	0	0	0	0	1	157
2145	0	98	26	0	5	0	0	3	0	0	0	0	0	0	0	132
2200	0	81	17	0	2	0	0	0	1	0	0	0	0	0	0	101
Hourly Total	**2**	**427**	**99**	**0**	**16**	**0**	**0**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**2**	**551**
2215	1	68	16	0	1	0	0	0	1	0	0	0	0	0	0	87
2230	1	68	15	0	2	0	0	0	0	0	0	0	0	0	0	86
2245	0	49	16	0	2	0	0	1	2	0	0	0	0	0	0	70
2300	0	37	11	0	0	0	0	0	1	0	0	0	0	0	0	49
Hourly Total	**2**	**222**	**58**	**0**	**5**	**0**	**0**	**1**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**292**
2315	0	49	10	0	1	0	0	0	0	0	0	0	0	0	0	60
2330	0	43	5	0	0	0	0	1	0	0	0	0	0	0	0	49
2345	0	30	11	0	1	0	0	0	0	0	0	0	0	0	0	42
2400	0	27	4	0	0	1	0	0	2	0	0	0	0	0	0	34
Hourly Total	**0**	**149**	**30**	**0**	**2**	**1**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**185**
DAILY TOTAL	**33**	**17751**	**5375**	**140**	**771**	**178**	**12**	**361**	**126**	**1**	**0**	**0**	**0**	**0**	**218**	**24966**
Percentages	**0.1%**	**71.1%**	**21.5%**	**0.6%**	**3.1%**	**0.7%**	**0.0%**	**1.4%**	**0.5%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.9%**	**100.0%**

CLASS COUNT REPORT

Location:	Gibsonton Dr btwn Fern Hill & Mathog	City:	Riverview	GPS:	27.856772
Direction:	Combined	County:	Hillsborough		-82.336554
Start Date:	10/11/2022	Start Time:	00:00		
Stop Date:	10/11/2022	Stop Time:	24:00		

END TIME	VEHICLE CLASS															
	Cycle	Car	2A-4T	Bus	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	80	13	0	2	0	0	1	2	0	0	0	0	0	0	98
30	0	70	6	0	3	0	0	0	1	0	0	0	0	0	0	80
45	0	64	8	0	2	0	0	2	1	0	0	0	0	0	1	78
100	0	43	14	0	2	0	0	1	1	0	0	0	0	0	0	61
Hourly Total	**0**	**257**	**41**	**0**	**9**	**0**	**0**	**4**	**5**	**0**	**0**	**0**	**0**	**0**	**1**	**317**
115	0	40	4	0	1	0	0	0	1	0	0	0	0	0	0	46
130	0	42	9	0	2	0	0	1	0	0	0	0	0	0	1	55
145	0	31	9	0	1	0	0	0	0	0	0	0	0	0	0	41
200	0	19	7	0	1	0	0	0	1	0	0	0	0	0	0	28
Hourly Total	**0**	**132**	**29**	**0**	**5**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**170**
215	0	23	6	0	3	1	0	0	1	0	0	0	0	0	0	34
230	0	34	6	0	1	0	0	1	0	0	0	0	0	0	0	42
245	0	27	9	0	2	0	0	0	3	0	0	0	0	0	0	41
300	0	27	9	0	0	1	0	2	1	0	0	0	0	0	0	40
Hourly Total	**0**	**111**	**30**	**0**	**6**	**2**	**0**	**3**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**157**
315	0	31	12	1	4	0	0	0	0	0	0	0	0	0	1	49
330	0	37	11	0	1	0	0	0	0	0	0	0	0	0	1	50
345	0	39	10	0	5	0	0	0	1	0	0	0	0	0	0	55
400	0	47	14	0	0	0	0	1	1	0	0	0	0	0	0	63
Hourly Total	**0**	**154**	**47**	**1**	**10**	**0**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**217**
415	0	45	12	0	2	1	0	0	1	0	0	0	0	0	0	61
430	0	53	24	0	1	4	0	1	1	0	0	0	0	0	1	85
445	0	86	41	0	3	1	0	0	1	0	0	0	0	0	0	132
500	0	116	51	2	2	1	0	0	3	0	0	0	0	0	0	175
Hourly Total	**0**	**300**	**128**	**2**	**8**	**7**	**0**	**1**	**6**	**0**	**0**	**0**	**0**	**0**	**1**	**453**
515	1	145	85	1	4	1	0	2	0	0	0	0	0	0	0	239
530	0	191	88	2	9	5	0	3	1	0	0	0	0	0	1	300
545	0	257	114	0	17	2	0	2	1	0	0	0	0	0	0	393
600	2	304	132	2	11	0	0	5	2	0	0	0	0	0	0	458
Hourly Total	**3**	**897**	**419**	**5**	**41**	**8**	**0**	**12**	**4**	**0**	**0**	**0**	**0**	**0**	**1**	**1390**
615	1	371	126	5	14	3	0	5	1	0	0	0	0	0	4	530
630	0	436	154	4	34	3	0	4	5	0	0	0	0	0	1	641
645	2	477	162	11	28	5	0	9	2	0	0	0	0	0	2	698
700	0	542	132	10	27	7	0	10	3	0	0	0	0	0	13	744
Hourly Total	**3**	**1826**	**574**	**30**	**103**	**18**	**0**	**28**	**11**	**0**	**0**	**0**	**0**	**0**	**20**	**2613**
715	1	521	147	4	10	2	0	16	6	0	0	0	0	0	8	715
730	1	532	144	20	23	9	0	11	8	0	0	0	0	0	19	767
745	0	514	145	11	32	4	0	9	4	0	0	0	0	0	21	740
800	0	500	108	8	25	12	1	13	2	0	0	0	0	0	20	689
Hourly Total	**2**	**2067**	**544**	**43**	**90**	**27**	**1**	**49**	**20**	**0**	**0**	**0**	**0**	**0**	**68**	**2911**
815	2	527	160	12	18	7	0	16	3	1	0	0	0	0	27	773
830	0	517	155	10	21	9	0	17	0	0	0	0	0	0	26	755

845	0	555	160	14	33	5	0	13	5	0	0	0	0	0	20	805
900	0	454	163	6	31	7	0	11	8	0	0	0	0	0	5	685
Hourly Total	**2**	**2053**	**638**	**42**	**103**	**28**	**0**	**57**	**16**	**1**	**0**	**0**	**0**	**0**	**78**	**3018**
915	2	437	160	4	26	8	0	12	6	0	0	0	0	0	7	662
930	2	447	172	6	22	6	2	7	4	0	0	0	0	0	4	672
945	4	427	166	3	27	11	1	18	2	0	0	0	0	0	1	660
1000	1	440	174	4	26	7	0	11	4	0	0	0	0	0	4	671
Hourly Total	**9**	**1751**	**672**	**17**	**101**	**32**	**3**	**48**	**16**	**0**	**0**	**0**	**0**	**0**	**16**	**2665**
1015	3	451	165	2	22	11	1	9	2	0	0	0	0	0	1	667
1030	0	412	160	1	31	9	0	14	3	0	0	0	0	0	4	634
1045	2	448	147	2	17	11	0	17	4	0	0	0	0	0	1	649
1100	3	430	177	0	33	10	0	10	5	0	0	0	0	0	2	670
Hourly Total	**8**	**1741**	**649**	**5**	**103**	**41**	**1**	**50**	**14**	**0**	**0**	**0**	**0**	**0**	**8**	**2620**
1115	2	442	164	2	19	10	2	13	4	0	0	0	0	0	6	664
1130	2	451	172	1	25	4	0	13	5	0	0	0	0	0	0	673
1145	4	445	186	1	25	5	1	9	5	0	0	0	0	0	2	683
1200	2	417	157	3	24	11	0	9	8	0	0	0	0	0	0	631
Hourly Total	**10**	**1755**	**679**	**7**	**93**	**30**	**3**	**44**	**22**	**0**	**0**	**0**	**0**	**0**	**8**	**2651**
1215	0	458	175	0	28	15	0	8	5	0	0	0	0	0	0	689
1230	1	440	155	2	26	1	1	12	7	0	0	0	0	0	5	650
1245	1	510	159	2	31	11	2	13	7	0	0	0	0	0	1	737
1300	3	464	175	1	23	6	2	12	3	0	0	0	0	0	1	690
Hourly Total	**5**	**1872**	**664**	**5**	**108**	**33**	**5**	**45**	**22**	**0**	**0**	**0**	**0**	**0**	**7**	**2766**
1315	1	480	180	0	27	5	0	9	5	1	0	0	0	0	4	712
1330	2	415	167	2	27	6	0	12	3	0	0	0	0	0	4	638
1345	1	452	184	4	27	6	1	7	5	0	0	0	0	0	1	688
1400	1	483	167	2	27	6	1	10	5	0	0	0	0	0	1	703
Hourly Total	**5**	**1830**	**698**	**8**	**108**	**23**	**2**	**38**	**18**	**1**	**0**	**0**	**0**	**0**	**10**	**2741**
1415	0	489	162	3	28	5	1	6	5	0	0	0	0	0	4	703
1430	1	542	180	3	26	7	1	10	2	0	0	0	0	0	3	775
1445	1	612	180	4	22	9	0	14	2	0	0	0	0	0	4	848
1500	3	536	189	0	24	20	0	15	6	0	0	0	0	0	1	794
Hourly Total	**5**	**2179**	**711**	**10**	**100**	**41**	**2**	**45**	**15**	**0**	**0**	**0**	**0**	**0**	**12**	**3120**
1515	1	590	212	3	27	16	2	11	1	0	0	0	0	0	5	868
1530	0	552	183	4	29	5	0	11	1	0	0	0	0	0	20	805
1545	0	569	201	3	32	6	2	8	3	0	0	0	0	0	7	831
1600	2	650	170	4	31	10	0	16	3	0	0	0	0	0	14	900
Hourly Total	**3**	**2361**	**766**	**14**	**119**	**37**	**4**	**46**	**8**	**0**	**0**	**0**	**0**	**0**	**46**	**3404**
1615	1	595	167	13	39	2	0	7	4	0	0	0	0	0	8	836
1630	0	567	170	11	30	9	0	12	0	0	0	0	0	0	11	810
1645	0	579	177	12	27	6	1	14	5	0	0	0	0	0	4	825
1700	2	574	195	6	22	0	0	7	3	0	0	0	0	0	17	826
Hourly Total	**3**	**2315**	**709**	**42**	**118**	**17**	**1**	**40**	**12**	**0**	**0**	**0**	**0**	**0**	**40**	**3297**
1715	1	593	179	11	21	4	0	8	5	0	0	0	0	0	17	839
1730	1	589	163	17	22	7	0	12	2	0	0	0	0	0	16	829
1745	1	555	122	5	23	3	1	11	2	0	0	0	0	0	15	738
1800	1	578	149	2	22	2	0	14	1	0	0	0	0	0	2	771
Hourly Total	**4**	**2315**	**613**	**35**	**88**	**16**	**1**	**45**	**10**	**0**	**0**	**0**	**0**	**0**	**50**	**3177**
1815	2	623	163	4	24	2	0	16	0	0	0	0	0	0	11	845
1830	0	604	150	7	33	3	0	9	2	0	0	0	0	0	12	820
1845	1	593	136	9	25	5	0	12	2	0	0	0	0	0	11	794

1900	0	522	114	15	28	11	0	9	2	0	0	0	0	0	12	713
Hourly Total	**3**	**2342**	**563**	**35**	**110**	**21**	**0**	**46**	**6**	**0**	**0**	**0**	**0**	**0**	**46**	**3172**
1915	0	489	156	2	17	0	0	4	0	0	0	0	0	0	1	669
1930	0	487	132	0	11	3	0	6	1	0	0	0	0	0	1	641
1945	1	440	116	1	12	2	0	5	0	0	0	0	0	0	2	579
2000	1	462	109	1	12	0	0	6	0	0	0	0	0	0	2	593
Hourly Total	**2**	**1878**	**513**	**4**	**52**	**5**	**0**	**21**	**1**	**0**	**0**	**0**	**0**	**0**	**6**	**2482**
2015	0	396	90	1	7	0	0	6	1	0	0	0	0	0	0	501
2030	0	385	100	0	5	0	0	2	2	0	0	0	0	0	0	494
2045	1	343	97	1	15	0	0	1	1	0	0	0	0	0	1	460
2100	0	323	88	0	6	0	0	3	2	0	0	0	0	0	0	422
Hourly Total	**1**	**1447**	**375**	**2**	**33**	**0**	**0**	**12**	**6**	**0**	**0**	**0**	**0**	**0**	**1**	**1877**
2115	0	320	66	0	4	0	0	2	0	0	0	0	0	0	1	393
2130	3	274	74	1	9	0	0	0	0	0	0	0	0	0	1	362
2145	0	259	59	0	11	0	0	3	0	0	0	0	0	0	1	333
2200	1	223	48	0	4	0	0	0	2	0	0	0	0	0	0	278
Hourly Total	**4**	**1076**	**247**	**1**	**28**	**0**	**0**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**3**	**1366**
2215	2	185	45	0	2	0	0	1	1	0	0	0	0	0	0	236
2230	1	168	41	0	7	1	0	0	0	0	0	0	0	0	0	218
2245	0	138	42	0	5	0	0	2	2	0	0	0	0	0	1	190
2300	1	150	32	0	0	0	0	0	1	0	0	0	0	0	0	184
Hourly Total	**4**	**641**	**160**	**0**	**14**	**1**	**0**	**3**	**4**	**0**	**0**	**0**	**0**	**0**	**1**	**828**
2315	2	139	22	0	3	0	0	0	0	0	0	0	0	0	0	166
2330	0	120	34	0	1	0	0	1	2	0	0	0	0	0	0	158
2345	1	98	35	1	2	0	0	0	0	0	0	0	0	0	0	137
2400	1	94	10	0	1	1	0	0	3	0	0	0	0	0	0	110
Hourly Total	**4**	**451**	**101**	**1**	**7**	**1**	**0**	**1**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**571**
DAILY TOTAL	**80**	**33751**	**10570**	**309**	**1557**	**388**	**23**	**645**	**232**	**2**	**0**	**0**	**0**	**0**	**426**	**47983**
Percentages	**0.2%**	**70.3%**	**22.0%**	**0.6%**	**3.2%**	**0.8%**	**0.0%**	**1.3%**	**0.5%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.9%**	**100.0%**

CLASS COUNT REPORT

Location:	Gibsonton Dr btwn Fern Hill & Mathog	City:	Riverview	GPS:	27.856772
Direction:	Eastbound	County:	Hillsborough		-82.336554
Start Date:	10/12/2022	Start Time:	00:00		
Stop Date:	10/12/2022	Stop Time:	24:00		

END TIME	VEHICLE CLASS															
	Cycle	Car	2A-4T	Bus	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	65	11	0	1	0	0	0	0	0	0	0	0	0	0	77
30	1	58	10	0	1	0	0	0	0	0	0	0	0	0	0	70
45	0	42	6	0	0	0	0	0	0	0	0	0	0	0	0	48
100	0	36	13	0	0	0	0	0	0	0	0	0	0	0	0	49
Hourly Total	**1**	**201**	**40**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**244**
115	0	22	5	0	1	0	0	0	0	0	0	0	0	0	1	29
130	0	15	5	0	0	0	0	0	0	0	0	0	0	0	0	20
145	0	26	1	0	1	0	0	0	0	0	0	0	0	0	0	28
200	0	16	0	0	1	1	0	1	0	0	0	0	0	0	1	20
Hourly Total	**0**	**79**	**11**	**0**	**3**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**97**
215	0	18	7	0	1	0	0	0	0	0	0	0	0	0	1	27
230	0	12	1	0	1	0	0	0	1	0	0	0	0	0	1	16
245	0	12	5	0	0	0	0	0	2	0	0	0	0	0	0	19
300	0	19	8	0	1	0	0	0	0	0	0	0	0	0	0	28
Hourly Total	**0**	**61**	**21**	**0**	**3**	**0**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**2**	**90**
315	0	16	6	0	2	0	1	0	0	0	0	0	0	0	1	26
330	0	19	5	0	1	0	0	0	0	0	0	0	0	0	0	25
345	0	10	1	0	1	1	0	0	0	0	0	0	0	0	1	14
400	0	14	8	0	1	0	0	1	0	0	0	0	0	0	0	24
Hourly Total	**0**	**59**	**20**	**0**	**5**	**1**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**89**
415	1	12	3	0	0	2	0	0	0	0	0	0	0	0	1	19
430	0	23	1	0	1	2	0	0	0	0	0	0	0	0	0	27
445	1	23	3	0	0	3	0	0	2	0	0	0	0	0	0	32
500	0	23	9	1	0	1	0	0	0	0	0	0	0	0	0	34
Hourly Total	**2**	**81**	**16**	**1**	**1**	**8**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**112**
515	0	27	16	0	3	2	0	1	3	0	0	0	0	0	0	52
530	0	27	12	0	2	2	0	0	2	0	0	0	0	0	0	45
545	0	55	24	4	3	0	0	2	1	0	0	0	0	0	1	90
600	0	63	17	0	1	2	0	1	1	0	0	0	0	0	0	85
Hourly Total	**0**	**172**	**69**	**4**	**9**	**6**	**0**	**4**	**7**	**0**	**0**	**0**	**0**	**0**	**1**	**272**
615	0	66	31	2	4	0	0	2	3	0	0	0	0	0	3	111
630	0	92	35	0	4	4	0	1	1	0	0	0	0	0	1	138
645	0	148	65	0	8	5	1	4	3	0	0	0	0	0	1	235
700	0	149	50	1	8	2	0	5	2	0	0	0	0	0	0	217
Hourly Total	**0**	**455**	**181**	**3**	**24**	**11**	**1**	**12**	**9**	**0**	**0**	**0**	**0**	**0**	**5**	**701**
715	0	169	55	3	16	1	0	13	1	0	0	0	0	0	1	259
730	0	203	70	2	8	3	0	4	4	0	0	0	0	0	2	296
745	1	192	59	1	19	1	0	3	0	0	0	0	0	0	2	278
800	0	208	72	3	18	2	0	6	1	0	0	0	0	0	0	310
Hourly Total	**1**	**772**	**256**	**9**	**61**	**7**	**0**	**26**	**6**	**0**	**0**	**0**	**0**	**0**	**5**	**1143**
815	0	213	84	0	14	1	1	9	6	0	0	0	0	0	0	328
830	0	182	69	0	14	0	1	6	6	0	0	0	0	0	1	279

845	0	169	50	1	16	2	1	11	4	0	0	0	0	0	0	254
900	0	164	45	5	16	2	0	4	2	0	0	0	0	0	1	239
Hourly Total	**0**	**728**	**248**	**6**	**60**	**5**	**3**	**30**	**18**	**0**	**0**	**0**	**0**	**0**	**2**	**1100**
915	0	166	70	1	12	3	1	4	3	0	0	0	0	0	0	260
930	0	123	62	2	16	1	1	1	0	0	0	0	0	0	0	206
945	0	139	73	3	13	1	0	5	1	0	0	0	0	0	0	235
1000	2	207	69	2	18	2	0	10	0	0	0	0	0	0	1	311
Hourly Total	**2**	**635**	**274**	**8**	**59**	**7**	**2**	**20**	**4**	**0**	**0**	**0**	**0**	**0**	**1**	**1012**
1015	1	170	71	2	22	2	0	7	1	0	0	0	0	0	1	277
1030	1	141	55	1	21	3	1	5	1	0	0	0	0	0	0	229
1045	0	179	86	0	14	3	0	3	1	0	0	0	0	0	3	289
1100	2	164	71	1	8	3	0	4	2	0	0	0	0	0	0	255
Hourly Total	**4**	**654**	**283**	**4**	**65**	**11**	**1**	**19**	**5**	**0**	**0**	**0**	**0**	**0**	**4**	**1050**
1115	1	172	77	0	18	3	0	5	0	0	0	0	0	0	2	278
1130	0	176	62	1	17	6	1	2	1	0	0	0	0	0	5	271
1145	0	190	99	3	21	0	1	2	1	0	0	0	0	0	0	317
1200	1	245	90	0	13	7	0	7	4	1	0	0	0	0	2	370
Hourly Total	**2**	**783**	**328**	**4**	**69**	**16**	**2**	**16**	**6**	**1**	**0**	**0**	**0**	**0**	**9**	**1236**
1215	2	249	95	2	22	3	0	1	1	0	0	0	0	0	0	375
1230	3	227	87	1	8	4	1	5	4	0	0	0	0	0	3	343
1245	1	231	76	1	14	6	2	5	1	0	0	0	0	0	0	337
1300	2	236	84	2	15	2	4	5	3	0	0	0	0	0	3	356
Hourly Total	**8**	**943**	**342**	**6**	**59**	**15**	**7**	**16**	**9**	**0**	**0**	**0**	**0**	**0**	**6**	**1411**
1315	0	274	83	1	12	2	2	3	2	0	0	0	0	0	0	379
1330	0	226	78	0	12	5	0	6	2	0	0	0	0	0	2	331
1345	1	237	79	0	19	4	1	7	4	0	0	0	0	0	6	358
1400	0	223	79	1	16	1	0	3	2	0	0	0	0	0	8	333
Hourly Total	**1**	**960**	**319**	**2**	**59**	**12**	**3**	**19**	**10**	**0**	**0**	**0**	**0**	**0**	**16**	**1401**
1415	0	267	66	1	12	2	0	6	3	0	0	0	0	0	3	360
1430	0	241	97	5	8	0	0	6	2	0	0	0	0	0	2	361
1445	0	281	112	2	9	3	0	4	2	0	0	0	0	0	0	413
1500	2	346	92	3	14	2	1	3	1	0	0	0	0	0	0	464
Hourly Total	**2**	**1135**	**367**	**11**	**43**	**7**	**1**	**19**	**8**	**0**	**0**	**0**	**0**	**0**	**5**	**1598**
1515	1	295	90	1	11	3	0	7	4	0	0	0	0	0	2	414
1530	1	303	107	3	13	2	0	3	1	0	0	0	0	0	2	435
1545	3	344	113	0	16	3	0	5	1	0	0	0	0	0	0	485
1600	0	312	87	7	15	7	0	8	1	0	0	0	0	0	8	445
Hourly Total	**5**	**1254**	**397**	**11**	**55**	**15**	**0**	**23**	**7**	**0**	**0**	**0**	**0**	**0**	**12**	**1779**
1615	0	335	97	3	6	9	0	4	5	0	0	0	0	0	7	466
1630	1	323	114	13	9	3	1	4	2	0	0	0	0	0	8	478
1645	1	361	131	0	14	2	0	1	1	0	0	0	0	0	1	512
1700	1	279	88	12	19	7	0	3	0	0	0	0	0	0	37	446
Hourly Total	**3**	**1298**	**430**	**28**	**48**	**21**	**1**	**12**	**8**	**0**	**0**	**0**	**0**	**0**	**53**	**1902**
1715	0	285	88	14	11	0	0	5	4	0	0	0	0	0	27	434
1730	0	286	68	6	15	6	0	3	4	0	0	0	0	0	23	411
1745	2	275	88	13	20	6	0	1	0	0	0	0	0	0	36	441
1800	2	314	98	7	15	7	0	5	0	0	0	0	0	0	29	477
Hourly Total	**4**	**1160**	**342**	**40**	**61**	**19**	**0**	**14**	**8**	**0**	**0**	**0**	**0**	**0**	**115**	**1763**
1815	1	345	76	3	13	19	0	2	2	0	0	0	0	0	9	470
1830	0	302	84	2	10	5	0	1	2	0	0	0	0	0	7	413
1845	0	336	87	0	9	3	0	2	0	0	0	0	0	0	0	437

1900	2	322	94	0	8	0	0	6	1	1	0	0	0	0	0	434
Hourly Total	**3**	**1305**	**341**	**5**	**40**	**27**	**0**	**11**	**5**	**1**	**0**	**0**	**0**	**0**	**16**	**1754**
1915	0	336	89	0	8	1	0	3	0	0	0	0	0	0	1	438
1930	0	306	74	0	6	2	0	1	0	0	0	0	0	0	0	389
1945	0	302	79	0	7	1	0	3	0	0	0	0	0	0	0	392
2000	2	237	64	0	10	1	0	1	0	0	0	0	0	0	1	316
Hourly Total	**2**	**1181**	**306**	**0**	**31**	**5**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**1535**
2015	0	249	62	0	6	1	0	1	2	0	0	0	0	0	0	321
2030	0	233	67	0	4	0	0	2	3	0	0	0	0	0	0	309
2045	1	238	65	1	5	0	0	4	0	0	0	0	0	0	0	314
2100	0	222	49	0	5	0	0	0	0	0	0	0	0	0	0	276
Hourly Total	**1**	**942**	**243**	**1**	**20**	**1**	**0**	**7**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**1220**
2115	1	172	50	0	4	0	0	0	0	0	0	0	0	0	0	227
2130	1	192	38	1	3	1	0	2	0	0	0	0	0	0	0	238
2145	1	190	39	0	3	0	0	0	0	0	0	0	0	0	0	233
2200	0	136	28	0	4	0	0	1	0	0	0	0	0	0	1	170
Hourly Total	**3**	**690**	**155**	**1**	**14**	**1**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**868**
2215	0	124	30	0	1	0	0	0	1	0	0	0	0	0	0	156
2230	1	137	20	0	3	0	0	1	1	0	0	0	0	0	0	163
2245	0	121	26	0	1	1	0	0	0	0	0	0	0	0	0	149
2300	0	89	20	0	5	0	0	0	1	0	0	0	0	0	0	115
Hourly Total	**1**	**471**	**96**	**0**	**10**	**1**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**583**
2315	0	77	13	0	1	1	0	0	0	0	0	0	0	0	0	92
2330	0	91	14	0	2	0	0	0	2	0	0	0	0	0	0	109
2345	0	61	11	0	2	0	0	0	0	0	0	0	0	0	0	74
2400	0	56	10	0	0	0	0	0	1	0	0	0	0	0	0	67
Hourly Total	**0**	**285**	**48**	**0**	**5**	**1**	**0**	**0**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**342**
DAILY TOTAL	**45**	**16304**	**5133**	**144**	**806**	**198**	**22**	**262**	**126**	**2**	**0**	**0**	**0**	**0**	**260**	**23302**
Percentages	**0.2%**	**70.0%**	**22.0%**	**0.6%**	**3.5%**	**0.8%**	**0.1%**	**1.1%**	**0.5%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**1.1%**	**100.0%**

CLASS COUNT REPORT

Location:	Gibsonton Dr btwn Fern Hill & Mathog	City:	Riverview	GPS:	27.856772
Direction:	Westbound	County:	Hillsborough		-82.336554
Start Date:	10/12/2022	Start Time:	00:00		
Stop Date:	10/12/2022	Stop Time:	24:00		

END TIME	VEHICLE CLASS															
	Cycle	Car	2A-4T	Bus	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	25	5	0	2	0	0	0	0	0	0	0	0	0	0	32
30	0	18	7	0	0	0	0	1	0	0	0	0	0	0	0	26
45	0	21	4	0	1	0	0	0	0	0	0	0	0	0	0	26
100	0	16	4	0	1	0	0	0	0	0	0	0	0	0	1	22
Hourly Total	**0**	**80**	**20**	**0**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**106**
115	0	18	5	0	0	1	0	0	0	0	0	0	0	0	0	24
130	1	23	4	0	0	0	0	0	0	0	0	0	0	0	0	28
145	0	10	5	0	2	0	0	1	0	0	0	0	0	0	0	18
200	0	17	3	0	1	0	0	0	0	0	0	0	0	0	0	21
Hourly Total	**1**	**68**	**17**	**0**	**3**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**91**
215	0	13	5	0	1	0	0	0	0	0	0	0	0	0	0	19
230	0	11	5	0	0	0	0	0	1	0	0	0	0	0	0	17
245	0	15	7	0	1	1	0	0	0	0	0	0	0	0	0	24
300	0	10	3	0	1	0	0	0	0	0	0	0	0	0	0	14
Hourly Total	**0**	**49**	**20**	**0**	**3**	**1**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**74**
315	0	22	10	0	1	0	0	1	1	0	0	0	0	0	0	35
330	0	20	11	0	0	0	0	1	0	0	0	0	0	0	0	32
345	0	35	13	0	0	0	0	1	0	0	0	0	0	0	0	49
400	0	38	16	0	2	1	0	2	1	0	0	0	0	0	0	60
Hourly Total	**0**	**115**	**50**	**0**	**3**	**1**	**0**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**176**
415	0	46	14	0	2	0	0	0	0	0	0	0	0	0	2	64
430	0	58	15	0	0	1	0	1	0	0	0	0	0	0	1	76
445	0	69	27	0	2	0	0	2	0	0	0	0	0	0	0	100
500	0	78	34	0	5	2	0	2	0	0	0	0	0	0	1	122
Hourly Total	**0**	**251**	**90**	**0**	**9**	**3**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**362**
515	0	108	55	1	4	0	0	0	1	0	0	0	0	0	0	169
530	0	159	72	1	13	1	0	6	0	0	0	0	0	0	0	252
545	0	195	105	0	10	1	0	2	1	0	0	0	0	0	1	315
600	2	262	105	0	14	1	0	6	1	0	0	0	0	0	3	394
Hourly Total	**2**	**724**	**337**	**2**	**41**	**3**	**0**	**14**	**3**	**0**	**0**	**0**	**0**	**0**	**4**	**1130**
615	1	303	100	2	14	1	0	3	3	0	0	0	0	0	0	427
630	0	267	102	0	20	0	0	5	3	0	0	0	0	0	2	399
645	2	283	115	6	13	0	0	6	2	0	0	0	0	0	2	429
700	0	335	69	11	11	4	0	7	2	0	0	0	0	0	3	442
Hourly Total	**3**	**1188**	**386**	**19**	**58**	**5**	**0**	**21**	**10**	**0**	**0**	**0**	**0**	**0**	**7**	**1697**
715	2	275	54	6	12	2	0	7	1	0	0	0	0	0	1	360
730	1	312	57	4	8	5	0	3	0	0	0	0	0	0	7	397
745	0	326	42	5	10	4	1	3	1	0	0	0	0	0	8	400
800	0	273	44	5	10	12	0	6	3	0	0	0	0	0	4	357
Hourly Total	**3**	**1186**	**197**	**20**	**40**	**23**	**1**	**19**	**5**	**0**	**0**	**0**	**0**	**0**	**20**	**1514**
815	1	279	62	1	13	4	0	1	2	0	0	0	0	0	7	370
830	0	214	46	4	13	6	0	4	0	0	0	0	0	0	8	295

845	1	226	52	6	8	6	1	1	0	0	0	0	0	0	6	307
900	0	199	44	3	10	7	0	2	1	0	0	0	0	0	1	267
Hourly Total	**2**	**918**	**204**	**14**	**44**	**23**	**1**	**8**	**3**	**0**	**0**	**0**	**0**	**0**	**22**	**1239**
915	0	199	43	2	14	2	0	2	2	0	0	0	0	0	0	264
930	1	195	50	4	8	3	1	4	0	0	0	0	0	0	3	269
945	0	253	63	1	17	5	1	6	1	0	0	0	0	0	3	350
1000	0	262	92	0	9	1	0	5	3	0	0	0	0	0	1	373
Hourly Total	**1**	**909**	**248**	**7**	**48**	**11**	**2**	**17**	**6**	**0**	**0**	**0**	**0**	**0**	**7**	**1256**
1015	1	246	83	3	15	0	0	4	1	0	0	0	0	0	1	354
1030	0	302	94	0	9	2	0	5	1	0	0	0	0	0	1	414
1045	0	296	85	2	8	2	0	7	0	0	0	0	0	0	0	400
1100	1	233	83	0	12	2	0	3	1	0	0	0	0	0	0	335
Hourly Total	**2**	**1077**	**345**	**5**	**44**	**6**	**0**	**19**	**3**	**0**	**0**	**0**	**0**	**0**	**2**	**1503**
1115	0	274	96	2	10	4	0	8	6	0	0	0	0	0	0	400
1130	0	245	72	0	13	2	0	3	7	0	0	0	0	0	0	342
1145	0	239	88	1	15	2	0	4	1	0	0	0	0	0	3	353
1200	0	259	80	2	14	5	0	6	2	0	0	0	0	0	2	370
Hourly Total	**0**	**1017**	**336**	**5**	**52**	**13**	**0**	**21**	**16**	**0**	**0**	**0**	**0**	**0**	**5**	**1465**
1215	0	261	85	0	12	6	0	7	1	0	0	0	0	0	0	372
1230	0	297	99	0	15	0	0	6	5	0	0	0	0	0	0	422
1245	0	262	93	2	17	0	0	9	2	0	0	0	0	0	0	385
1300	2	249	81	1	16	3	0	7	6	0	0	0	0	0	1	366
Hourly Total	**2**	**1069**	**358**	**3**	**60**	**9**	**0**	**29**	**14**	**0**	**0**	**0**	**0**	**0**	**1**	**1545**
1315	1	239	90	2	14	3	0	2	2	0	0	0	0	0	7	360
1330	3	268	102	0	11	1	1	6	1	0	0	0	0	0	0	393
1345	1	262	76	1	11	2	1	9	1	0	0	0	0	0	2	366
1400	0	229	87	1	9	2	1	12	3	0	0	0	0	0	0	344
Hourly Total	**5**	**998**	**355**	**4**	**45**	**8**	**3**	**29**	**7**	**0**	**0**	**0**	**0**	**0**	**9**	**1463**
1415	1	232	82	3	16	1	0	3	3	0	0	0	0	0	8	349
1430	0	270	91	1	13	3	0	5	0	0	0	0	0	0	2	385
1445	1	268	92	2	11	4	0	9	2	0	0	0	0	0	2	391
1500	0	273	92	0	14	2	0	5	2	0	0	0	0	0	2	390
Hourly Total	**2**	**1043**	**357**	**6**	**54**	**10**	**0**	**22**	**7**	**0**	**0**	**0**	**0**	**0**	**14**	**1515**
1515	0	285	101	1	15	3	0	4	0	0	0	0	0	0	3	412
1530	1	284	95	1	17	9	0	7	1	0	0	0	0	0	1	416
1545	0	288	93	1	14	2	0	5	0	0	0	0	0	0	3	406
1600	3	300	72	1	13	4	0	4	2	0	0	0	0	0	1	400
Hourly Total	**4**	**1157**	**361**	**4**	**59**	**18**	**0**	**20**	**3**	**0**	**0**	**0**	**0**	**0**	**8**	**1634**
1615	1	278	91	0	12	0	0	8	2	0	0	0	0	0	0	392
1630	0	273	86	1	9	0	0	6	4	0	0	0	0	0	3	382
1645	0	277	68	1	12	0	0	4	0	0	0	0	0	0	1	363
1700	1	238	86	2	17	0	0	6	3	0	0	0	0	0	4	357
Hourly Total	**2**	**1066**	**331**	**4**	**50**	**0**	**0**	**24**	**9**	**0**	**0**	**0**	**0**	**0**	**8**	**1494**
1715	0	264	70	0	6	1	0	4	2	0	0	0	0	0	3	350
1730	1	283	84	1	10	4	0	4	2	0	0	0	0	0	0	389
1745	3	295	75	0	9	2	0	4	0	0	0	0	0	0	0	388
1800	2	255	87	0	17	0	0	6	2	0	0	0	0	0	1	370
Hourly Total	**6**	**1097**	**316**	**1**	**42**	**7**	**0**	**18**	**6**	**0**	**0**	**0**	**0**	**0**	**4**	**1497**
1815	0	269	88	1	6	1	0	12	1	0	0	0	0	0	0	378
1830	0	290	78	0	8	0	0	3	1	0	0	0	0	0	2	382
1845	0	272	61	0	8	1	0	1	0	0	0	0	0	0	0	343

1900	1	212	67	1	10	0	0	1	1	0	0	0	0	0	0	293
Hourly Total	**1**	**1043**	**294**	**2**	**32**	**2**	**0**	**17**	**3**	**0**	**0**	**0**	**0**	**0**	**2**	**1396**
1915	0	239	76	0	13	0	0	1	1	0	0	0	0	0	1	331
1930	0	206	59	0	4	1	0	4	1	0	0	0	0	0	0	275
1945	0	193	38	1	5	0	0	0	1	0	0	0	0	0	0	238
2000	0	149	46	0	1	0	0	1	0	0	0	0	0	0	0	197
Hourly Total	**0**	**787**	**219**	**1**	**23**	**1**	**0**	**6**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**1041**
2015	0	146	38	0	5	0	0	1	2	0	0	0	0	0	0	192
2030	1	141	29	0	1	0	0	0	1	0	0	0	0	0	2	175
2045	1	130	23	0	1	0	0	2	0	0	0	0	0	0	0	157
2100	0	115	28	0	4	2	0	0	0	0	0	0	0	0	0	149
Hourly Total	**2**	**532**	**118**	**0**	**11**	**2**	**0**	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**2**	**673**
2115	0	118	24	1	1	0	0	1	1	0	0	0	0	0	0	146
2130	0	100	20	0	4	0	0	3	0	0	0	0	0	0	0	127
2145	0	110	23	0	2	0	0	1	0	0	0	0	0	0	0	136
2200	0	72	18	0	0	0	0	1	0	0	0	0	0	0	0	91
Hourly Total	**0**	**400**	**85**	**1**	**7**	**0**	**0**	**6**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**500**
2215	0	74	8	0	1	0	0	0	0	0	0	0	0	0	0	83
2230	1	83	18	0	0	0	0	0	0	0	0	0	0	0	0	102
2245	1	59	11	0	0	0	0	0	0	0	0	0	0	0	0	71
2300	0	52	7	0	0	0	0	0	1	0	0	0	0	0	0	60
Hourly Total	**2**	**268**	**44**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**316**
2315	0	47	9	0	4	1	0	0	0	0	0	0	0	0	0	61
2330	0	35	10	0	0	1	0	1	1	0	0	0	0	0	0	48
2345	0	33	3	0	1	0	0	1	0	0	0	0	0	0	0	38
2400	0	38	5	0	0	0	0	3	1	0	0	0	0	0	0	47
Hourly Total	**0**	**153**	**27**	**0**	**5**	**2**	**0**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**194**
DAILY TOTAL	**40**	**17195**	**5115**	**98**	**738**	**149**	**7**	**310**	**108**	**0**	**0**	**0**	**0**	**0**	**121**	**23881**
Percentages	**0.2%**	**72.0%**	**21.4%**	**0.4%**	**3.1%**	**0.6%**	**0.0%**	**1.3%**	**0.5%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.5%**	**100.0%**

CLASS COUNT REPORT

Location:	Gibsonton Dr btwn Fern Hill & Mathog	City:	Riverview	GPS:	27.856772
Direction:	Combined	County:	Hillsborough		-82.336554
Start Date:	10/12/2022	Start Time:	00:00		
Stop Date:	10/12/2022	Stop Time:	24:00		

END TIME	VEHICLE CLASS															
	Cycle	Car	2A-4T	Bus	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	90	16	0	3	0	0	0	0	0	0	0	0	0	0	109
30	1	76	17	0	1	0	0	1	0	0	0	0	0	0	0	96
45	0	63	10	0	1	0	0	0	0	0	0	0	0	0	0	74
100	0	52	17	0	1	0	0	0	0	0	0	0	0	0	1	71
Hourly Total	**1**	**281**	**60**	**0**	**6**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**350**
115	0	40	10	0	1	1	0	0	0	0	0	0	0	0	1	53
130	1	38	9	0	0	0	0	0	0	0	0	0	0	0	0	48
145	0	36	6	0	3	0	0	1	0	0	0	0	0	0	0	46
200	0	33	3	0	2	1	0	1	0	0	0	0	0	0	1	41
Hourly Total	**1**	**147**	**28**	**0**	**6**	**2**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**188**
215	0	31	12	0	2	0	0	0	0	0	0	0	0	0	1	46
230	0	23	6	0	1	0	0	0	2	0	0	0	0	0	1	33
245	0	27	12	0	1	1	0	0	2	0	0	0	0	0	0	43
300	0	29	11	0	2	0	0	0	0	0	0	0	0	0	0	42
Hourly Total	**0**	**110**	**41**	**0**	**6**	**1**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**2**	**164**
315	0	38	16	0	3	0	1	1	1	0	0	0	0	0	1	61
330	0	39	16	0	1	0	0	1	0	0	0	0	0	0	0	57
345	0	45	14	0	1	1	0	1	0	0	0	0	0	0	1	63
400	0	52	24	0	3	1	0	3	1	0	0	0	0	0	0	84
Hourly Total	**0**	**174**	**70**	**0**	**8**	**2**	**1**	**6**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**265**
415	1	58	17	0	2	2	0	0	0	0	0	0	0	0	3	83
430	0	81	16	0	1	3	0	1	0	0	0	0	0	0	1	103
445	1	92	30	0	2	3	0	2	2	0	0	0	0	0	0	132
500	0	101	43	1	5	3	0	2	0	0	0	0	0	0	1	156
Hourly Total	**2**	**332**	**106**	**1**	**10**	**11**	**0**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**5**	**474**
515	0	135	71	1	7	2	0	1	4	0	0	0	0	0	0	221
530	0	186	84	1	15	3	0	6	2	0	0	0	0	0	0	297
545	0	250	129	4	13	1	0	4	2	0	0	0	0	0	2	405
600	2	325	122	0	15	3	0	7	2	0	0	0	0	0	3	479
Hourly Total	**2**	**896**	**406**	**6**	**50**	**9**	**0**	**18**	**10**	**0**	**0**	**0**	**0**	**0**	**5**	**1402**
615	1	369	131	4	18	1	0	5	6	0	0	0	0	0	3	538
630	0	359	137	0	24	4	0	6	4	0	0	0	0	0	3	537
645	2	431	180	6	21	5	1	10	5	0	0	0	0	0	3	664
700	0	484	119	12	19	6	0	12	4	0	0	0	0	0	3	659
Hourly Total	**3**	**1643**	**567**	**22**	**82**	**16**	**1**	**33**	**19**	**0**	**0**	**0**	**0**	**0**	**12**	**2398**
715	2	444	109	9	28	3	0	20	2	0	0	0	0	0	2	619
730	1	515	127	6	16	8	0	7	4	0	0	0	0	0	9	693
745	1	518	101	6	29	5	1	6	1	0	0	0	0	0	10	678
800	0	481	116	8	28	14	0	12	4	0	0	0	0	0	4	667
Hourly Total	**4**	**1958**	**453**	**29**	**101**	**30**	**1**	**45**	**11**	**0**	**0**	**0**	**0**	**0**	**25**	**2657**
815	1	492	146	1	27	5	1	10	8	0	0	0	0	0	7	698
830	0	396	115	4	27	6	1	10	6	0	0	0	0	0	9	574

845	1	395	102	7	24	8	2	12	4	0	0	0	0	0	6	561
900	0	363	89	8	26	9	0	6	3	0	0	0	0	0	2	506
Hourly Total	**2**	**1646**	**452**	**20**	**104**	**28**	**4**	**38**	**21**	**0**	**0**	**0**	**0**	**0**	**24**	**2339**
915	0	365	113	3	26	5	1	6	5	0	0	0	0	0	0	524
930	1	318	112	6	24	4	2	5	0	0	0	0	0	0	3	475
945	0	392	136	4	30	6	1	11	2	0	0	0	0	0	3	585
1000	2	469	161	2	27	3	0	15	3	0	0	0	0	0	2	684
Hourly Total	**3**	**1544**	**522**	**15**	**107**	**18**	**4**	**37**	**10**	**0**	**0**	**0**	**0**	**0**	**8**	**2268**
1015	2	416	154	5	37	2	0	11	2	0	0	0	0	0	2	631
1030	1	443	149	1	30	5	1	10	2	0	0	0	0	0	1	643
1045	0	475	171	2	22	5	0	10	1	0	0	0	0	0	3	689
1100	3	397	154	1	20	5	0	7	3	0	0	0	0	0	0	590
Hourly Total	**6**	**1731**	**628**	**9**	**109**	**17**	**1**	**38**	**8**	**0**	**0**	**0**	**0**	**0**	**6**	**2553**
1115	1	446	173	2	28	7	0	13	6	0	0	0	0	0	2	678
1130	0	421	134	1	30	8	1	5	8	0	0	0	0	0	5	613
1145	0	429	187	4	36	2	1	6	2	0	0	0	0	0	3	670
1200	1	504	170	2	27	12	0	13	6	1	0	0	0	0	4	740
Hourly Total	**2**	**1800**	**664**	**9**	**121**	**29**	**2**	**37**	**22**	**1**	**0**	**0**	**0**	**0**	**14**	**2701**
1215	2	510	180	2	34	9	0	8	2	0	0	0	0	0	0	747
1230	3	524	186	1	23	4	1	11	9	0	0	0	0	0	3	765
1245	1	493	169	3	31	6	2	14	3	0	0	0	0	0	0	722
1300	4	485	165	3	31	5	4	12	9	0	0	0	0	0	4	722
Hourly Total	**10**	**2012**	**700**	**9**	**119**	**24**	**7**	**45**	**23**	**0**	**0**	**0**	**0**	**0**	**7**	**2956**
1315	1	513	173	3	26	5	2	5	4	0	0	0	0	0	7	739
1330	3	494	180	0	23	6	1	12	3	0	0	0	0	0	2	724
1345	2	499	155	1	30	6	2	16	5	0	0	0	0	0	8	724
1400	0	452	166	2	25	3	1	15	5	0	0	0	0	0	8	677
Hourly Total	**6**	**1958**	**674**	**6**	**104**	**20**	**6**	**48**	**17**	**0**	**0**	**0**	**0**	**0**	**25**	**2864**
1415	1	499	148	4	28	3	0	9	6	0	0	0	0	0	11	709
1430	0	511	188	6	21	3	0	11	2	0	0	0	0	0	4	746
1445	1	549	204	4	20	7	0	13	4	0	0	0	0	0	2	804
1500	2	619	184	3	28	4	1	8	3	0	0	0	0	0	2	854
Hourly Total	**4**	**2178**	**724**	**17**	**97**	**17**	**1**	**41**	**15**	**0**	**0**	**0**	**0**	**0**	**19**	**3113**
1515	1	580	191	2	26	6	0	11	4	0	0	0	0	0	5	826
1530	2	587	202	4	30	11	0	10	2	0	0	0	0	0	3	851
1545	3	632	206	1	30	5	0	10	1	0	0	0	0	0	3	891
1600	3	612	159	8	28	11	0	12	3	0	0	0	0	0	9	845
Hourly Total	**9**	**2411**	**758**	**15**	**114**	**33**	**0**	**43**	**10**	**0**	**0**	**0**	**0**	**0**	**20**	**3413**
1615	1	613	188	3	18	9	0	12	7	0	0	0	0	0	7	858
1630	1	596	200	14	18	3	1	10	6	0	0	0	0	0	11	860
1645	1	638	199	1	26	2	0	5	1	0	0	0	0	0	2	875
1700	2	517	174	14	36	7	0	9	3	0	0	0	0	0	41	803
Hourly Total	**5**	**2364**	**761**	**32**	**98**	**21**	**1**	**36**	**17**	**0**	**0**	**0**	**0**	**0**	**61**	**3396**
1715	0	549	158	14	17	1	0	9	6	0	0	0	0	0	30	784
1730	1	569	152	7	25	10	0	7	6	0	0	0	0	0	23	800
1745	5	570	163	13	29	8	0	5	0	0	0	0	0	0	36	829
1800	4	569	185	7	32	7	0	11	2	0	0	0	0	0	30	847
Hourly Total	**10**	**2257**	**658**	**41**	**103**	**26**	**0**	**32**	**14**	**0**	**0**	**0**	**0**	**0**	**119**	**3260**
1815	1	614	164	4	19	20	0	14	3	0	0	0	0	0	9	848
1830	0	592	162	2	18	5	0	4	3	0	0	0	0	0	9	795
1845	0	608	148	0	17	4	0	3	0	0	0	0	0	0	0	780

1900	3	534	161	1	18	0	0	7	2	1	0	0	0	0	0	727
Hourly Total	**4**	**2348**	**635**	**7**	**72**	**29**	**0**	**28**	**8**	**1**	**0**	**0**	**0**	**0**	**18**	**3150**
1915	0	575	165	0	21	1	0	4	1	0	0	0	0	0	2	769
1930	0	512	133	0	10	3	0	5	1	0	0	0	0	0	0	664
1945	0	495	117	1	12	1	0	3	1	0	0	0	0	0	0	630
2000	2	386	110	0	11	1	0	2	0	0	0	0	0	0	1	513
Hourly Total	**2**	**1968**	**525**	**1**	**54**	**6**	**0**	**14**	**3**	**0**	**0**	**0**	**0**	**0**	**3**	**2576**
2015	0	395	100	0	11	1	0	2	4	0	0	0	0	0	0	513
2030	1	374	96	0	5	0	0	2	4	0	0	0	0	0	2	484
2045	2	368	88	1	6	0	0	6	0	0	0	0	0	0	0	471
2100	0	337	77	0	9	2	0	0	0	0	0	0	0	0	0	425
Hourly Total	**3**	**1474**	**361**	**1**	**31**	**3**	**0**	**10**	**8**	**0**	**0**	**0**	**0**	**0**	**2**	**1893**
2115	1	290	74	1	5	0	0	1	1	0	0	0	0	0	0	373
2130	1	292	58	1	7	1	0	5	0	0	0	0	0	0	0	365
2145	1	300	62	0	5	0	0	1	0	0	0	0	0	0	0	369
2200	0	208	46	0	4	0	0	2	0	0	0	0	0	0	1	261
Hourly Total	**3**	**1090**	**240**	**2**	**21**	**1**	**0**	**9**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**1368**
2215	0	198	38	0	2	0	0	0	1	0	0	0	0	0	0	239
2230	2	220	38	0	3	0	0	1	1	0	0	0	0	0	0	265
2245	1	180	37	0	1	1	0	0	0	0	0	0	0	0	0	220
2300	0	141	27	0	5	0	0	0	2	0	0	0	0	0	0	175
Hourly Total	**3**	**739**	**140**	**0**	**11**	**1**	**0**	**1**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**899**
2315	0	124	22	0	5	2	0	0	0	0	0	0	0	0	0	153
2330	0	126	24	0	2	1	0	1	3	0	0	0	0	0	0	157
2345	0	94	14	0	3	0	0	1	0	0	0	0	0	0	0	112
2400	0	94	15	0	0	0	0	3	2	0	0	0	0	0	0	114
Hourly Total	**0**	**438**	**75**	**0**	**10**	**3**	**0**	**5**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**536**
DAILY TOTAL	**85**	**33499**	**10248**	**242**	**1544**	**347**	**29**	**572**	**234**	**2**	**0**	**0**	**0**	**0**	**381**	**47183**
Percentages	**0.2%**	**71.0%**	**21.7%**	**0.5%**	**3.3%**	**0.7%**	**0.1%**	**1.2%**	**0.5%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.8%**	**100.0%**

CLASS COUNT REPORT

Location:	Gibsonton Dr btwn Fern Hill & Mathog	City:	Riverview	GPS:	27.856772
Direction:	Eastbound	County:	Hillsborough		-82.336554
Start Date:	10/13/2022	Start Time:	00:00		
Stop Date:	10/13/2022	Stop Time:	24:00		

END TIME	VEHICLE CLASS															
	Cycle	Car	2A-4T	Bus	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	58	10	0	1	0	0	0	1	0	0	0	0	0	0	70
30	1	57	6	0	1	0	0	0	0	0	0	0	0	0	0	65
45	1	42	7	0	1	0	0	0	1	0	0	0	0	0	0	52
100	0	33	6	0	1	0	0	0	0	0	0	0	0	0	0	40
Hourly Total	**2**	**190**	**29**	**0**	**4**	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**227**
115	0	30	3	0	1	0	0	0	0	0	0	0	0	0	0	34
130	0	22	8	1	0	0	0	1	0	0	0	0	0	0	0	32
145	0	17	6	0	0	0	0	0	0	0	0	0	0	0	0	23
200	1	21	5	0	1	0	0	1	0	0	0	0	0	0	0	29
Hourly Total	**1**	**90**	**22**	**1**	**2**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**118**
215	0	24	1	0	0	0	0	0	1	0	0	0	0	0	0	26
230	0	16	3	0	0	0	0	0	0	0	0	0	0	0	0	19
245	0	15	3	0	0	0	0	0	0	0	0	0	0	0	0	18
300	0	17	4	0	0	0	0	1	0	0	0	0	0	0	0	22
Hourly Total	**0**	**72**	**11**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**85**
315	0	17	4	1	1	0	0	0	0	0	0	0	0	0	1	24
330	1	9	10	0	1	0	0	0	1	0	0	0	0	0	0	22
345	0	16	4	0	2	1	0	0	1	0	0	0	0	0	0	24
400	0	16	8	0	0	0	0	1	0	0	0	0	0	0	0	25
Hourly Total	**1**	**58**	**26**	**1**	**4**	**1**	**0**	**1**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**95**
415	0	21	1	0	0	0	0	0	2	0	0	0	0	0	0	24
430	0	15	4	0	2	0	0	0	2	0	0	0	0	0	0	23
445	0	21	8	0	3	2	0	0	2	0	0	0	0	0	0	36
500	0	25	4	1	1	0	0	0	2	0	0	0	0	0	1	34
Hourly Total	**0**	**82**	**17**	**1**	**6**	**2**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**1**	**117**
515	0	30	10	0	3	0	0	1	1	0	0	0	0	0	0	45
530	0	27	16	0	3	0	0	1	1	0	0	0	0	0	0	48
545	1	39	18	3	4	0	0	1	2	0	0	0	0	0	1	69
600	0	62	31	0	4	2	0	2	1	0	0	0	0	0	0	102
Hourly Total	**1**	**158**	**75**	**3**	**14**	**2**	**0**	**5**	**5**	**0**	**0**	**0**	**0**	**0**	**1**	**264**
615	0	64	29	3	5	0	0	1	2	0	0	0	0	0	0	104
630	0	91	29	2	2	3	0	2	3	0	0	0	0	0	0	132
645	2	143	59	3	8	2	0	8	0	0	0	0	0	0	1	226
700	1	165	51	2	13	2	0	3	0	1	0	0	0	0	2	240
Hourly Total	**3**	**463**	**168**	**10**	**28**	**7**	**0**	**14**	**5**	**1**	**0**	**0**	**0**	**0**	**3**	**702**
715	0	165	62	1	10	1	0	8	2	0	0	0	0	0	1	250
730	0	189	65	4	13	0	0	6	3	0	0	0	0	0	0	280
745	1	196	71	0	15	2	1	6	0	0	0	0	0	0	1	293
800	0	221	105	0	15	2	1	7	1	0	0	0	0	0	1	353
Hourly Total	**1**	**771**	**303**	**5**	**53**	**5**	**2**	**27**	**6**	**0**	**0**	**0**	**0**	**0**	**3**	**1176**
815	1	225	93	1	15	1	1	11	2	0	0	0	0	0	1	351
830	1	208	76	2	13	2	0	12	2	0	0	0	0	0	3	319

845	0	182	79	0	7	2	0	13	3	0	0	0	0	0	1	287
900	0	193	82	7	15	1	0	3	1	0	0	0	0	0	2	304
Hourly Total	**2**	**808**	**330**	**10**	**50**	**6**	**1**	**39**	**8**	**0**	**0**	**0**	**0**	**0**	**7**	**1261**
915	0	161	84	1	19	2	0	7	4	0	0	0	0	0	1	279
930	0	168	97	3	12	2	0	8	1	0	0	0	0	0	1	292
945	0	182	71	2	9	2	0	5	0	0	0	0	0	0	1	272
1000	0	156	81	1	20	3	0	2	2	0	0	0	0	0	1	266
Hourly Total	**0**	**667**	**333**	**7**	**60**	**9**	**0**	**22**	**7**	**0**	**0**	**0**	**0**	**0**	**4**	**1109**
1015	3	139	63	0	11	1	0	7	3	0	0	0	0	0	0	227
1030	0	164	57	1	24	2	0	7	3	0	0	0	0	0	3	261
1045	0	162	68	0	15	3	0	12	1	0	0	0	0	0	0	261
1100	0	172	71	0	18	3	1	6	0	0	0	0	0	0	4	275
Hourly Total	**3**	**637**	**259**	**1**	**68**	**9**	**1**	**32**	**7**	**0**	**0**	**0**	**0**	**0**	**7**	**1024**
1115	0	190	79	0	14	0	0	7	4	0	0	0	0	0	3	297
1130	0	193	72	3	16	3	0	3	3	1	0	0	0	0	2	296
1145	1	195	85	0	8	6	0	6	2	0	0	0	0	0	5	308
1200	1	190	68	0	13	5	0	8	2	0	0	0	0	0	8	295
Hourly Total	**2**	**768**	**304**	**3**	**51**	**14**	**0**	**24**	**11**	**1**	**0**	**0**	**0**	**0**	**18**	**1196**
1215	1	185	56	0	12	8	0	7	2	0	0	0	0	0	1	272
1230	0	216	71	2	7	3	1	4	5	0	0	0	0	0	4	313
1245	0	196	81	0	11	4	0	1	2	0	0	0	0	0	1	296
1300	0	246	86	2	9	5	0	4	2	0	0	0	0	0	0	354
Hourly Total	**1**	**843**	**294**	**4**	**39**	**20**	**1**	**16**	**11**	**0**	**0**	**0**	**0**	**0**	**6**	**1235**
1315	2	222	78	1	14	6	0	3	3	0	0	0	0	0	0	329
1330	0	239	77	0	9	2	0	3	3	0	0	0	0	0	1	334
1345	0	234	86	3	8	4	0	6	3	0	0	0	0	0	5	349
1400	0	260	94	1	15	0	1	2	4	0	0	0	0	0	2	379
Hourly Total	**2**	**955**	**335**	**5**	**46**	**12**	**1**	**14**	**13**	**0**	**0**	**0**	**0**	**0**	**8**	**1391**
1415	0	219	82	1	13	4	0	5	2	0	0	0	0	0	2	328
1430	0	267	100	4	9	2	1	3	2	0	0	0	0	0	1	389
1445	0	313	81	5	11	8	0	0	1	0	0	0	0	0	2	421
1500	0	276	99	4	9	2	0	4	0	0	0	0	0	0	9	403
Hourly Total	**0**	**1075**	**362**	**14**	**42**	**16**	**1**	**12**	**5**	**0**	**0**	**0**	**0**	**0**	**14**	**1541**
1515	0	270	100	8	12	5	0	4	1	0	0	0	0	0	11	411
1530	0	289	102	2	12	1	1	3	6	1	0	0	0	0	11	428
1545	2	312	113	3	14	5	0	4	1	0	0	0	0	0	7	461
1600	0	288	128	1	19	2	0	8	2	0	0	0	0	0	5	453
Hourly Total	**2**	**1159**	**443**	**14**	**57**	**13**	**1**	**19**	**10**	**1**	**0**	**0**	**0**	**0**	**34**	**1753**
1615	0	330	102	7	13	0	0	6	3	0	0	0	0	0	11	472
1630	0	290	117	4	22	5	0	5	2	0	0	0	0	0	18	463
1645	0	293	97	6	14	2	0	2	3	1	0	0	0	0	19	437
1700	0	336	107	2	15	2	0	3	1	0	0	0	0	0	17	483
Hourly Total	**0**	**1249**	**423**	**19**	**64**	**9**	**0**	**16**	**9**	**1**	**0**	**0**	**0**	**0**	**65**	**1855**
1715	1	375	105	2	12	3	0	0	0	0	0	0	0	0	10	508
1730	0	360	97	2	13	4	0	4	1	0	0	0	0	0	8	489
1745	0	312	85	3	12	7	0	4	1	0	0	0	0	0	12	436
1800	2	275	56	2	11	7	0	0	3	0	0	0	0	0	13	369
Hourly Total	**3**	**1322**	**343**	**9**	**48**	**21**	**0**	**8**	**5**	**0**	**0**	**0**	**0**	**0**	**43**	**1802**
1815	0	300	68	4	12	0	0	6	2	0	0	0	0	0	19	411
1830	1	277	74	5	14	6	0	5	0	0	0	0	0	0	19	401
1845	0	313	78	0	7	0	0	4	0	0	0	0	0	0	0	402

1900	0	287	98	0	4	2	0	3	1	0	0	0	0	0	0	395
Hourly Total	**1**	**1177**	**318**	**9**	**37**	**8**	**0**	**18**	**3**	**0**	**0**	**0**	**0**	**0**	**38**	**1609**
1915	0	255	96	1	7	1	0	1	0	0	0	0	0	0	6	367
1930	1	255	75	1	5	0	0	5	0	0	0	0	0	0	0	342
1945	0	269	64	0	8	0	0	2	0	0	0	0	0	0	1	344
2000	0	265	48	0	3	1	0	4	0	0	0	0	0	0	1	322
Hourly Total	**1**	**1044**	**283**	**2**	**23**	**2**	**0**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**1375**
2015	1	208	64	1	5	0	0	3	4	0	0	0	0	0	3	289
2030	0	212	62	0	5	0	0	0	0	0	0	0	0	0	0	279
2045	1	198	50	0	3	0	0	2	1	0	0	0	0	0	0	255
2100	0	185	44	0	2	0	0	2	0	0	0	0	0	0	0	233
Hourly Total	**2**	**803**	**220**	**1**	**15**	**0**	**0**	**7**	**5**	**0**	**0**	**0**	**0**	**0**	**3**	**1056**
2115	1	157	46	1	5	0	0	2	0	0	0	0	0	0	1	213
2130	0	156	32	0	4	1	0	1	1	0	0	0	0	0	0	195
2145	0	130	27	1	4	0	0	1	0	0	0	0	0	0	0	163
2200	1	109	34	0	3	0	0	0	1	0	0	0	0	0	0	148
Hourly Total	**2**	**552**	**139**	**2**	**16**	**1**	**0**	**4**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**719**
2215	2	116	25	0	2	0	0	0	1	0	0	0	0	0	1	147
2230	0	119	20	0	4	0	0	0	2	0	0	0	0	0	0	145
2245	0	83	25	0	1	0	0	0	0	0	0	0	0	0	0	109
2300	1	91	27	0	2	0	0	0	2	0	0	0	0	0	0	123
Hourly Total	**3**	**409**	**97**	**0**	**9**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**1**	**524**
2315	1	73	15	0	0	0	0	0	0	0	0	0	0	0	0	89
2330	1	70	20	0	0	0	0	0	0	0	0	0	0	0	0	91
2345	0	67	16	0	1	1	0	0	0	0	0	0	0	0	0	85
2400	0	71	13	0	1	1	0	0	0	0	0	0	0	0	1	87
Hourly Total	**2**	**281**	**64**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**352**
DAILY TOTAL	**35**	**15633**	**5198**	**121**	**738**	**159**	**8**	**293**	**130**	**4**	**0**	**0**	**0**	**0**	**267**	**22586**
Percentages	**0.2%**	**69.2%**	**23.0%**	**0.5%**	**3.3%**	**0.7%**	**0.0%**	**1.3%**	**0.6%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**1.2%**	**100.0%**

CLASS COUNT REPORT

Location:	Gibsonton Dr btwn Fern Hill & Mathog	City:	Riverview	GPS:	27.856772
Direction:	Westbound	County:	Hillsborough		-82.336554
Start Date:	10/13/2022	Start Time:	00:00		
Stop Date:	10/13/2022	Stop Time:	24:00		

END TIME	VEHICLE CLASS															
	Cycle	Car	2A-4T	Bus	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	33	6	0	0	0	0	0	0	0	0	0	0	0	0	39
30	0	24	5	0	0	0	0	0	0	0	0	0	0	0	0	29
45	0	34	2	0	0	0	0	0	1	0	0	0	0	0	1	38
100	0	19	2	0	0	0	0	1	0	0	0	0	0	0	0	22
Hourly Total	**0**	**110**	**15**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**128**
115	0	11	1	0	1	0	0	0	0	0	0	0	0	0	0	13
130	0	12	3	0	2	1	0	0	0	0	0	0	0	0	0	18
145	0	17	3	0	0	0	0	0	0	0	0	0	0	0	0	20
200	0	14	7	0	0	0	0	2	0	0	0	0	0	0	0	23
Hourly Total	**0**	**54**	**14**	**0**	**3**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**74**
215	0	12	3	0	0	0	0	0	1	0	0	0	0	0	0	16
230	0	16	6	0	0	0	0	0	0	0	0	0	0	0	0	22
245	0	19	7	0	0	0	0	1	0	0	0	0	0	0	0	27
300	0	16	4	0	0	0	0	0	0	0	0	0	0	0	0	20
Hourly Total	**0**	**63**	**20**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**85**
315	0	18	10	0	1	0	0	0	0	0	0	0	0	0	0	29
330	0	29	9	0	3	0	0	2	0	0	0	0	0	0	0	43
345	0	34	9	0	0	0	0	1	0	0	0	0	0	0	0	44
400	0	34	7	0	3	0	0	1	0	0	0	0	0	0	0	45
Hourly Total	**0**	**115**	**35**	**0**	**7**	**0**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**161**
415	0	40	19	0	5	2	0	1	0	0	0	0	0	0	0	67
430	0	62	22	0	2	0	0	0	0	0	0	0	0	0	0	86
445	0	68	37	0	2	0	0	4	2	0	0	0	0	0	0	113
500	0	93	36	0	3	1	0	1	0	0	0	0	0	0	1	135
Hourly Total	**0**	**263**	**114**	**0**	**12**	**3**	**0**	**6**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**401**
515	1	112	71	0	10	3	0	5	0	0	0	0	0	0	1	203
530	0	169	82	0	7	0	0	0	2	0	0	0	0	0	0	260
545	1	194	106	1	5	0	0	2	0	0	0	0	0	0	0	309
600	1	239	94	0	12	2	0	4	2	0	0	0	0	0	0	354
Hourly Total	**3**	**714**	**353**	**1**	**34**	**5**	**0**	**11**	**4**	**0**	**0**	**0**	**0**	**0**	**1**	**1126**
615	0	305	103	2	17	2	0	4	1	0	0	0	0	0	0	434
630	2	291	92	3	20	1	0	10	2	0	0	0	0	0	10	431
645	3	330	108	8	13	1	0	4	2	1	0	0	0	0	6	476
700	0	386	116	1	11	2	0	2	1	0	0	0	0	0	7	526
Hourly Total	**5**	**1312**	**419**	**14**	**61**	**6**	**0**	**20**	**6**	**1**	**0**	**0**	**0**	**0**	**23**	**1867**
715	2	346	93	2	13	4	0	5	0	0	0	0	0	0	15	480
730	0	299	59	9	6	5	0	9	0	0	0	0	0	0	10	397
745	0	292	33	7	14	7	0	5	1	0	0	0	0	0	12	371
800	0	321	84	4	12	1	2	2	1	0	0	0	0	0	17	444
Hourly Total	**2**	**1258**	**269**	**22**	**45**	**17**	**2**	**21**	**2**	**0**	**0**	**0**	**0**	**0**	**54**	**1692**
815	1	345	59	5	11	7	0	6	0	0	0	0	0	0	8	442
830	1	341	64	7	10	4	0	5	0	0	0	0	0	0	17	449

845	0	290	58	6	4	3	0	5	4	0	0	0	0	0	7	377
900	0	300	80	3	11	7	0	5	1	0	0	0	0	0	7	414
Hourly Total	**2**	**1276**	**261**	**21**	**36**	**21**	**0**	**21**	**5**	**0**	**0**	**0**	**0**	**0**	**39**	**1682**
915	0	265	80	0	4	2	0	2	4	0	0	0	0	0	0	357
930	0	331	84	1	12	1	0	3	1	0	0	0	0	0	8	441
945	3	290	91	1	14	4	1	4	2	0	0	0	0	0	1	411
1000	2	264	92	1	14	3	0	7	0	0	0	0	0	0	3	386
Hourly Total	**5**	**1150**	**347**	**3**	**44**	**10**	**1**	**16**	**7**	**0**	**0**	**0**	**0**	**0**	**12**	**1595**
1015	0	265	84	0	11	3	0	9	2	0	0	0	0	0	3	377
1030	0	267	111	0	14	5	0	5	2	0	0	0	0	0	0	404
1045	1	264	85	1	8	3	0	8	3	0	0	0	0	0	1	374
1100	1	225	66	0	12	2	0	4	5	0	0	0	0	0	0	315
Hourly Total	**2**	**1021**	**346**	**1**	**45**	**13**	**0**	**26**	**12**	**0**	**0**	**0**	**0**	**0**	**4**	**1470**
1115	1	231	78	0	10	1	0	8	2	0	0	0	0	0	4	335
1130	0	271	87	1	11	3	0	9	3	0	0	0	0	0	2	387
1145	0	252	73	0	12	0	0	5	3	0	0	0	0	0	0	345
1200	1	241	66	0	13	1	0	4	1	0	0	0	0	0	2	329
Hourly Total	**2**	**995**	**304**	**1**	**46**	**5**	**0**	**26**	**9**	**0**	**0**	**0**	**0**	**0**	**8**	**1396**
1215	0	299	108	2	12	7	1	5	1	0	0	0	0	0	3	438
1230	0	321	94	1	21	5	0	4	1	1	0	0	0	0	2	450
1245	1	292	110	2	12	4	1	7	7	0	0	0	0	0	3	439
1300	2	303	100	1	14	2	1	4	0	0	0	0	0	0	0	427
Hourly Total	**3**	**1215**	**412**	**6**	**59**	**18**	**3**	**20**	**9**	**1**	**0**	**0**	**0**	**0**	**8**	**1754**
1315	0	274	89	1	14	4	1	9	3	0	0	0	0	0	0	395
1330	0	281	93	0	14	4	0	7	6	0	0	0	0	0	0	405
1345	0	273	93	4	10	9	1	8	0	0	0	0	0	0	0	398
1400	2	255	85	0	14	6	1	6	3	0	0	0	0	0	0	372
Hourly Total	**2**	**1083**	**360**	**5**	**52**	**23**	**3**	**30**	**12**	**0**	**0**	**0**	**0**	**0**	**0**	**1570**
1415	1	223	66	2	14	4	0	5	1	0	0	0	0	0	0	316
1430	1	234	85	0	13	3	0	6	2	0	0	0	0	0	0	344
1445	0	265	80	4	13	7	0	4	0	0	0	0	0	0	0	373
1500	0	299	91	4	19	1	0	11	2	0	0	0	0	0	1	428
Hourly Total	**2**	**1021**	**322**	**10**	**59**	**15**	**0**	**26**	**5**	**0**	**0**	**0**	**0**	**0**	**1**	**1461**
1515	0	264	96	0	21	4	0	7	4	0	0	0	0	0	2	398
1530	0	230	72	0	19	3	0	6	4	0	0	0	0	0	1	335
1545	0	292	93	0	18	0	0	4	3	0	0	0	0	0	1	411
1600	0	291	75	1	20	1	0	7	0	0	0	0	0	0	1	396
Hourly Total	**0**	**1077**	**336**	**1**	**78**	**8**	**0**	**24**	**11**	**0**	**0**	**0**	**0**	**0**	**5**	**1540**
1615	0	277	79	2	10	0	0	10	2	0	0	0	0	0	1	381
1630	1	289	79	0	6	4	0	4	2	0	0	0	0	0	2	387
1645	0	276	92	2	14	2	0	3	1	1	0	0	0	0	0	391
1700	0	260	82	2	12	1	0	7	3	0	0	0	0	0	0	367
Hourly Total	**1**	**1102**	**332**	**6**	**42**	**7**	**0**	**24**	**8**	**1**	**0**	**0**	**0**	**0**	**3**	**1526**
1715	0	311	92	1	6	0	0	5	4	0	0	0	0	0	0	419
1730	0	302	69	2	12	0	0	5	0	0	0	0	0	0	1	391
1745	0	282	74	1	14	0	0	4	3	0	0	0	0	0	0	378
1800	0	285	82	1	6	0	0	3	2	0	0	0	0	0	1	380
Hourly Total	**0**	**1180**	**317**	**5**	**38**	**0**	**0**	**17**	**9**	**0**	**0**	**0**	**0**	**0**	**2**	**1568**
1815	0	254	72	0	4	0	0	5	0	0	0	0	0	0	2	337
1830	0	251	56	0	0	0	0	2	0	0	0	0	0	0	1	310
1845	0	234	64	1	2	0	0	4	0	0	0	0	0	0	0	305

1900	0	225	67	0	5	0	1	2	1	0	0	0	0	0	1	302
Hourly Total	**0**	**964**	**259**	**1**	**11**	**0**	**1**	**13**	**1**	**0**	**0**	**0**	**0**	**0**	**4**	**1254**
1915	0	217	46	0	2	0	0	2	3	0	0	0	0	0	0	270
1930	0	211	40	0	5	0	0	5	0	0	0	0	0	0	0	261
1945	2	178	54	1	6	1	0	0	1	0	0	0	0	0	0	243
2000	0	186	47	0	4	0	0	2	0	0	0	0	0	0	1	240
Hourly Total	**2**	**792**	**187**	**1**	**17**	**1**	**0**	**9**	**4**	**0**	**0**	**0**	**0**	**0**	**1**	**1014**
2015	0	167	57	0	4	0	0	2	1	0	0	0	0	0	0	231
2030	1	141	41	0	5	0	0	2	2	0	0	0	0	0	0	192
2045	1	124	42	0	3	0	0	1	1	0	0	0	0	0	0	172
2100	0	141	41	0	3	1	0	1	0	0	0	0	0	0	0	187
Hourly Total	**2**	**573**	**181**	**0**	**15**	**1**	**0**	**6**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**782**
2115	0	131	30	0	6	0	0	2	0	0	0	0	0	0	2	171
2130	0	152	39	1	6	0	0	1	0	0	0	0	0	0	2	201
2145	1	124	19	0	2	0	0	0	0	0	0	0	0	0	0	146
2200	0	107	24	0	1	0	0	2	0	0	0	0	0	0	0	134
Hourly Total	**1**	**514**	**112**	**1**	**15**	**0**	**0**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**652**
2215	0	87	19	0	1	0	0	0	0	0	0	0	0	0	0	107
2230	0	71	10	0	1	0	0	1	1	0	0	0	0	0	0	84
2245	1	65	9	0	5	0	0	0	2	0	0	0	0	0	0	82
2300	0	61	10	0	1	0	0	0	0	0	0	0	0	0	0	72
Hourly Total	**1**	**284**	**48**	**0**	**8**	**0**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**345**
2315	0	48	8	0	0	0	0	1	1	0	0	0	0	0	0	58
2330	1	54	8	0	2	0	0	3	0	0	0	0	0	0	0	68
2345	0	38	13	0	0	0	0	0	2	0	0	0	0	0	0	53
2400	0	28	6	0	1	0	0	2	0	0	0	0	0	0	0	37
Hourly Total	**1**	**168**	**35**	**0**	**3**	**0**	**0**	**6**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**216**
DAILY TOTAL	**36**	**18304**	**5398**	**99**	**730**	**154**	**10**	**336**	**118**	**3**	**0**	**0**	**0**	**0**	**171**	**25359**
Percentages	**0.1%**	**72.2%**	**21.3%**	**0.4%**	**2.9%**	**0.6%**	**0.0%**	**1.3%**	**0.5%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.7%**	**100.0%**

CLASS COUNT REPORT

Location:	Gibsonton Dr btwn Fern Hill & Mathog	City:	Riverview	GPS:	27.856772
Direction:	Combined	County:	Hillsborough		-82.336554
Start Date:	10/13/2022	Start Time:	00:00		
Stop Date:	10/13/2022	Stop Time:	24:00		

END TIME	VEHICLE CLASS															
	Cycle	Car	2A-4T	Bus	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total
15	0	91	16	0	1	0	0	0	1	0	0	0	0	0	0	109
30	1	81	11	0	1	0	0	0	0	0	0	0	0	0	0	94
45	1	76	9	0	1	0	0	0	2	0	0	0	0	0	1	90
100	0	52	8	0	1	0	0	1	0	0	0	0	0	0	0	62
Hourly Total	**2**	**300**	**44**	**0**	**4**	**0**	**0**	**1**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**355**
115	0	41	4	0	2	0	0	0	0	0	0	0	0	0	0	47
130	0	34	11	1	2	1	0	1	0	0	0	0	0	0	0	50
145	0	34	9	0	0	0	0	0	0	0	0	0	0	0	0	43
200	1	35	12	0	1	0	0	3	0	0	0	0	0	0	0	52
Hourly Total	**1**	**144**	**36**	**1**	**5**	**1**	**0**	**4**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**192**
215	0	36	4	0	0	0	0	0	2	0	0	0	0	0	0	42
230	0	32	9	0	0	0	0	0	0	0	0	0	0	0	0	41
245	0	34	10	0	0	0	0	1	0	0	0	0	0	0	0	45
300	0	33	8	0	0	0	0	1	0	0	0	0	0	0	0	42
Hourly Total	**0**	**135**	**31**	**0**	**0**	**0**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**170**
315	0	35	14	1	2	0	0	0	0	0	0	0	0	0	1	53
330	1	38	19	0	4	0	0	2	1	0	0	0	0	0	0	65
345	0	50	13	0	2	1	0	1	1	0	0	0	0	0	0	68
400	0	50	15	0	3	0	0	2	0	0	0	0	0	0	0	70
Hourly Total	**1**	**173**	**61**	**1**	**11**	**1**	**0**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**1**	**256**
415	0	61	20	0	5	2	0	1	2	0	0	0	0	0	0	91
430	0	77	26	0	4	0	0	0	2	0	0	0	0	0	0	109
445	0	89	45	0	5	2	0	4	4	0	0	0	0	0	0	149
500	0	118	40	1	4	1	0	1	2	0	0	0	0	0	2	169
Hourly Total	**0**	**345**	**131**	**1**	**18**	**5**	**0**	**6**	**10**	**0**	**0**	**0**	**0**	**0**	**2**	**518**
515	1	142	81	0	13	3	0	6	1	0	0	0	0	0	1	248
530	0	196	98	0	10	0	0	1	3	0	0	0	0	0	0	308
545	2	233	124	4	9	0	0	3	2	0	0	0	0	0	1	378
600	1	301	125	0	16	4	0	6	3	0	0	0	0	0	0	456
Hourly Total	**4**	**872**	**428**	**4**	**48**	**7**	**0**	**16**	**9**	**0**	**0**	**0**	**0**	**0**	**2**	**1390**
615	0	369	132	5	22	2	0	5	3	0	0	0	0	0	0	538
630	2	382	121	5	22	4	0	12	5	0	0	0	0	0	10	563
645	5	473	167	11	21	3	0	12	2	1	0	0	0	0	7	702
700	1	551	167	3	24	4	0	5	1	1	0	0	0	0	9	766
Hourly Total	**8**	**1775**	**587**	**24**	**89**	**13**	**0**	**34**	**11**	**2**	**0**	**0**	**0**	**0**	**26**	**2569**
715	2	511	155	3	23	5	0	13	2	0	0	0	0	0	16	730
730	0	488	124	13	19	5	0	15	3	0	0	0	0	0	10	677
745	1	488	104	7	29	9	1	11	1	0	0	0	0	0	13	664
800	0	542	189	4	27	3	3	9	2	0	0	0	0	0	18	797
Hourly Total	**3**	**2029**	**572**	**27**	**98**	**22**	**4**	**48**	**8**	**0**	**0**	**0**	**0**	**0**	**57**	**2868**
815	2	570	152	6	26	8	1	17	2	0	0	0	0	0	9	793
830	2	549	140	9	23	6	0	17	2	0	0	0	0	0	20	768

845	0	472	137	6	11	5	0	18	7	0	0	0	0	0	8	664
900	0	493	162	10	26	8	0	8	2	0	0	0	0	0	9	718
Hourly Total	**4**	**2084**	**591**	**31**	**86**	**27**	**1**	**60**	**13**	**0**	**0**	**0**	**0**	**0**	**46**	**2943**
915	0	426	164	1	23	4	0	9	8	0	0	0	0	0	1	636
930	0	499	181	4	24	3	0	11	2	0	0	0	0	0	9	733
945	3	472	162	3	23	6	1	9	2	0	0	0	0	0	2	683
1000	2	420	173	2	34	6	0	9	2	0	0	0	0	0	4	652
Hourly Total	**5**	**1817**	**680**	**10**	**104**	**19**	**1**	**38**	**14**	**0**	**0**	**0**	**0**	**0**	**16**	**2704**
1015	3	404	147	0	22	4	0	16	5	0	0	0	0	0	3	604
1030	0	431	168	1	38	7	0	12	5	0	0	0	0	0	3	665
1045	1	426	153	1	23	6	0	20	4	0	0	0	0	0	1	635
1100	1	397	137	0	30	5	1	10	5	0	0	0	0	0	4	590
Hourly Total	**5**	**1658**	**605**	**2**	**113**	**22**	**1**	**58**	**19**	**0**	**0**	**0**	**0**	**0**	**11**	**2494**
1115	1	421	157	0	24	1	0	15	6	0	0	0	0	0	7	632
1130	0	464	159	4	27	6	0	12	6	1	0	0	0	0	4	683
1145	1	447	158	0	20	6	0	11	5	0	0	0	0	0	5	653
1200	2	431	134	0	26	6	0	12	3	0	0	0	0	0	10	624
Hourly Total	**4**	**1763**	**608**	**4**	**97**	**19**	**0**	**50**	**20**	**1**	**0**	**0**	**0**	**0**	**26**	**2592**
1215	1	484	164	2	24	15	1	12	3	0	0	0	0	0	4	710
1230	0	537	165	3	28	8	1	8	6	1	0	0	0	0	6	763
1245	1	488	191	2	23	8	1	8	9	0	0	0	0	0	4	735
1300	2	549	186	3	23	7	1	8	2	0	0	0	0	0	0	781
Hourly Total	**4**	**2058**	**706**	**10**	**98**	**38**	**4**	**36**	**20**	**1**	**0**	**0**	**0**	**0**	**14**	**2989**
1315	2	496	167	2	28	10	1	12	6	0	0	0	0	0	0	724
1330	0	520	170	0	23	6	0	10	9	0	0	0	0	0	1	739
1345	0	507	179	7	18	13	1	14	3	0	0	0	0	0	5	747
1400	2	515	179	1	29	6	2	8	7	0	0	0	0	0	2	751
Hourly Total	**4**	**2038**	**695**	**10**	**98**	**35**	**4**	**44**	**25**	**0**	**0**	**0**	**0**	**0**	**8**	**2961**
1415	1	442	148	3	27	8	0	10	3	0	0	0	0	0	2	644
1430	1	501	185	4	22	5	1	9	4	0	0	0	0	0	1	733
1445	0	578	161	9	24	15	0	4	1	0	0	0	0	0	2	794
1500	0	575	190	8	28	3	0	15	2	0	0	0	0	0	10	831
Hourly Total	**2**	**2096**	**684**	**24**	**101**	**31**	**1**	**38**	**10**	**0**	**0**	**0**	**0**	**0**	**15**	**3002**
1515	0	534	196	8	33	9	0	11	5	0	0	0	0	0	13	809
1530	0	519	174	2	31	4	1	9	10	1	0	0	0	0	12	763
1545	2	604	206	3	32	5	0	8	4	0	0	0	0	0	8	872
1600	0	579	203	2	39	3	0	15	2	0	0	0	0	0	6	849
Hourly Total	**2**	**2236**	**779**	**15**	**135**	**21**	**1**	**43**	**21**	**1**	**0**	**0**	**0**	**0**	**39**	**3293**
1615	0	607	181	9	23	0	0	16	5	0	0	0	0	0	12	853
1630	1	579	196	4	28	9	0	9	4	0	0	0	0	0	20	850
1645	0	569	189	8	28	4	0	5	4	2	0	0	0	0	19	828
1700	0	596	189	4	27	3	0	10	4	0	0	0	0	0	17	850
Hourly Total	**1**	**2351**	**755**	**25**	**106**	**16**	**0**	**40**	**17**	**2**	**0**	**0**	**0**	**0**	**68**	**3381**
1715	1	686	197	3	18	3	0	5	4	0	0	0	0	0	10	927
1730	0	662	166	4	25	4	0	9	1	0	0	0	0	0	9	880
1745	0	594	159	4	26	7	0	8	4	0	0	0	0	0	12	814
1800	2	560	138	3	17	7	0	3	5	0	0	0	0	0	14	749
Hourly Total	**3**	**2502**	**660**	**14**	**86**	**21**	**0**	**25**	**14**	**0**	**0**	**0**	**0**	**0**	**45**	**3370**
1815	0	554	140	4	16	0	0	11	2	0	0	0	0	0	21	748
1830	1	528	130	5	14	6	0	7	0	0	0	0	0	0	20	711
1845	0	547	142	1	9	0	0	8	0	0	0	0	0	0	0	707

1900	0	512	165	0	9	2	1	5	2	0	0	0	0	0	1	697
Hourly Total	**1**	**2141**	**577**	**10**	**48**	**8**	**1**	**31**	**4**	**0**	**0**	**0**	**0**	**0**	**42**	**2863**
1915	0	472	142	1	9	1	0	3	3	0	0	0	0	0	6	637
1930	1	466	115	1	10	0	0	10	0	0	0	0	0	0	0	603
1945	2	447	118	1	14	1	0	2	1	0	0	0	0	0	1	587
2000	0	451	95	0	7	1	0	6	0	0	0	0	0	0	2	562
Hourly Total	**3**	**1836**	**470**	**3**	**40**	**3**	**0**	**21**	**4**	**0**	**0**	**0**	**0**	**0**	**9**	**2389**
2015	1	375	121	1	9	0	0	5	5	0	0	0	0	0	3	520
2030	1	353	103	0	10	0	0	2	2	0	0	0	0	0	0	471
2045	2	322	92	0	6	0	0	3	2	0	0	0	0	0	0	427
2100	0	326	85	0	5	1	0	3	0	0	0	0	0	0	0	420
Hourly Total	**4**	**1376**	**401**	**1**	**30**	**1**	**0**	**13**	**9**	**0**	**0**	**0**	**0**	**0**	**3**	**1838**
2115	1	288	76	1	11	0	0	4	0	0	0	0	0	0	3	384
2130	0	308	71	1	10	1	0	2	1	0	0	0	0	0	2	396
2145	1	254	46	1	6	0	0	1	0	0	0	0	0	0	0	309
2200	1	216	58	0	4	0	0	2	1	0	0	0	0	0	0	282
Hourly Total	**3**	**1066**	**251**	**3**	**31**	**1**	**0**	**9**	**2**	**0**	**0**	**0**	**0**	**0**	**5**	**1371**
2215	2	203	44	0	3	0	0	0	1	0	0	0	0	0	1	254
2230	0	190	30	0	5	0	0	1	3	0	0	0	0	0	0	229
2245	1	148	34	0	6	0	0	0	2	0	0	0	0	0	0	191
2300	1	152	37	0	3	0	0	0	2	0	0	0	0	0	0	195
Hourly Total	**4**	**693**	**145**	**0**	**17**	**0**	**0**	**1**	**8**	**0**	**0**	**0**	**0**	**0**	**1**	**869**
2315	1	121	23	0	0	0	0	1	1	0	0	0	0	0	0	147
2330	2	124	28	0	2	0	0	3	0	0	0	0	0	0	0	159
2345	0	105	29	0	1	1	0	0	2	0	0	0	0	0	0	138
2400	0	99	19	0	2	1	0	2	0	0	0	0	0	0	1	124
Hourly Total	**3**	**449**	**99**	**0**	**5**	**2**	**0**	**6**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**568**
DAILY TOTAL	**71**	**33937**	**10596**	**220**	**1468**	**313**	**18**	**629**	**248**	**7**	**0**	**0**	**0**	**0**	**438**	**47945**
Percentages	**0.1%**	**70.8%**	**22.1%**	**0.5%**	**3.1%**	**0.7%**	**0.0%**	**1.3%**	**0.5%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.0%**	**0.9%**	**100.0%**

Volume Count Report

Start Date:	October 11, 2022	Start Time:	00:00	GPS:	EB 27.856987 -82.332954
Stop Date:	October 11, 2022	Stop Time:	24:00		WB 27.857142 -82.331805
City:	Riverview	County:	Hillsborough		
Location	Gibsonton Drive between Mathog Road & Park Place Avenue				

Eastbound Volume

Tuesday, October 11, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	64	29	25	14	15	46	92	272	356	255	288	261
30	54	38	24	17	25	39	155	318	271	248	216	293
45	49	25	13	18	23	56	194	306	311	263	285	303
00	36	14	18	19	33	70	215	282	245	251	269	265
Hr Total	**203**	**106**	**80**	**68**	**96**	**211**	**656**	**1,178**	**1,183**	**1,017**	**1,058**	**1,122**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	293	329	328	426	411	396	373	377	298	236	143	119
30	297	313	384	404	373	389	389	332	298	194	134	100
45	335	318	452	372	406	352	397	293	284	191	109	91
00	360	345	366	425	431	377	403	341	230	172	124	79
Hr Total	**1,285**	**1,305**	**1,530**	**1,627**	**1,621**	**1,514**	**1,562**	**1,343**	**1,110**	**793**	**510**	**389**

24 Hour Total:	21,567					
AM Peak Hour begins:	7:15	AM Peak Volume:	1,262	AM Peak Hour Factor:	0.89	
PM Peak Hour begins:	14:30	PM Peak Volume:	1,648	PM Peak Hour Factor:	0.91	

Westbound Volume

Tuesday, October 11, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	32	19	7	29	48	168	420	483	490	367	362	375
30	30	15	22	27	59	244	461	451	472	374	375	346
45	29	16	29	38	101	295	446	504	537	357	358	331
00	25	13	26	44	133	347	484	503	416	378	355	350
Hr Total	**116**	**63**	**84**	**138**	**341**	**1,054**	**1,811**	**1,941**	**1,915**	**1,476**	**1,450**	**1,402**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	367	355	335	383	357	368	361	279	178	157	88	54
30	321	303	352	350	370	377	330	279	171	142	84	48
45	357	331	367	337	355	346	306	250	166	134	70	41
00	304	315	346	383	324	333	290	232	153	97	49	36
Hr Total	**1,349**	**1,304**	**1,400**	**1,453**	**1,406**	**1,424**	**1,287**	**1,040**	**668**	**530**	**291**	**179**

24 Hour Total:	24,122					
AM Peak Hour begins:	7:45	AM Peak Volume:	2,002	AM Peak Hour Factor:	0.93	
PM Peak Hour begins:	15:45	PM Peak Volume:	1,465	PM Peak Hour Factor:	0.96	

Total Volume for All Lanes

Tuesday, October 11, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	96	48	32	43	63	214	512	755	846	622	650	636
30	84	53	46	44	84	283	616	769	743	622	591	639
45	78	41	42	56	124	351	640	810	848	620	643	634
00	61	27	44	63	166	417	699	785	661	629	624	615
Hr Total	**319**	**169**	**164**	**206**	**437**	**1,265**	**2,467**	**3,119**	**3,098**	**2,493**	**2,508**	**2,524**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	660	684	663	809	768	764	734	656	476	393	231	173
30	618	616	736	754	743	766	719	611	469	336	218	148
45	692	649	819	709	761	698	703	543	450	325	179	132
00	664	660	712	808	755	710	693	573	383	269	173	115
Hr Total	**2,634**	**2,609**	**2,930**	**3,080**	**3,027**	**2,938**	**2,849**	**2,383**	**1,778**	**1,323**	**801**	**568**

24 Hour Total:	45,689					
AM Peak Hour begins:	7:45	AM Peak Volume:	3,222	AM Peak Hour Factor:	0.95	
PM Peak Hour begins:	14:30	PM Peak Volume:	3,094	PM Peak Hour Factor:	0.94	

Volume Count Report

Start Date:	October 12, 2022	Start Time:	00:00	GPS:	EB 27.856987 -82.332954
Stop Date:	October 12, 2022	Stop Time:	24:00		WB 27.857142 -82.331805
City:	Riverview	County:	Hillsborough		
Location	Gibsonton Drive between Mathog Road & Park Place Avenue				

Eastbound Volume

Wednesday, October 12, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	72	28	24	28	21	45	99	243	318	238	273	286
30	72	24	20	26	26	51	153	315	282	229	237	245
45	45	26	21	17	32	90	217	265	252	214	256	303
00	45	18	24	23	35	81	204	258	235	287	246	351
Hr Total	**234**	**96**	**89**	**94**	**114**	**267**	**673**	**1,081**	**1,087**	**968**	**1,012**	**1,185**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	356	370	342	379	411	401	425	410	298	229	146	91
30	328	314	339	394	455	341	391	376	295	230	162	100
45	328	339	384	424	447	376	407	354	304	225	145	83
00	339	320	410	396	387	397	398	299	244	175	110	62
Hr Total	**1,351**	**1,343**	**1,475**	**1,593**	**1,700**	**1,515**	**1,621**	**1,439**	**1,141**	**859**	**563**	**336**

24 Hour Total:	21,836					
AM Peak Hour begins:	11:30	AM Peak Volume:	1,338	AM Peak Hour Factor:	0.94	
PM Peak Hour begins:	15:45	PM Peak Volume:	1,709	PM Peak Hour Factor:	0.94	

Westbound Volume

Wednesday, October 12, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	28	26	19	33	50	170	463	468	454	458	305	371
30	22	29	22	34	72	227	446	441	409	448	422	319
45	21	24	26	46	100	301	399	516	456	412	353	310
00	23	16	13	52	114	366	494	476	422	369	297	315
Hr Total	**94**	**95**	**80**	**165**	**336**	**1,064**	**1,802**	**1,901**	**1,741**	**1,687**	**1,377**	**1,315**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	355	307	306	397	384	340	330	312	188	126	76	65
30	371	350	379	416	354	361	343	281	171	114	89	50
45	364	358	383	365	332	336	301	206	158	141	81	36
00	362	339	344	361	334	349	295	194	118	92	58	53
Hr Total	**1,452**	**1,354**	**1,412**	**1,539**	**1,404**	**1,386**	**1,269**	**993**	**635**	**473**	**304**	**204**

24 Hour Total:	24,082					
AM Peak Hour begins:	6:45	AM Peak Volume:	1,919	AM Peak Hour Factor:	0.93	
PM Peak Hour begins:	14:30	PM Peak Volume:	1,540	PM Peak Hour Factor:	0.93	

Total Volume for All Lanes

Wednesday, October 12, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	100	54	43	61	71	215	562	711	772	696	578	657
30	94	53	42	60	98	278	599	756	691	677	659	564
45	66	50	47	63	132	391	616	781	708	626	609	613
00	68	34	37	75	149	447	698	734	657	656	543	666
Hr Total	**328**	**191**	**169**	**259**	**450**	**1,331**	**2,475**	**2,982**	**2,828**	**2,655**	**2,389**	**2,500**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	711	677	648	776	795	741	755	722	486	355	222	156
30	699	664	718	810	809	702	734	657	466	344	251	150
45	692	697	767	789	779	712	708	560	462	366	226	119
00	701	659	754	757	721	746	693	493	362	267	168	115
Hr Total	**2,803**	**2,697**	**2,887**	**3,132**	**3,104**	**2,901**	**2,890**	**2,432**	**1,776**	**1,332**	**867**	**540**

24 Hour Total:	45,918					
AM Peak Hour begins:	7:15	AM Peak Volume:	3,043	AM Peak Hour Factor:	0.97	
PM Peak Hour begins:	15:15	PM Peak Volume:	3,151	PM Peak Hour Factor:	0.97	

Volume Count Report

Start Date:	October 13, 2022	Start Time:	00:00	GPS:	EB 27.856987 -82.332954
Stop Date:	October 13, 2022	Stop Time:	24:00		WB 27.857142 -82.331805
City:	Riverview	County:	Hillsborough		
Location	Gibsonton Drive between Mathog Road & Park Place Avenue				

Eastbound Volume

Thursday, October 13, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	74	37	22	23	21	44	93	229	330	306	226	283
30	56	31	20	23	28	49	150	275	314	280	245	297
45	53	24	17	22	37	71	217	306	289	264	273	294
00	41	29	23	26	35	96	214	294	267	248	247	278
Hr Total	**224**	**121**	**82**	**94**	**121**	**260**	**674**	**1,104**	**1,200**	**1,098**	**991**	**1,152**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	262	307	309	395	400	437	385	384	278	253	162	97
30	286	323	370	345	399	408	417	354	264	202	181	100
45	307	307	309	413	410	338	428	321	258	200	138	95
00	336	357	299	407	397	359	414	314	276	198	143	84
Hr Total	**1,191**	**1,294**	**1,287**	**1,560**	**1,606**	**1,542**	**1,644**	**1,373**	**1,076**	**853**	**624**	**376**

24 Hour Total:	21,547					
AM Peak Hour begins:	7:30	AM Peak Volume:	1,244	AM Peak Hour Factor:	0.94	
PM Peak Hour begins:	16:30	PM Peak Volume:	1,652	PM Peak Hour Factor:	0.95	

Westbound Volume

Thursday, October 13, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	37	16	15	27	69	193	406	465	429	310	365	291
30	28	17	21	40	83	231	427	475	488	401	367	367
45	36	19	26	41	112	271	425	468	501	389	369	319
00	18	22	21	35	116	350	447	472	414	367	304	313
Hr Total	**119**	**74**	**83**	**143**	**380**	**1,045**	**1,705**	**1,880**	**1,832**	**1,467**	**1,405**	**1,290**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	402	362	315	381	362	400	316	263	220	169	102	54
30	446	396	318	326	366	355	285	250	183	180	86	64
45	417	374	362	357	369	338	291	224	165	134	79	55
00	400	366	410	378	356	372	294	216	175	136	64	39
Hr Total	**1,665**	**1,498**	**1,405**	**1,442**	**1,453**	**1,465**	**1,186**	**953**	**743**	**619**	**331**	**212**

24 Hour Total:	24,395					
AM Peak Hour begins:	7:45	AM Peak Volume:	1,890	AM Peak Hour Factor:	0.94	
PM Peak Hour begins:	12:00	PM Peak Volume:	1,665	PM Peak Hour Factor:	0.93	

Total Volume for All Lanes

Thursday, October 13, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	111	53	37	50	90	237	499	694	759	616	591	574
30	84	48	41	63	111	280	577	750	802	681	612	664
45	89	43	43	63	149	342	642	774	790	653	642	613
00	59	51	44	61	151	446	661	766	681	615	551	591
Hr Total	**343**	**195**	**165**	**237**	**501**	**1,305**	**2,379**	**2,984**	**3,032**	**2,565**	**2,396**	**2,442**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	664	669	624	776	762	837	701	647	498	422	264	151
30	732	719	688	671	765	763	702	604	447	382	267	164
45	724	681	671	770	779	676	719	545	423	334	217	150
00	736	723	709	785	753	731	708	530	451	334	207	123
Hr Total	**2,856**	**2,792**	**2,692**	**3,002**	**3,059**	**3,007**	**2,830**	**2,326**	**1,819**	**1,472**	**955**	**588**

24 Hour Total:	45,942					
AM Peak Hour begins:	7:45	AM Peak Volume:	3,117	AM Peak Hour Factor:	0.97	
PM Peak Hour begins:	16:15	PM Peak Volume:	3,134	PM Peak Hour Factor:	0.94	

Volume Count Report

3-Day Average

Start Date:	October 11, 2022	Start Time:	00:00	GPS:	EB 27.856987 -82.332954
Stop Date:	October 13, 2022	Stop Time:	24:00		WB 27.857142 -82.331805
City:	Riverview	County:	Hillsborough		
Location	Gibsonton Drive between Mathog Road & Park Place Avenue				

Eastbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	70	31	24	22	19	45	95	248	335	266	262	277
30	61	31	21	22	26	46	153	303	289	252	233	278
45	49	25	17	19	31	72	209	292	284	247	271	300
00	41	20	22	23	34	82	211	278	249	262	254	298
Hr Total	**220**	**108**	**84**	**85**	**110**	**246**	**668**	**1,121**	**1,157**	**1,028**	**1,020**	**1,153**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	304	335	326	400	407	411	394	390	291	239	150	102
30	304	317	364	381	409	379	399	354	286	209	159	100
45	323	321	382	403	421	355	411	323	282	205	131	90
00	345	341	358	409	405	378	405	318	250	182	126	75
Hr Total	**1,276**	**1,314**	**1,431**	**1,593**	**1,642**	**1,524**	**1,609**	**1,385**	**1,109**	**835**	**566**	**367**

24 Hour Total:	21,650					
AM Peak Hour begins:	7:15	AM Peak Volume:	1,208	AM Peak Hour Factor:		0.90
PM Peak Hour begins:	15:45	PM Peak Volume:	1,647	PM Peak Hour Factor:		0.98

Westbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	32	20	14	30	56	177	430	472	458	378	344	346
30	27	20	22	34	71	234	445	456	456	408	388	344
45	29	20	27	42	104	289	423	496	498	386	360	320
00	22	17	20	44	121	354	475	484	417	371	319	326
Hr Total	**110**	**77**	**82**	**149**	**352**	**1,054**	**1,773**	**1,907**	**1,829**	**1,543**	**1,411**	**1,336**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	375	341	319	387	368	369	336	285	195	151	89	58
30	379	350	350	364	363	364	319	270	175	145	86	54
45	379	354	371	353	352	340	299	227	163	136	77	44
00	355	340	367	374	338	351	293	214	149	108	57	43
Hr Total	**1,489**	**1,385**	**1,406**	**1,478**	**1,421**	**1,425**	**1,247**	**995**	**682**	**541**	**309**	**198**

24 Hour Total:	24,200					
AM Peak Hour begins:	7:00	AM Peak Volume:	1,907	AM Peak Hour Factor:		0.96
PM Peak Hour begins:	12:00	PM Peak Volume:	1,489	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	102	52	37	51	75	222	524	720	792	645	606	622
30	87	51	43	56	98	280	597	758	745	660	621	622
45	78	45	44	61	135	361	633	788	782	633	631	620
00	63	37	42	66	155	437	686	762	666	633	573	624
Hr Total	**330**	**185**	**166**	**234**	**463**	**1,300**	**2,440**	**3,028**	**2,986**	**2,571**	**2,431**	**2,489**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	678	677	645	787	775	781	730	675	487	390	239	160
30	683	666	714	745	772	744	718	624	461	354	245	154
45	703	676	752	756	773	695	710	549	445	342	207	134
00	700	681	725	783	743	729	698	532	399	290	183	118
Hr Total	**2,764**	**2,699**	**2,836**	**3,071**	**3,063**	**2,949**	**2,856**	**2,380**	**1,791**	**1,376**	**874**	**565**

24 Hour Total:	45,850					
AM Peak Hour begins:	7:15	AM Peak Volume:	3,101	AM Peak Hour Factor:		0.98
PM Peak Hour begins:	15:45	PM Peak Volume:	3,104	PM Peak Hour Factor:		0.99

Volume Count Report

Start Date:	October 11, 2022	Start Time:	00:00	GPS:	EB 27.857064 -82.330771
Stop Date:	October 11, 2022	Stop Time:	24:00		WB 27.857140 -82.328674
City:	Riverview	County:	Hillsborough		
Location	Gibsonton Drive between Park Place Avenue & US 301				

Eastbound Volume

Tuesday, October 11, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	65	31	25	14	16	46	86	264	358	256	293	260
30	55	36	25	18	24	41	152	309	289	259	220	305
45	48	25	14	17	25	56	198	326	295	265	290	318
00	35	14	18	19	32	69	214	281	245	251	279	291
Hr Total	**203**	**106**	**82**	**68**	**97**	**212**	**650**	**1,180**	**1,187**	**1,031**	**1,082**	**1,174**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	300	386	336	430	444	415	392	414	297	238	150	114
30	309	319	405	395	395	394	420	341	302	198	133	98
45	338	347	448	358	413	369	438	319	290	199	112	94
00	383	358	385	430	423	397	424	337	239	168	125	79
Hr Total	**1,330**	**1,410**	**1,574**	**1,613**	**1,675**	**1,575**	**1,674**	**1,411**	**1,128**	**803**	**520**	**385**

24 Hour Total:	22,170					
AM Peak Hour begins:	7:15	AM Peak Volume:	1,274	AM Peak Hour Factor:	0.89	
PM Peak Hour begins:	18:15	PM Peak Volume:	1,696	PM Peak Hour Factor:	0.97	

Westbound Volume

Tuesday, October 11, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	32	12	8	28	42	170	404	423	548	398	395	394
30	33	16	23	30	58	257	458	388	517	380	397	388
45	33	15	33	40	103	299	473	483	545	410	385	369
00	23	12	29	43	132	336	463	536	395	416	368	392
Hr Total	**121**	**55**	**93**	**141**	**335**	**1,062**	**1,798**	**1,830**	**2,005**	**1,604**	**1,545**	**1,543**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	410	375	334	404	387	371	371	326	171	158	93	62
30	349	331	402	342	407	392	346	284	174	155	90	45
45	367	359	395	345	391	386	326	263	176	130	72	44
00	342	327	380	412	351	339	320	241	155	95	51	31
Hr Total	**1,468**	**1,392**	**1,511**	**1,503**	**1,536**	**1,488**	**1,363**	**1,114**	**676**	**538**	**306**	**182**

24 Hour Total:	25,209					
AM Peak Hour begins:	7:45	AM Peak Volume:	2,146	AM Peak Hour Factor:	0.98	
PM Peak Hour begins:	15:45	PM Peak Volume:	1,597	PM Peak Hour Factor:	0.97	

Total Volume for All Lanes

Tuesday, October 11, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	97	43	33	42	58	216	490	687	906	654	688	654
30	88	52	48	48	82	298	610	697	806	639	617	693
45	81	40	47	57	128	355	671	809	840	675	675	687
00	58	26	47	62	164	405	677	817	640	667	647	683
Hr Total	**324**	**161**	**175**	**209**	**432**	**1,274**	**2,448**	**3,010**	**3,192**	**2,635**	**2,627**	**2,717**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	710	761	670	834	831	786	763	740	468	396	243	176
30	658	650	807	737	802	786	766	625	476	353	223	143
45	705	706	843	703	804	755	764	582	466	329	184	138
00	725	685	765	842	774	736	744	578	394	263	176	110
Hr Total	**2,798**	**2,802**	**3,085**	**3,116**	**3,211**	**3,063**	**3,037**	**2,525**	**1,804**	**1,341**	**826**	**567**

24 Hour Total:	47,379					
AM Peak Hour begins:	7:45	AM Peak Volume:	3,369	AM Peak Hour Factor:	0.93	
PM Peak Hour begins:	15:45	PM Peak Volume:	3,279	PM Peak Hour Factor:	0.97	

Volume Count Report

Start Date:	October 12, 2022	Start Time:	00:00	GPS:	EB 27.857064 -82.330771
Stop Date:	October 12, 2022	Stop Time:	24:00		WB 27.857140 -82.328674
City:	Riverview	County:	Hillsborough		
Location	Gibsonton Drive between Park Place Avenue & US 301				

Eastbound Volume

Wednesday, October 12, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	72	26	24	29	19	42	98	236	315	231	278	293
30	73	24	20	26	26	49	154	315	281	262	251	257
45	43	25	20	17	33	89	211	268	258	227	266	330
00	49	20	23	22	34	79	218	252	239	286	259	352
Hr Total	**237**	**95**	**87**	**94**	**112**	**259**	**681**	**1,071**	**1,093**	**1,006**	**1,054**	**1,232**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	359	387	361	416	416	412	430	425	314	232	149	100
30	348	318	371	391	470	375	415	413	292	241	162	100
45	348	359	420	424	477	393	414	388	306	220	143	83
00	343	325	405	406	419	424	405	297	240	176	110	62
Hr Total	**1,398**	**1,389**	**1,557**	**1,637**	**1,782**	**1,604**	**1,664**	**1,523**	**1,152**	**869**	**564**	**345**

24 Hour Total:	22,505					
AM Peak Hour begins:	11:30	AM Peak Volume:	1,389	AM Peak Hour Factor:	0.97	
PM Peak Hour begins:	16:00	PM Peak Volume:	1,782	PM Peak Hour Factor:	0.93	

Westbound Volume

Wednesday, October 12, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	32	27	18	34	52	163	454	435	471	485	337	384
30	21	29	20	35	74	217	418	400	435	445	425	338
45	21	24	25	45	100	311	429	499	435	410	370	339
00	25	16	15	54	121	363	472	547	433	381	327	342
Hr Total	**99**	**96**	**78**	**168**	**347**	**1,054**	**1,773**	**1,881**	**1,774**	**1,721**	**1,459**	**1,403**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	368	339	318	404	400	336	359	356	189	120	76	62
30	391	351	392	418	385	377	367	305	171	123	95	54
45	395	431	426	378	383	367	328	210	165	141	83	40
00	366	342	356	399	369	351	332	200	112	93	59	50
Hr Total	**1,520**	**1,463**	**1,492**	**1,599**	**1,537**	**1,431**	**1,386**	**1,071**	**637**	**477**	**313**	**206**

24 Hour Total:	24,985					
AM Peak Hour begins:	7:30	AM Peak Volume:	1,952	AM Peak Hour Factor:	0.89	
PM Peak Hour begins:	14:30	PM Peak Volume:	1,604	PM Peak Hour Factor:	0.94	

Total Volume for All Lanes

Wednesday, October 12, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	104	53	42	63	71	205	552	671	786	716	615	677
30	94	53	40	61	100	266	572	715	716	707	676	595
45	64	49	45	62	133	400	640	767	693	637	636	669
00	74	36	38	76	155	442	690	799	672	667	586	694
Hr Total	**336**	**191**	**165**	**262**	**459**	**1,313**	**2,454**	**2,952**	**2,867**	**2,727**	**2,513**	**2,635**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	727	726	679	820	816	748	789	781	503	352	225	162
30	739	669	763	809	855	752	782	718	463	364	257	154
45	743	790	846	802	860	760	742	598	471	361	226	123
00	709	667	761	805	788	775	737	497	352	269	169	112
Hr Total	**2,918**	**2,852**	**3,049**	**3,236**	**3,319**	**3,035**	**3,050**	**2,594**	**1,789**	**1,346**	**877**	**551**

24 Hour Total:	47,490					
AM Peak Hour begins:	7:30	AM Peak Volume:	3,068	AM Peak Hour Factor:	0.96	
PM Peak Hour begins:	15:45	PM Peak Volume:	3,336	PM Peak Hour Factor:	0.97	

Volume Count Report

Start Date:	October 13, 2022	Start Time:	00:00	GPS:	EB 27.857064 -82.330771
Stop Date:	October 13, 2022	Stop Time:	24:00		WB 27.857140 -82.328674
City:	Riverview	County:	Hillsborough		
Location	Gibsonton Drive between Park Place Avenue & US 301				

Eastbound Volume

Thursday, October 13, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	70	38	22	24	20	43	94	227	330	306	230	285
30	57	29	19	24	26	51	146	276	314	288	250	307
45	48	26	15	25	34	70	203	306	297	262	294	322
00	40	29	22	24	33	90	230	293	267	259	243	276
Hr Total	**215**	**122**	**78**	**97**	**113**	**254**	**673**	**1,102**	**1,208**	**1,115**	**1,017**	**1,190**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	281	347	321	438	436	419	402	419	288	248	164	102
30	280	339	371	376	435	425	433	376	282	205	182	104
45	322	331	319	440	416	363	443	339	258	203	147	95
00	345	366	329	417	416	374	449	311	275	199	139	85
Hr Total	**1,228**	**1,383**	**1,340**	**1,671**	**1,703**	**1,581**	**1,727**	**1,445**	**1,103**	**855**	**632**	**386**

24 Hour Total:	22,238					
AM Peak Hour begins:	7:30	AM Peak Volume:	1,243	AM Peak Hour Factor:	0.94	
PM Peak Hour begins:	18:15	PM Peak Volume:	1,744	PM Peak Hour Factor:	0.97	

Westbound Volume

Thursday, October 13, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	43	11	14	25	63	203	409	441	440	343	364	347
30	28	20	18	41	84	233	422	455	475	398	406	388
45	34	17	27	42	110	270	438	506	555	439	372	346
00	20	23	19	41	123	344	434	421	382	403	293	359
Hr Total	**125**	**71**	**78**	**149**	**380**	**1,050**	**1,703**	**1,823**	**1,852**	**1,583**	**1,435**	**1,440**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	467	407	312	394	367	403	337	283	234	171	106	58
30	506	417	344	320	422	376	292	269	194	196	95	79
45	448	395	401	373	382	376	304	226	176	141	91	50
00	446	400	417	399	376	368	328	226	185	132	58	40
Hr Total	**1,867**	**1,619**	**1,474**	**1,486**	**1,547**	**1,523**	**1,261**	**1,004**	**789**	**640**	**350**	**227**

24 Hour Total:	25,476					
AM Peak Hour begins:	7:45	AM Peak Volume:	1,891	AM Peak Hour Factor:	0.85	
PM Peak Hour begins:	12:00	PM Peak Volume:	1,867	PM Peak Hour Factor:	0.92	

Total Volume for All Lanes

Thursday, October 13, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	113	49	36	49	83	246	503	668	770	649	594	632
30	85	49	37	65	110	284	568	731	789	686	656	695
45	82	43	42	67	144	340	641	812	852	701	666	668
00	60	52	41	65	156	434	664	714	649	662	536	635
Hr Total	**340**	**193**	**156**	**246**	**493**	**1,304**	**2,376**	**2,925**	**3,060**	**2,698**	**2,452**	**2,630**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	748	754	633	832	803	822	739	702	522	419	270	160
30	786	756	715	696	857	801	725	645	476	401	277	183
45	770	726	720	813	798	739	747	565	434	344	238	145
00	791	766	746	816	792	742	777	537	460	331	197	125
Hr Total	**3,095**	**3,002**	**2,814**	**3,157**	**3,250**	**3,104**	**2,988**	**2,449**	**1,892**	**1,495**	**982**	**613**

24 Hour Total:	47,714					
AM Peak Hour begins:	7:45	AM Peak Volume:	3,125	AM Peak Hour Factor:	0.92	
PM Peak Hour begins:	15:30	PM Peak Volume:	3,289	PM Peak Hour Factor:	0.96	

Volume Count Report

3-Day Average

Start Date:	October 11, 2022	Start Time:	00:00	GPS:	EB 27.857064 -82.330771
Stop Date:	October 13, 2022	Stop Time:	24:00		WB 27.857140 -82.328674
City:	Riverview	County:	Hillsborough		
Location	Gibsonton Drive between Park Place Avenue & US 301				

Eastbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	69	32	24	22	18	44	93	242	334	264	267	279
30	62	30	21	23	25	47	151	300	295	270	240	290
45	46	25	16	20	31	72	204	300	283	251	283	323
00	41	21	21	22	33	79	221	275	250	265	260	306
Hr Total	**218**	**108**	**82**	**86**	**107**	**242**	**668**	**1,118**	**1,163**	**1,051**	**1,051**	**1,199**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	313	373	339	428	432	415	408	419	300	239	154	105
30	312	325	382	387	433	398	423	377	292	215	159	101
45	336	346	396	407	435	375	432	349	285	207	134	91
00	357	350	373	418	419	398	426	315	251	181	125	75
Hr Total	**1,319**	**1,394**	**1,490**	**1,640**	**1,720**	**1,587**	**1,688**	**1,460**	**1,128**	**842**	**572**	**372**

24 Hour Total:	22,304					
AM Peak Hour begins:	11:30	AM Peak Volume:	1,255	AM Peak Hour Factor:	0.97	
PM Peak Hour begins:	16:00	PM Peak Volume:	1,720	PM Peak Hour Factor:	0.99	

Westbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	36	17	13	29	52	179	422	433	486	409	365	375
30	27	22	20	35	72	236	433	414	476	408	409	371
45	29	19	28	42	104	293	447	496	512	420	376	351
00	23	17	21	46	125	348	456	501	403	400	329	364
Hr Total	**115**	**74**	**83**	**153**	**354**	**1,055**	**1,758**	**1,845**	**1,877**	**1,636**	**1,480**	**1,462**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	415	374	321	401	385	370	356	322	198	150	92	61
30	415	366	379	360	405	382	335	286	180	158	93	59
45	403	395	407	365	385	376	319	233	172	137	82	45
00	385	356	384	403	365	353	327	222	151	107	56	40
Hr Total	**1,618**	**1,491**	**1,492**	**1,529**	**1,540**	**1,481**	**1,337**	**1,063**	**701**	**552**	**323**	**205**

24 Hour Total:	25,223					
AM Peak Hour begins:	7:45	AM Peak Volume:	1,975	AM Peak Hour Factor:	0.96	
PM Peak Hour begins:	12:00	PM Peak Volume:	1,618	PM Peak Hour Factor:	0.97	

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	105	48	37	51	71	222	515	675	821	673	632	654
30	89	51	42	58	97	283	583	714	770	677	650	661
45	76	44	45	62	135	365	651	796	795	671	659	675
00	64	38	42	68	158	427	677	777	654	665	590	671
Hr Total	**333**	**182**	**165**	**239**	**461**	**1,297**	**2,426**	**2,962**	**3,040**	**2,687**	**2,531**	**2,661**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	728	747	661	829	817	785	764	741	498	389	246	166
30	728	692	762	747	838	780	758	663	472	373	252	160
45	739	741	803	773	821	751	751	582	457	345	216	135
00	742	706	757	821	785	751	753	537	402	288	181	116
Hr Total	**2,937**	**2,885**	**2,983**	**3,170**	**3,260**	**3,067**	**3,025**	**2,523**	**1,828**	**1,394**	**895**	**577**

24 Hour Total:	47,528					
AM Peak Hour begins:	7:30	AM Peak Volume:	3,164	AM Peak Hour Factor:	0.96	
PM Peak Hour begins:	15:45	PM Peak Volume:	3,296	PM Peak Hour Factor:	0.98	

Volume Count Report

Start Date:	October 11, 2022	Start Time:	00:00	GPS:	27.857002
Stop Date:	October 11, 2022	Stop Time:	24:00		-82.322374
City:	Riverview	County:	Hillsborough		
Location	Boyette Rd east of US 301				

Eastbound Volume

Tuesday, October 11, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	45	16	21	6	12	41	87	234	388	258	245	293
30	31	27	14	15	13	43	138	298	370	259	248	274
45	41	19	12	16	20	48	188	283	283	254	257	309
00	37	18	15	14	26	58	230	333	299	248	289	277
Hr Total	**154**	**80**	**62**	**51**	**71**	**190**	**643**	**1,148**	**1,340**	**1,019**	**1,039**	**1,153**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	280	363	322	368	416	452	408	355	240	181	125	75
30	298	316	333	416	425	406	387	333	244	203	96	75
45	297	341	376	385	446	422	401	259	225	157	85	54
00	339	345	393	366	458	406	396	268	213	124	89	61
Hr Total	**1,214**	**1,365**	**1,424**	**1,535**	**1,745**	**1,686**	**1,592**	**1,215**	**922**	**665**	**395**	**265**

24 Hour Total:	20,973				
AM Peak Hour begins:	7:30	AM Peak Volume:	1,374	AM Peak Hour Factor:	0.89
PM Peak Hour begins:	16:15	PM Peak Volume:	1,781	PM Peak Hour Factor:	0.97

Westbound Volume

Tuesday, October 11, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	17	5	6	12	37	102	283	419	325	342	335	328
30	25	11	16	20	33	174	330	428	340	334	338	345
45	18	13	13	22	59	236	413	399	395	362	307	319
00	20	13	17	33	89	247	388	371	330	341	304	315
Hr Total	**80**	**42**	**52**	**87**	**218**	**759**	**1,414**	**1,617**	**1,390**	**1,379**	**1,284**	**1,307**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	320	278	275	312	288	282	310	244	119	132	86	40
30	312	266	330	254	295	298	280	242	178	119	61	40
45	311	253	293	286	317	284	251	215	152	120	50	28
00	290	263	282	351	296	259	250	184	152	75	38	21
Hr Total	**1,233**	**1,060**	**1,180**	**1,203**	**1,196**	**1,123**	**1,091**	**885**	**601**	**446**	**235**	**129**

24 Hour Total:	20,011				
AM Peak Hour begins:	6:30	AM Peak Volume:	1,648	AM Peak Hour Factor:	0.96
PM Peak Hour begins:	15:45	PM Peak Volume:	1,251	PM Peak Hour Factor:	0.89

Total Volume for All Lanes

Tuesday, October 11, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	62	21	27	18	49	143	370	653	713	600	580	621
30	56	38	30	35	46	217	468	726	710	593	586	619
45	59	32	25	38	79	284	601	682	678	616	564	628
00	57	31	32	47	115	305	618	704	629	589	593	592
Hr Total	**234**	**122**	**114**	**138**	**289**	**949**	**2,057**	**2,765**	**2,730**	**2,398**	**2,323**	**2,460**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	600	641	597	680	704	734	718	599	359	313	211	115
30	610	582	663	670	720	704	667	575	422	322	157	115
45	608	594	669	671	763	706	652	474	377	277	135	82
00	629	608	675	717	754	665	646	452	365	199	127	82
Hr Total	**2,447**	**2,425**	**2,604**	**2,738**	**2,941**	**2,809**	**2,683**	**2,100**	**1,523**	**1,111**	**630**	**394**

24 Hour Total:	40,984				
AM Peak Hour begins:	7:15	AM Peak Volume:	2,825	AM Peak Hour Factor:	0.97
PM Peak Hour begins:	16:15	PM Peak Volume:	2,971	PM Peak Hour Factor:	0.97

Volume Count Report

Start Date:	October 12, 2022	Start Time:	00:00	GPS:	27.857002
Stop Date:	October 12, 2022	Stop Time:	24:00		-82.322374
City:	Riverview	County:	Hillsborough		
Location	Boyette Rd east of US 301				

Eastbound Volume

Wednesday, October 12, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	48	27	11	17	11	35	68	242	340	254	291	259
30	41	19	17	18	16	44	139	267	303	283	251	276
45	39	17	10	9	22	57	163	269	256	271	264	257
00	29	20	23	15	28	70	203	253	261	262	258	309
Hr Total	**157**	**83**	**61**	**59**	**77**	**206**	**573**	**1,031**	**1,160**	**1,070**	**1,064**	**1,101**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	339	377	335	433	419	390	421	320	267	214	131	79
30	298	374	331	427	431	423	361	299	226	166	105	66
45	326	314	371	407	415	422	338	293	200	177	104	55
00	366	349	410	409	404	420	335	252	219	150	79	49
Hr Total	**1,329**	**1,414**	**1,447**	**1,676**	**1,669**	**1,655**	**1,455**	**1,164**	**912**	**707**	**419**	**249**

24 Hour Total:	20,738					
AM Peak Hour begins:	11:30	AM Peak Volume:	1,203	AM Peak Hour Factor:		0.89
PM Peak Hour begins:	17:15	PM Peak Volume:	1,686	PM Peak Hour Factor:		1.00

Westbound Volume

Wednesday, October 12, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	14	9	25	35	100	289	420	303	301	292	328
30	14	11	14	27	39	163	342	410	365	262	350	298
45	19	16	11	32	65	211	375	435	347	341	292	275
00	13	9	9	44	73	274	404	354	309	293	302	321
Hr Total	**60**	**50**	**43**	**128**	**212**	**748**	**1,410**	**1,619**	**1,324**	**1,197**	**1,236**	**1,222**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	327	301	275	291	290	280	288	238	153	92	60	48
30	291	370	320	322	273	291	282	214	135	95	85	38
45	323	297	311	298	276	280	276	174	112	101	45	34
00	287	273	273	305	279	263	231	166	108	74	46	31
Hr Total	**1,228**	**1,241**	**1,179**	**1,216**	**1,118**	**1,114**	**1,077**	**792**	**508**	**362**	**236**	**151**

24 Hour Total:	19,471					
AM Peak Hour begins:	6:45	AM Peak Volume:	1,669	AM Peak Hour Factor:		0.96
PM Peak Hour begins:	12:30	PM Peak Volume:	1,281	PM Peak Hour Factor:		0.87

Total Volume for All Lanes

Wednesday, October 12, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	62	41	20	42	46	135	357	662	643	555	583	587
30	55	30	31	45	55	207	481	677	668	545	601	574
45	58	33	21	41	87	268	538	704	603	612	556	532
00	42	29	32	59	101	344	607	607	570	555	560	630
Hr Total	**217**	**133**	**104**	**187**	**289**	**954**	**1,983**	**2,650**	**2,484**	**2,267**	**2,300**	**2,323**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	666	678	610	724	709	670	709	558	420	306	191	127
30	589	744	651	749	704	714	643	513	361	261	190	104
45	649	611	682	705	691	702	614	467	312	278	149	89
00	653	622	683	714	683	683	566	418	327	224	125	80
Hr Total	**2,557**	**2,655**	**2,626**	**2,892**	**2,787**	**2,769**	**2,532**	**1,956**	**1,420**	**1,069**	**655**	**400**

24 Hour Total:	40,209					
AM Peak Hour begins:	6:45	AM Peak Volume:	2,650	AM Peak Hour Factor:		0.94
PM Peak Hour begins:	15:00	PM Peak Volume:	2,892	PM Peak Hour Factor:		0.97

Volume Count Report

Start Date:	October 13, 2022	Start Time:	00:00	GPS:	27.857002
Stop Date:	October 13, 2022	Stop Time:	24:00		-82.322374
City:	Riverview	County:	Hillsborough		
Location	Boyette Rd east of US 301				

Eastbound Volume

Thursday, October 13, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	49	27	16	13	7	27	67	254	395	278	250	265
30	39	23	14	11	20	46	138	284	396	254	247	296
45	33	22	17	20	29	52	159	299	332	269	289	284
00	26	25	11	22	38	69	211	285	277	249	248	329
Hr Total	**147**	**97**	**58**	**66**	**94**	**194**	**575**	**1,122**	**1,400**	**1,050**	**1,034**	**1,174**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	350	366	320	380	407	403	415	319	274	196	157	100
30	392	387	323	378	447	417	426	328	255	175	133	82
45	349	381	312	378	435	383	388	306	219	166	96	66
00	359	354	336	334	435	360	411	280	208	136	89	54
Hr Total	**1,450**	**1,488**	**1,291**	**1,470**	**1,724**	**1,563**	**1,640**	**1,233**	**956**	**673**	**475**	**302**

24 Hour Total:	21,276				
AM Peak Hour begins:	7:45	AM Peak Volume:	1,408	AM Peak Hour Factor:	0.89
PM Peak Hour begins:	16:00	PM Peak Volume:	1,724	PM Peak Hour Factor:	0.96

Westbound Volume

Thursday, October 13, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	24	11	8	19	49	111	271	431	342	338	329	263
30	16	12	6	34	54	149	356	431	351	344	319	340
45	24	13	22	39	65	208	365	341	341	351	306	311
00	14	17	12	28	78	259	392	364	310	349	272	300
Hr Total	**78**	**53**	**48**	**120**	**246**	**727**	**1,384**	**1,567**	**1,344**	**1,382**	**1,226**	**1,214**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	367	291	271	289	304	306	301	230	175	154	92	38
30	343	308	287	280	312	270	242	207	171	206	63	51
45	279	289	278	245	262	295	247	199	132	116	53	32
00	294	275	285	363	318	274	232	176	172	96	49	31
Hr Total	**1,283**	**1,163**	**1,121**	**1,177**	**1,196**	**1,145**	**1,022**	**812**	**650**	**572**	**257**	**152**

24 Hour Total:	19,939				
AM Peak Hour begins:	6:30	AM Peak Volume:	1,619	AM Peak Hour Factor:	0.94
PM Peak Hour begins:	12:00	PM Peak Volume:	1,283	PM Peak Hour Factor:	0.87

Total Volume for All Lanes

Thursday, October 13, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	73	38	24	32	56	138	338	685	737	616	579	528
30	55	35	20	45	74	195	494	715	747	598	566	636
45	57	35	39	59	94	260	524	640	673	620	595	595
00	40	42	23	50	116	328	603	649	587	598	520	629
Hr Total	**225**	**150**	**106**	**186**	**340**	**921**	**1,959**	**2,689**	**2,744**	**2,432**	**2,260**	**2,388**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	717	657	591	669	711	709	716	549	449	350	249	138
30	735	695	610	658	759	687	668	535	426	381	196	133
45	628	670	590	623	697	678	635	505	351	282	149	98
00	653	629	621	697	753	634	643	456	380	232	138	85
Hr Total	**2,733**	**2,651**	**2,412**	**2,647**	**2,920**	**2,708**	**2,662**	**2,045**	**1,606**	**1,245**	**732**	**454**

24 Hour Total:	41,215				
AM Peak Hour begins:	7:45	AM Peak Volume:	2,806	AM Peak Hour Factor:	0.94
PM Peak Hour begins:	16:00	PM Peak Volume:	2,920	PM Peak Hour Factor:	0.96

Volume Count Report

3-Day Average

Start Date:	October 11, 2022	Start Time:	00:00	GPS:	27.857002
Stop Date:	October 13, 2022	Stop Time:	24:00		-82.322374
City:	Riverview	County:	Hillsborough		
Location	Boyette Rd east of US 301				

Eastbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	47	23	16	12	10	34	74	243	374	263	262	272
30	37	23	15	15	16	44	138	283	356	265	249	282
45	38	19	13	15	24	52	170	284	290	265	270	283
00	31	21	16	17	31	66	215	290	279	253	265	305
Hr Total	**153**	**87**	**60**	**59**	**81**	**197**	**597**	**1,100**	**1,300**	**1,046**	**1,046**	**1,143**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	323	369	326	394	414	415	415	331	260	197	138	85
30	329	359	329	407	434	415	391	320	242	181	111	74
45	324	345	353	390	432	409	376	286	215	167	95	58
00	355	349	380	370	432	395	381	267	213	137	86	55
Hr Total	**1,331**	**1,422**	**1,387**	**1,560**	**1,713**	**1,635**	**1,562**	**1,204**	**930**	**682**	**430**	**272**

24 Hour Total:	20,996					
AM Peak Hour begins:	7:45	AM Peak Volume:	1,311	AM Peak Hour Factor:		0.88
PM Peak Hour begins:	16:15	PM Peak Volume:	1,714	PM Peak Hour Factor:		0.99

Westbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	18	10	8	19	40	104	281	423	323	327	319	306
30	18	11	12	27	42	162	343	423	352	313	336	328
45	20	14	15	31	63	218	384	392	361	351	302	302
00	16	13	13	35	80	260	395	363	316	328	293	312
Hr Total	**73**	**48**	**48**	**112**	**225**	**745**	**1,403**	**1,601**	**1,353**	**1,319**	**1,249**	**1,248**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	338	290	274	297	294	289	300	237	149	126	79	42
30	315	315	312	285	293	286	268	221	161	140	70	43
45	304	280	294	276	285	286	258	196	132	112	49	31
00	290	270	280	340	298	265	238	175	144	82	44	28
Hr Total	**1,248**	**1,155**	**1,160**	**1,199**	**1,170**	**1,127**	**1,063**	**830**	**586**	**460**	**243**	**144**

24 Hour Total:	19,807					
AM Peak Hour begins:	6:45	AM Peak Volume:	1,633	AM Peak Hour Factor:		0.96
PM Peak Hour begins:	12:00	PM Peak Volume:	1,248	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	66	33	24	31	50	139	355	667	698	590	581	579
30	55	34	27	42	58	206	481	706	708	579	584	610
45	58	33	28	46	87	271	554	675	651	616	572	585
00	46	34	29	52	111	326	609	653	595	581	558	617
Hr Total	**225**	**135**	**108**	**170**	**306**	**941**	**2,000**	**2,701**	**2,653**	**2,366**	**2,294**	**2,390**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	661	659	599	691	708	704	714	569	409	323	217	127
30	645	674	641	692	728	702	659	541	403	321	181	117
45	628	625	647	666	717	695	634	482	347	279	144	90
00	645	620	660	709	730	661	618	442	357	218	130	82
Hr Total	**2,579**	**2,577**	**2,547**	**2,759**	**2,883**	**2,762**	**2,626**	**2,034**	**1,516**	**1,142**	**672**	**416**

24 Hour Total:	40,803					
AM Peak Hour begins:	7:30	AM Peak Volume:	2,735	AM Peak Hour Factor:		0.97
PM Peak Hour begins:	16:00	PM Peak Volume:	2,883	PM Peak Hour Factor:		0.99

Volume Count Report

Start Date:	October 11, 2022	Start Time:	00:00	GPS:	27.853743
Stop Date:	October 11, 2022	Stop Time:	24:00		-82.341774
City:	Riverview	County:	Hillsborough		
Location	Fern Hill Drive south of Gibsonton Drive				

Northbound Volume

Tuesday, October 11, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	5	4	2	3	30	59	111	126	72	63	53
30	3	4	4	6	15	25	69	113	102	58	46	56
45	6	9	1	9	6	41	91	103	66	66	62	66
00	2	2	2	6	20	57	106	94	77	68	42	66
Hr Total	**17**	**20**	**11**	**23**	**44**	**153**	**325**	**421**	**371**	**264**	**213**	**241**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	52	52	59	79	83	89	72	53	42	24	17	4
30	59	43	56	56	67	61	86	45	21	24	12	6
45	61	50	58	90	78	61	67	39	30	18	5	12
00	37	52	76	57	63	54	50	32	27	15	9	8
Hr Total	**209**	**197**	**249**	**282**	**291**	**265**	**275**	**169**	**120**	**81**	**43**	**30**

24 Hour Total:	4,314					
AM Peak Hour begins:	7:15	AM Peak Volume:	436	AM Peak Hour Factor:	0.87	
PM Peak Hour begins:	14:45	PM Peak Volume:	301	PM Peak Hour Factor:	0.84	

Southbound Volume

Tuesday, October 11, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	9	3	4	2	9	20	48	38	33	38	30
30	9	2	6	2	3	8	27	58	43	35	32	39
45	9	4	4	8	4	12	56	76	45	25	25	41
00	5	2	4	1	4	28	74	49	34	37	40	47
Hr Total	**30**	**17**	**17**	**15**	**13**	**57**	**177**	**231**	**160**	**130**	**135**	**157**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	58	48	31	73	98	95	117	81	51	46	17	13
30	51	54	78	70	112	108	115	65	47	42	20	13
45	41	51	61	73	93	72	107	51	42	35	13	8
00	40	49	70	89	113	95	100	56	38	25	19	17
Hr Total	**190**	**202**	**240**	**305**	**416**	**370**	**439**	**253**	**178**	**148**	**69**	**51**

24 Hour Total:	4,000					
AM Peak Hour begins:	6:45	AM Peak Volume:	256	AM Peak Hour Factor:	0.84	
PM Peak Hour begins:	18:00	PM Peak Volume:	439	PM Peak Hour Factor:	0.94	

Total Volume for All Lanes

Tuesday, October 11, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	14	7	6	5	39	79	159	164	105	101	83
30	12	6	10	8	18	33	96	171	145	93	78	95
45	15	13	5	17	10	53	147	179	111	91	87	107
00	7	4	6	7	24	85	180	143	111	105	82	113
Hr Total	**47**	**37**	**28**	**38**	**57**	**210**	**502**	**652**	**531**	**394**	**348**	**398**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	110	100	90	152	181	184	189	134	93	70	34	17
30	110	97	134	126	179	169	201	110	68	66	32	19
45	102	101	119	163	171	133	174	90	72	53	18	20
00	77	101	146	146	176	149	150	88	65	40	28	25
Hr Total	**399**	**399**	**489**	**587**	**707**	**635**	**714**	**422**	**298**	**229**	**112**	**81**

24 Hour Total:	8,314					
AM Peak Hour begins:	6:45	AM Peak Volume:	689	AM Peak Hour Factor:	0.96	
PM Peak Hour begins:	18:00	PM Peak Volume:	714	PM Peak Hour Factor:	0.89	

Volume Count Report

Start Date:	October 12, 2022	Start Time:	00:00	GPS:	27.853743
Stop Date:	October 12, 2022	Stop Time:	24:00		-82.341774
City:	Riverview	County:	Hillsborough		
Location	Fern Hill Drive south of Gibsonton Drive				

Northbound Volume

Wednesday, October 12, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	2	2	4	8	18	56	92	118	105	52	53
30	6	2	2	5	8	33	73	107	102	107	57	53
45	6	4	5	6	12	41	85	97	109	71	42	61
00	3	2	4	5	19	47	98	98	121	52	57	48
Hr Total	**22**	**10**	**13**	**20**	**47**	**139**	**312**	**394**	**450**	**335**	**208**	**215**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	50	45	59	78	85	84	46	49	36	19	14	16
30	73	61	52	83	66	61	47	43	34	33	16	4
45	63	62	59	88	76	73	58	47	24	26	10	11
00	46	47	59	73	77	69	55	28	19	16	9	4
Hr Total	**232**	**215**	**229**	**322**	**304**	**287**	**206**	**167**	**113**	**94**	**49**	**35**

24 Hour Total:	4,418				
AM Peak Hour begins:	8:00	AM Peak Volume:	450	AM Peak Hour Factor:	0.93
PM Peak Hour begins:	15:15	PM Peak Volume:	329	PM Peak Hour Factor:	0.93

Southbound Volume

Wednesday, October 12, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	6	6	3	2	10	22	46	44	28	33	23
30	8	5	3	1	2	9	27	54	30	15	32	42
45	8	3	3	3	5	13	37	57	33	34	36	40
00	5	6	2	7	11	26	56	54	29	25	32	50
Hr Total	**33**	**20**	**14**	**14**	**20**	**58**	**142**	**211**	**136**	**102**	**133**	**155**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	46	51	65	77	106	88	96	89	51	43	19	16
30	61	51	68	68	93	106	99	80	44	33	26	12
45	50	63	73	85	110	105	79	57	47	38	14	16
00	55	52	66	103	90	106	88	55	45	24	17	14
Hr Total	**212**	**217**	**272**	**333**	**399**	**405**	**362**	**281**	**187**	**138**	**76**	**58**

24 Hour Total:	3,978				
AM Peak Hour begins:	6:45	AM Peak Volume:	213	AM Peak Hour Factor:	0.93
PM Peak Hour begins:	17:15	PM Peak Volume:	413	PM Peak Hour Factor:	0.97

Total Volume for All Lanes

Wednesday, October 12, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	19	8	8	7	10	28	78	138	162	133	85	76
30	14	7	5	6	10	42	100	161	132	122	89	95
45	14	7	8	9	17	54	122	154	142	105	78	101
00	8	8	6	12	30	73	154	152	150	77	89	98
Hr Total	**55**	**30**	**27**	**34**	**67**	**197**	**454**	**605**	**586**	**437**	**341**	**370**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	96	96	124	155	191	172	142	138	87	62	33	32
30	134	112	120	151	159	167	146	123	78	66	42	16
45	113	125	132	173	186	178	137	104	71	64	24	27
00	101	99	125	176	167	175	143	83	64	40	26	18
Hr Total	**444**	**432**	**501**	**655**	**703**	**692**	**568**	**448**	**300**	**232**	**125**	**93**

24 Hour Total:	8,396				
AM Peak Hour begins:	7:15	AM Peak Volume:	629	AM Peak Hour Factor:	0.97
PM Peak Hour begins:	15:45	PM Peak Volume:	712	PM Peak Hour Factor:	0.93

Volume Count Report

Start Date:	October 13, 2022	Start Time:	00:00	GPS:	27.853743
Stop Date:	October 13, 2022	Stop Time:	24:00		-82.341774
City:	Riverview	County:	Hillsborough		
Location	Fern Hill Drive south of Gibsonton Drive				

Northbound Volume

Thursday, October 13, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	4	5	3	11	19	57	99	115	57	47	63
30	2	2	4	5	4	37	64	99	97	53	70	67
45	4	7	3	14	5	60	89	105	69	72	62	78
00	3	3	4	5	24	42	100	101	59	84	57	63
Hr Total	**17**	**16**	**16**	**27**	**44**	**158**	**310**	**404**	**340**	**266**	**236**	**271**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	66	52	61	71	97	76	52	47	21	22	11	16
30	62	60	63	84	110	78	59	40	41	41	16	9
45	51	52	84	112	83	82	48	45	24	15	12	7
00	57	44	84	98	98	59	46	44	22	19	5	8
Hr Total	**236**	**208**	**292**	**365**	**388**	**295**	**205**	**176**	**108**	**97**	**44**	**40**

24 Hour Total:	4,559					
AM Peak Hour begins:	7:15	AM Peak Volume:	420	AM Peak Hour Factor:	0.91	
PM Peak Hour begins:	15:30	PM Peak Volume:	417	PM Peak Hour Factor:	0.93	

Southbound Volume

Thursday, October 13, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	4	2	3	5	11	22	45	51	46	33	37
30	8	6	7	5	3	5	33	57	48	31	31	40
45	5	1	3	3	7	11	41	52	32	32	27	38
00	18	6	2	4	9	27	53	59	36	39	35	41
Hr Total	**38**	**17**	**14**	**15**	**24**	**54**	**149**	**213**	**167**	**148**	**126**	**156**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	45	54	46	75	76	117	102	65	64	29	23	11
30	37	57	70	68	111	133	102	69	55	38	21	21
45	51	44	61	84	108	104	90	56	50	38	19	13
00	71	62	80	67	117	137	85	54	46	30	19	14
Hr Total	**204**	**217**	**257**	**294**	**412**	**491**	**379**	**244**	**215**	**135**	**82**	**59**

24 Hour Total:	4,110					
AM Peak Hour begins:	7:15	AM Peak Volume:	219	AM Peak Hour Factor:	0.93	
PM Peak Hour begins:	17:00	PM Peak Volume:	491	PM Peak Hour Factor:	0.90	

Total Volume for All Lanes

Thursday, October 13, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	8	7	6	16	30	79	144	166	103	80	100
30	10	8	11	10	7	42	97	156	145	84	101	107
45	9	8	6	17	12	71	130	157	101	104	89	116
00	21	9	6	9	33	69	153	160	95	123	92	104
Hr Total	**55**	**33**	**30**	**42**	**68**	**212**	**459**	**617**	**507**	**414**	**362**	**427**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	111	106	107	146	173	193	154	112	85	51	34	27
30	99	117	133	152	221	211	161	109	96	79	37	30
45	102	96	145	196	191	186	138	101	74	53	31	20
00	128	106	164	165	215	196	131	98	68	49	24	22
Hr Total	**440**	**425**	**549**	**659**	**800**	**786**	**584**	**420**	**323**	**232**	**126**	**99**

24 Hour Total:	8,669					
AM Peak Hour begins:	7:15	AM Peak Volume:	639	AM Peak Hour Factor:	0.96	
PM Peak Hour begins:	16:15	PM Peak Volume:	820	PM Peak Hour Factor:	0.93	

Volume Count Report

3-Day Average

Start Date:	October 11, 2022	Start Time:	00:00	GPS:	27.853743
Stop Date:	October 13, 2022	Stop Time:	24:00		-82.341774
City:	Riverview	County:	Hillsborough		
Location	Fern Hill Drive south of Gibsonton Drive				

Northbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	4	4	3	7	22	57	101	120	78	54	56
30	4	3	3	5	9	32	69	106	100	73	58	59
45	5	7	3	10	8	47	88	102	81	70	55	68
00	3	2	3	5	21	49	101	98	86	68	52	59
Hr Total	**19**	**15**	**13**	**23**	**45**	**150**	**316**	**406**	**387**	**288**	**219**	**242**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	56	50	60	76	88	83	57	50	33	22	14	12
30	65	55	57	74	81	67	64	43	32	33	15	6
45	58	55	67	97	79	72	58	44	26	20	9	10
00	47	48	73	76	79	61	50	35	23	17	8	7
Hr Total	**226**	**207**	**257**	**323**	**328**	**282**	**229**	**171**	**114**	**91**	**45**	**35**

24 Hour Total:	4,430					
AM Peak Hour begins:	7:15	AM Peak Volume:	425	AM Peak Hour Factor:		0.89
PM Peak Hour begins:	15:30	PM Peak Volume:	342	PM Peak Hour Factor:		0.88

Southbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	6	4	3	3	10	21	46	44	36	35	30
30	8	4	5	3	3	7	29	56	40	27	32	40
45	7	3	3	5	5	12	45	62	37	30	29	40
00	9	5	3	4	8	27	61	54	33	34	36	46
Hr Total	**34**	**18**	**15**	**15**	**19**	**56**	**156**	**218**	**154**	**127**	**131**	**156**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	50	51	47	75	93	100	105	78	55	39	20	13
30	50	54	72	69	105	116	105	71	49	38	22	15
45	47	53	65	81	104	94	92	55	46	37	15	12
00	55	54	72	86	107	113	91	55	43	26	18	15
Hr Total	**202**	**212**	**256**	**311**	**409**	**422**	**393**	**259**	**193**	**140**	**76**	**56**

24 Hour Total:	4,029					
AM Peak Hour begins:	6:45	AM Peak Volume:	225	AM Peak Hour Factor:		0.91
PM Peak Hour begins:	17:15	PM Peak Volume:	427	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	16	10	7	6	10	32	79	147	164	114	89	86
30	12	7	9	8	12	39	98	163	141	100	89	99
45	13	9	6	14	13	59	133	163	118	100	85	108
00	12	7	6	9	29	76	162	152	119	102	88	105
Hr Total	**52**	**33**	**28**	**38**	**64**	**206**	**472**	**625**	**541**	**415**	**350**	**398**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	106	101	107	151	182	183	162	128	88	61	34	25
30	114	109	129	143	186	182	169	114	81	70	37	22
45	106	107	132	177	183	166	150	98	72	57	24	22
00	102	102	145	162	186	173	141	90	66	43	26	22
Hr Total	**428**	**419**	**513**	**634**	**737**	**704**	**622**	**430**	**307**	**231**	**121**	**91**

24 Hour Total:	8,460					
AM Peak Hour begins:	7:15	AM Peak Volume:	642	AM Peak Hour Factor:		0.98
PM Peak Hour begins:	16:15	PM Peak Volume:	738	PM Peak Hour Factor:		0.99

Volume Count Report

Start Date:	October 11, 2022	Start Time:	00:00	GPS:	NB 27.855330 -82.340508
Stop Date:	October 11, 2022	Stop Time:	24:00		SB 27.855656 -82.340718
City:	Riverview	County:	Hillsborough		
Location	Fern Hill Drive north of Gibsonton Drive				

Northbound Volume

Tuesday, October 11, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	3	0	1	2	5	17	16	28	28	19	17
30	4	1	0	4	5	1	10	20	27	14	20	17
45	4	2	1	1	1	6	10	25	9	7	23	20
00	2	3	0	4	15	12	13	8	13	23	26	26
Hr Total	**13**	**9**	**1**	**10**	**23**	**24**	**50**	**69**	**77**	**72**	**88**	**80**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	21	17	19	33	27	26	33	20	24	9	14	8
30	20	29	16	16	30	19	30	24	24	6	7	3
45	28	23	21	20	29	24	32	33	26	8	5	5
00	26	24	22	27	28	32	26	19	18	9	11	4
Hr Total	**95**	**93**	**78**	**96**	**114**	**101**	**121**	**96**	**92**	**32**	**37**	**20**

24 Hour Total:	1,491				
AM Peak Hour begins:	7:30	AM Peak Volume:	88	AM Peak Hour Factor:	0.79
PM Peak Hour begins:	17:45	PM Peak Volume:	127	PM Peak Hour Factor:	0.96

Southbound Volume

Tuesday, October 11, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	0	0	2	2	7	29	42	31	36	25	36
30	7	2	3	3	2	12	37	41	41	34	36	38
45	1	3	0	2	5	9	37	64	55	33	24	37
00	1	0	0	2	4	32	58	45	26	31	27	32
Hr Total	**14**	**5**	**3**	**9**	**13**	**60**	**161**	**192**	**153**	**134**	**112**	**143**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	42	38	37	33	43	36	46	31	26	18	9	4
30	31	32	34	39	56	31	45	29	31	17	12	9
45	33	29	42	42	46	24	39	43	32	7	9	4
00	52	34	41	43	34	36	45	33	27	15	11	6
Hr Total	**158**	**133**	**154**	**157**	**179**	**127**	**175**	**136**	**116**	**57**	**41**	**23**

24 Hour Total:	2,455				
AM Peak Hour begins:	6:45	AM Peak Volume:	205	AM Peak Hour Factor:	0.80
PM Peak Hour begins:	15:45	PM Peak Volume:	188	PM Peak Hour Factor:	0.84

Total Volume for All Lanes

Tuesday, October 11, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	3	0	3	4	12	46	58	59	64	44	53
30	11	3	3	7	7	13	47	61	68	48	56	55
45	5	5	1	3	6	15	47	89	64	40	47	57
00	3	3	0	6	19	44	71	53	39	54	53	58
Hr Total	**27**	**14**	**4**	**19**	**36**	**84**	**211**	**261**	**230**	**206**	**200**	**223**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	63	55	56	66	70	62	79	51	50	27	23	12
30	51	61	50	55	86	50	75	53	55	23	19	12
45	61	52	63	62	75	48	71	76	58	15	14	9
00	78	58	63	70	62	68	71	52	45	24	22	10
Hr Total	**253**	**226**	**232**	**253**	**293**	**228**	**296**	**232**	**208**	**89**	**78**	**43**

24 Hour Total:	3,946				
AM Peak Hour begins:	6:45	AM Peak Volume:	279	AM Peak Hour Factor:	0.78
PM Peak Hour begins:	15:45	PM Peak Volume:	301	PM Peak Hour Factor:	0.88

Volume Count Report

Start Date:	October 12, 2022	Start Time:	00:00	GPS:	NB 27.855330 -82.340508
Stop Date:	October 12, 2022	Stop Time:	24:00		SB 27.855656 -82.340718
City:	Riverview	County:	Hillsborough		
Location	Fern Hill Drive north of Gibsonton Drive				

Northbound Volume

Wednesday, October 12, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	2	6	0	2	8	16	15	14	24	16	20
30	5	2	5	1	4	4	7	26	19	12	17	20
45	3	5	2	0	8	4	25	16	11	20	17	27
00	2	0	3	4	10	7	14	15	2	20	24	16
Hr Total	**12**	**9**	**16**	**5**	**24**	**23**	**62**	**72**	**46**	**76**	**74**	**83**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	26	29	12	28	28	30	23	40	19	13	3	8
30	25	26	20	27	28	22	29	32	20	11	10	1
45	21	22	34	29	26	36	22	31	10	11	8	3
00	22	24	11	20	21	19	28	22	14	11	9	2
Hr Total	**94**	**101**	**77**	**104**	**103**	**107**	**102**	**125**	**63**	**46**	**30**	**14**

24 Hour Total:	1,468					
AM Peak Hour begins:	11:30	AM Peak Volume:	94	AM Peak Hour Factor:	0.87	
PM Peak Hour begins:	18:45	PM Peak Volume:	131	PM Peak Hour Factor:	0.82	

Southbound Volume

Wednesday, October 12, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	0	1	5	2	9	38	37	37	38	36	28
30	2	4	4	2	5	11	35	48	29	38	32	28
45	2	1	8	3	2	14	40	47	38	44	38	34
00	3	0	1	1	3	22	48	27	43	35	31	52
Hr Total	**11**	**5**	**14**	**11**	**12**	**56**	**161**	**159**	**147**	**155**	**137**	**142**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	43	36	42	46	42	40	35	32	30	12	4	8
30	50	33	38	48	38	43	31	39	23	18	12	5
45	34	51	50	52	49	40	37	38	20	15	11	2
00	44	34	33	42	31	50	43	33	9	5	6	4
Hr Total	**171**	**154**	**163**	**188**	**160**	**173**	**146**	**142**	**82**	**50**	**33**	**19**

24 Hour Total:	2,491					
AM Peak Hour begins:	6:45	AM Peak Volume:	180	AM Peak Hour Factor:	0.94	
PM Peak Hour begins:	15:00	PM Peak Volume:	188	PM Peak Hour Factor:	0.90	

Total Volume for All Lanes

Wednesday, October 12, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	2	7	5	4	17	54	52	51	62	52	48
30	7	6	9	3	9	15	42	74	48	50	49	48
45	5	6	10	3	10	18	65	63	49	64	55	61
00	5	0	4	5	13	29	62	42	45	55	55	68
Hr Total	**23**	**14**	**30**	**16**	**36**	**79**	**223**	**231**	**193**	**231**	**211**	**225**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	69	65	54	74	70	70	58	72	49	25	7	16
30	75	59	58	75	66	65	60	71	43	29	22	6
45	55	73	84	81	75	76	59	69	30	26	19	5
00	66	58	44	62	52	69	71	55	23	16	15	6
Hr Total	**265**	**255**	**240**	**292**	**263**	**280**	**248**	**267**	**145**	**96**	**63**	**33**

24 Hour Total:	3,959					
AM Peak Hour begins:	11:30	AM Peak Volume:	273	AM Peak Hour Factor:	0.91	
PM Peak Hour begins:	15:00	PM Peak Volume:	292	PM Peak Hour Factor:	0.90	

Volume Count Report

Start Date:	October 13, 2022	Start Time:	00:00	GPS:	NB 27.855330 -82.340508
Stop Date:	October 13, 2022	Stop Time:	24:00		SB 27.855656 -82.340718
City:	Riverview	County:	Hillsborough		
Location	Fern Hill Drive north of Gibsonton Drive				

Northbound Volume

Thursday, October 13, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	3	0	2	3	6	6	29	20	23	18	13
30	7	2	2	2	3	4	11	13	20	20	19	28
45	0	2	2	0	3	5	11	9	9	22	15	18
00	2	3	2	0	13	8	8	20	19	25	24	25
Hr Total	**13**	**10**	**6**	**4**	**22**	**23**	**36**	**71**	**68**	**90**	**76**	**84**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	14	15	25	31	34	23	32	19	22	17	9	7
30	27	23	14	23	26	15	33	39	20	11	9	6
45	24	14	27	16	18	23	31	21	21	17	11	7
00	35	21	26	32	25	26	38	31	17	14	6	0
Hr Total	**100**	**73**	**92**	**102**	**103**	**87**	**134**	**110**	**80**	**59**	**35**	**20**

24 Hour Total:	1,498				
AM Peak Hour begins:	9:00	AM Peak Volume:	90	AM Peak Hour Factor:	0.90
PM Peak Hour begins:	18:00	PM Peak Volume:	134	PM Peak Hour Factor:	0.88

Southbound Volume

Thursday, October 13, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	4	1	2	3	6	24	44	33	54	34	27
30	8	4	0	2	3	16	32	44	44	41	40	41
45	1	0	5	4	2	25	38	42	48	51	37	37
00	1	1	1	2	1	26	36	32	29	37	30	35
Hr Total	**13**	**9**	**7**	**10**	**9**	**73**	**130**	**162**	**154**	**183**	**141**	**140**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	34	41	27	54	40	33	24	35	29	20	16	8
30	36	43	35	40	45	46	43	26	37	18	14	8
45	38	46	35	30	40	31	49	35	16	16	10	7
00	45	38	35	44	41	42	47	33	19	10	5	3
Hr Total	**153**	**168**	**132**	**168**	**166**	**152**	**163**	**129**	**101**	**64**	**45**	**26**

24 Hour Total:	2,498				
AM Peak Hour begins:	9:00	AM Peak Volume:	183	AM Peak Hour Factor:	0.85
PM Peak Hour begins:	12:45	PM Peak Volume:	175	PM Peak Hour Factor:	0.95

Total Volume for All Lanes

Thursday, October 13, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	7	1	4	6	12	30	73	53	77	52	40
30	15	6	2	4	6	20	43	57	64	61	59	69
45	1	2	7	4	5	30	49	51	57	73	52	55
00	3	4	3	2	14	34	44	52	48	62	54	60
Hr Total	**26**	**19**	**13**	**14**	**31**	**96**	**166**	**233**	**222**	**273**	**217**	**224**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	48	56	52	85	74	56	56	54	51	37	25	15
30	63	66	49	63	71	61	76	65	57	29	23	14
45	62	60	62	46	58	54	80	56	37	33	21	14
00	80	59	61	76	66	68	85	64	36	24	11	3
Hr Total	**253**	**241**	**224**	**270**	**269**	**239**	**297**	**239**	**181**	**123**	**80**	**46**

24 Hour Total:	3,996				
AM Peak Hour begins:	9:00	AM Peak Volume:	273	AM Peak Hour Factor:	0.89
PM Peak Hour begins:	18:00	PM Peak Volume:	297	PM Peak Hour Factor:	0.87

Volume Count Report

3-Day Average

Start Date:	October 11, 2022	Start Time:	00:00	GPS:	NB 27.855330 -82.340508
Stop Date:	October 13, 2022	Stop Time:	24:00		SB 27.855656 -82.340718
City:	Riverview	County:	Hillsborough		
Location	Fern Hill Drive north of Gibsonton Drive				

Northbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	3	2	1	2	6	13	20	21	25	18	17
30	5	2	2	2	4	3	9	20	22	15	19	22
45	2	3	2	0	4	5	15	17	10	16	18	22
00	2	2	2	3	13	9	12	14	11	23	25	22
Hr Total	**13**	**9**	**8**	**6**	**23**	**23**	**49**	**71**	**64**	**79**	**79**	**82**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	20	20	19	31	30	26	29	26	22	13	9	8
30	24	26	17	22	28	19	31	32	21	9	9	3
45	24	20	27	22	24	28	28	28	19	12	8	5
00	28	23	20	26	25	26	31	24	16	11	9	2
Hr Total	**96**	**89**	**82**	**101**	**107**	**98**	**119**	**110**	**78**	**46**	**34**	**18**

24 Hour Total:	1,486					
AM Peak Hour begins:	11:30	AM Peak Volume:	88	AM Peak Hour Factor:	0.92	
PM Peak Hour begins:	18:00	PM Peak Volume:	119	PM Peak Hour Factor:	0.97	

Southbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	1	1	3	2	7	30	41	34	43	32	30
30	6	3	2	2	3	13	35	44	38	38	36	36
45	1	1	4	3	3	16	38	51	47	43	33	36
00	2	0	1	2	3	27	47	35	33	34	29	40
Hr Total	**13**	**6**	**8**	**10**	**11**	**63**	**151**	**171**	**151**	**157**	**130**	**142**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	40	38	35	44	42	36	35	33	28	17	10	7
30	39	36	36	42	46	40	40	31	30	18	13	7
45	35	42	42	41	45	32	42	39	23	13	10	4
00	47	35	36	43	35	43	45	33	18	10	7	4
Hr Total	**161**	**152**	**150**	**171**	**168**	**151**	**161**	**136**	**100**	**57**	**40**	**23**

24 Hour Total:	2,481					
AM Peak Hour begins:	6:45	AM Peak Volume:	184	AM Peak Hour Factor:	0.90	
PM Peak Hour begins:	15:45	PM Peak Volume:	176	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	7	4	3	4	5	14	43	61	54	68	49	47
30	11	5	5	5	7	16	44	64	60	53	55	57
45	4	4	6	3	7	21	54	68	57	59	51	58
00	4	2	2	4	15	36	59	49	44	57	54	62
Hr Total	**25**	**16**	**16**	**16**	**34**	**86**	**200**	**242**	**215**	**237**	**209**	**224**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	60	59	54	75	71	63	64	59	50	30	18	14
30	63	62	52	64	74	59	70	63	52	27	21	11
45	59	62	70	63	69	59	70	67	42	25	18	9
00	75	58	56	69	60	68	76	57	35	21	16	6
Hr Total	**257**	**241**	**232**	**272**	**275**	**249**	**280**	**246**	**178**	**103**	**74**	**41**

24 Hour Total:	3,967					
AM Peak Hour begins:	6:45	AM Peak Volume:	252	AM Peak Hour Factor:	0.93	
PM Peak Hour begins:	15:45	PM Peak Volume:	284	PM Peak Hour Factor:	0.96	

Volume Count Report

Start Date:	October 11, 2022	Start Time:	00:00	GPS:	NB 27.856274 -82.333320
Stop Date:	October 11, 2022	Stop Time:	24:00		SB 27.856266 -82.333496
City:	Riverview	County:	Hillsborough		
Location	Mathog Road south of Gibsonton Drive				

Northbound Volume

Tuesday, October 11, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	1	12	80	105	33	25	27
30	2	0	0	0	1	6	18	74	88	22	27	27
45	0	0	0	0	0	3	25	70	41	28	29	26
00	0	0	0	0	3	8	62	99	21	19	20	26
Hr Total	**2**	**0**	**0**	**0**	**4**	**18**	**117**	**323**	**255**	**102**	**101**	**106**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	24	30	21	84	26	34	18	16	12	2	0	2
30	32	27	22	41	23	26	20	12	5	5	3	3
45	28	29	30	81	25	28	18	11	6	3	3	1
00	17	13	30	52	38	18	19	13	6	3	1	1
Hr Total	**101**	**99**	**103**	**258**	**112**	**106**	**75**	**52**	**29**	**13**	**7**	**7**

24 Hour Total:	1,990					
AM Peak Hour begins:	7:30	AM Peak Volume:	362	AM Peak Hour Factor:	0.86	
PM Peak Hour begins:	15:00	PM Peak Volume:	258	PM Peak Hour Factor:	0.77	

Southbound Volume

Tuesday, October 11, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	1	29	108	14	14	17
30	1	0	0	0	0	2	0	37	63	24	24	29
45	0	0	0	0	0	4	9	44	30	14	15	19
00	0	0	1	0	2	2	16	53	22	22	18	26
Hr Total	**1**	**0**	**1**	**0**	**2**	**8**	**26**	**163**	**223**	**74**	**71**	**91**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	20	31	23	54	65	56	65	19	8	6	0	0
30	26	23	37	90	78	71	61	20	12	5	4	3
45	20	21	36	64	69	73	77	12	8	3	1	3
00	21	27	62	61	92	25	70	13	9	1	1	1
Hr Total	**87**	**102**	**158**	**269**	**304**	**225**	**273**	**64**	**37**	**15**	**6**	**7**

24 Hour Total:	2,207					
AM Peak Hour begins:	7:30	AM Peak Volume:	268	AM Peak Hour Factor:	0.62	
PM Peak Hour begins:	16:00	PM Peak Volume:	304	PM Peak Hour Factor:	0.83	

Total Volume for All Lanes

Tuesday, October 11, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	1	13	109	213	47	39	44
30	3	0	0	0	1	8	18	111	151	46	51	56
45	0	0	0	0	0	7	34	114	71	42	44	45
00	0	0	1	0	5	10	78	152	43	41	38	52
Hr Total	**3**	**0**	**1**	**0**	**6**	**26**	**143**	**486**	**478**	**176**	**172**	**197**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	44	61	44	138	91	90	83	35	20	8	0	2
30	58	50	59	131	101	97	81	32	17	10	7	6
45	48	50	66	145	94	101	95	23	14	6	4	4
00	38	40	92	113	130	43	89	26	15	4	2	2
Hr Total	**188**	**201**	**261**	**527**	**416**	**331**	**348**	**116**	**66**	**28**	**13**	**14**

24 Hour Total:	4,197					
AM Peak Hour begins:	7:30	AM Peak Volume:	630	AM Peak Hour Factor:	0.74	
PM Peak Hour begins:	15:00	PM Peak Volume:	527	PM Peak Hour Factor:	0.91	

Volume Count Report

Start Date:	October 12, 2022	Start Time:	00:00	GPS:	NB 27.856274 -82.333320
Stop Date:	October 12, 2022	Stop Time:	24:00		SB 27.856266 -82.333496
City:	Riverview	County:	Hillsborough		
Location	Mathog Road south of Gibsonton Drive				

Northbound Volume

Wednesday, October 12, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	0	1	3	18	64	104	59	14	37
30	1	0	0	0	1	4	22	81	100	44	19	23
45	1	1	0	2	0	2	27	79	65	17	27	24
00	2	0	0	1	5	3	54	91	61	27	23	26
Hr Total	**5**	**1**	**0**	**3**	**7**	**12**	**121**	**315**	**330**	**147**	**83**	**110**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	23	38	25	78	39	38	17	12	15	8	2	0
30	16	14	27	34	36	33	22	12	6	6	1	4
45	25	31	27	91	34	26	17	9	7	10	4	0
00	27	18	42	35	40	24	18	6	5	1	4	1
Hr Total	**91**	**101**	**121**	**238**	**149**	**121**	**74**	**39**	**33**	**25**	**11**	**5**

24 Hour Total:	2,142					
AM Peak Hour begins:	7:30	AM Peak Volume:	374	AM Peak Hour Factor:	0.90	
PM Peak Hour begins:	14:45	PM Peak Volume:	245	PM Peak Hour Factor:	0.67	

Southbound Volume

Wednesday, October 12, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	1	4	18	84	18	11	17
30	4	0	3	0	0	2	6	25	72	15	17	23
45	0	1	0	0	0	3	5	48	40	14	19	24
00	0	0	0	0	2	3	19	68	29	31	22	23
Hr Total	**4**	**1**	**3**	**0**	**2**	**9**	**34**	**159**	**225**	**78**	**69**	**87**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	32	17	27	65	65	67	54	21	9	3	2	0
30	25	15	43	86	77	68	39	16	6	6	1	1
45	26	26	34	52	63	74	13	12	13	5	1	4
00	20	17	61	86	61	90	14	15	10	2	2	0
Hr Total	**103**	**75**	**165**	**289**	**266**	**299**	**120**	**64**	**38**	**16**	**6**	**5**

24 Hour Total:	2,117					
AM Peak Hour begins:	7:30	AM Peak Volume:	272	AM Peak Hour Factor:	0.81	
PM Peak Hour begins:	17:00	PM Peak Volume:	299	PM Peak Hour Factor:	0.83	

Total Volume for All Lanes

Wednesday, October 12, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	0	1	4	22	82	188	77	25	54
30	5	0	3	0	1	6	28	106	172	59	36	46
45	1	2	0	2	0	5	32	127	105	31	46	48
00	2	0	0	1	7	6	73	159	90	58	45	49
Hr Total	**9**	**2**	**3**	**3**	**9**	**21**	**155**	**474**	**555**	**225**	**152**	**197**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	55	55	52	143	104	105	71	33	24	11	4	0
30	41	29	70	120	113	101	61	28	12	12	2	5
45	51	57	61	143	97	100	30	21	20	15	5	4
00	47	35	103	121	101	114	32	21	15	3	6	1
Hr Total	**194**	**176**	**286**	**527**	**415**	**420**	**194**	**103**	**71**	**41**	**17**	**10**

24 Hour Total:	4,259					
AM Peak Hour begins:	7:30	AM Peak Volume:	646	AM Peak Hour Factor:	0.86	
PM Peak Hour begins:	15:00	PM Peak Volume:	527	PM Peak Hour Factor:	0.92	

Volume Count Report

Start Date:	October 13, 2022	Start Time:	00:00	GPS:	NB 27.856274 -82.333320
Stop Date:	October 13, 2022	Stop Time:	24:00		SB 27.856266 -82.333496
City:	Riverview	County:	Hillsborough		
Location	Mathog Road south of Gibsonton Drive				

Northbound Volume

Thursday, October 13, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	2	0	1	0	4	14	89	115	24	26	28
30	2	0	0	0	3	4	13	73	79	18	21	20
45	2	0	0	2	2	3	25	56	50	15	18	25
00	2	1	0	2	3	7	53	89	33	18	20	18
Hr Total	**9**	**3**	**0**	**5**	**8**	**18**	**105**	**307**	**277**	**75**	**85**	**91**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	25	21	27	67	40	25	10	10	6	5	6	2
30	23	26	27	42	26	23	12	14	11	5	4	1
45	21	14	33	84	27	29	14	16	8	3	6	2
00	23	22	36	43	26	17	15	16	7	3	3	2
Hr Total	**92**	**83**	**123**	**236**	**119**	**94**	**51**	**56**	**32**	**16**	**19**	**7**

24 Hour Total:	1,911					
AM Peak Hour begins:	7:30	AM Peak Volume:	339	AM Peak Hour Factor:	0.74	
PM Peak Hour begins:	15:00	PM Peak Volume:	236	PM Peak Hour Factor:	0.70	

Southbound Volume

Thursday, October 13, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	2	0	0	0	5	28	89	21	14	22
30	1	0	0	0	0	2	2	41	79	16	7	31
45	0	0	0	0	0	1	7	40	28	17	15	14
00	1	1	0	1	0	1	17	71	29	22	20	16
Hr Total	**3**	**1**	**2**	**1**	**0**	**4**	**31**	**180**	**225**	**76**	**56**	**83**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	14	17	26	82	76	61	67	34	7	5	1	0
30	18	17	31	68	71	69	56	25	7	11	2	0
45	18	19	61	91	66	75	47	17	13	1	1	2
00	25	16	85	31	80	64	41	12	6	4	1	2
Hr Total	**75**	**69**	**203**	**272**	**293**	**269**	**211**	**88**	**33**	**21**	**5**	**4**

24 Hour Total:	2,205					
AM Peak Hour begins:	7:30	AM Peak Volume:	279	AM Peak Hour Factor:	0.78	
PM Peak Hour begins:	14:45	PM Peak Volume:	326	PM Peak Hour Factor:	0.90	

Total Volume for All Lanes

Thursday, October 13, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	2	2	1	0	4	19	117	204	45	40	50
30	3	0	0	0	3	6	15	114	158	34	28	51
45	2	0	0	2	2	4	32	96	78	32	33	39
00	3	2	0	3	3	8	70	160	62	40	40	34
Hr Total	**12**	**4**	**2**	**6**	**8**	**22**	**136**	**487**	**502**	**151**	**141**	**174**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	39	38	53	149	116	86	77	44	13	10	7	2
30	41	43	58	110	97	92	68	39	18	16	6	1
45	39	33	94	175	93	104	61	33	21	4	7	4
00	48	38	121	74	106	81	56	28	13	7	4	4
Hr Total	**167**	**152**	**326**	**508**	**412**	**363**	**262**	**144**	**65**	**37**	**24**	**11**

24 Hour Total:	4,116					
AM Peak Hour begins:	7:30	AM Peak Volume:	618	AM Peak Hour Factor:	0.76	
PM Peak Hour begins:	14:45	PM Peak Volume:	555	PM Peak Hour Factor:	0.79	

Volume Count Report

3-Day Average

Start Date:	October 11, 2022	Start Time:	00:00	GPS:	NB 27.856274 -82.333320
Stop Date:	October 13, 2022	Stop Time:	24:00		SB 27.856266 -82.333496
City:	Riverview	County:	Hillsborough		
Location	Mathog Road south of Gibsonton Drive				

Northbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	0	0	0	3	15	78	108	39	22	31
30	2	0	0	0	2	5	18	76	89	28	22	23
45	1	0	0	1	1	3	26	68	52	20	25	25
00	1	0	0	1	4	6	56	93	38	21	21	23
Hr Total	**5**	**1**	**0**	**3**	**6**	**16**	**114**	**315**	**287**	**108**	**90**	**102**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	24	30	24	76	35	32	15	13	11	5	3	1
30	24	22	25	39	28	27	18	13	7	5	3	3
45	25	25	30	85	29	28	16	12	7	5	4	1
00	22	18	36	43	35	20	17	12	6	2	3	1
Hr Total	**95**	**94**	**116**	**244**	**127**	**107**	**67**	**49**	**31**	**18**	**12**	**6**

24 Hour Total:	2,014					
AM Peak Hour begins:	7:30	AM Peak Volume:	358	AM Peak Hour Factor:	0.83	
PM Peak Hour begins:	15:00	PM Peak Volume:	244	PM Peak Hour Factor:	0.71	

Southbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	1	0	0	0	3	25	94	18	13	19
30	2	0	1	0	0	2	3	34	71	18	16	28
45	0	0	0	0	0	3	7	44	33	15	16	19
00	0	0	0	0	1	2	17	64	27	25	20	22
Hr Total	**3**	**1**	**2**	**0**	**1**	**7**	**30**	**167**	**224**	**76**	**65**	**87**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	22	22	25	67	69	61	62	25	8	5	1	0
30	23	18	37	81	75	69	52	20	8	7	2	1
45	21	22	44	69	66	74	46	14	11	3	1	3
00	22	20	69	59	78	60	42	13	8	2	1	1
Hr Total	**88**	**82**	**175**	**277**	**288**	**264**	**201**	**72**	**36**	**17**	**6**	**5**

24 Hour Total:	2,176					
AM Peak Hour begins:	7:30	AM Peak Volume:	273	AM Peak Hour Factor:	0.73	
PM Peak Hour begins:	16:00	PM Peak Volume:	288	PM Peak Hour Factor:	0.93	

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	1	0	0	3	18	103	202	56	35	49
30	4	0	1	0	2	7	20	110	160	46	38	51
45	1	1	0	1	1	5	33	112	85	35	41	44
00	2	1	0	1	5	8	74	157	65	46	41	45
Hr Total	**8**	**2**	**2**	**3**	**8**	**23**	**145**	**482**	**512**	**184**	**155**	**189**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	46	51	50	143	104	94	77	37	19	10	4	1
30	47	41	62	120	104	97	70	33	16	13	5	4
45	46	47	74	154	95	102	62	26	18	8	5	4
00	44	38	105	103	112	79	59	25	14	5	4	2
Hr Total	**183**	**176**	**291**	**521**	**414**	**371**	**268**	**121**	**67**	**35**	**18**	**12**

24 Hour Total:	4,191					
AM Peak Hour begins:	7:30	AM Peak Volume:	631	AM Peak Hour Factor:	0.78	
PM Peak Hour begins:	14:45	PM Peak Volume:	523	PM Peak Hour Factor:	0.85	

Volume Count Report

Start Date:	October 11, 2022	Start Time:	00:00	GPS:	27.857597
Stop Date:	October 11, 2022	Stop Time:	24:00		-82.333360
City:	Riverview	County:	Hillsborough		
Location	Mathog Road north of Gibsonton Drive				

Northbound Volume

Tuesday, October 11, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	3	1	2	2	1	0
30	0	0	0	0	0	0	0	0	0	2	3	4
45	0	0	0	0	0	0	2	2	0	0	1	2
00	0	0	1	0	1	0	1	1	0	2	1	3
Hr Total	**0**	**0**	**1**	**0**	**1**	**0**	**6**	**4**	**2**	**6**	**6**	**9**

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

24 Hour Total:	102					
AM Peak Hour begins:	11:15	AM Peak Volume:	10	AM Peak Hour Factor:	0.63	
PM Peak Hour begins:	15:15	PM Peak Volume:	12	PM Peak Hour Factor:	0.60	

Southbound Volume

Tuesday, October 11, 2022

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

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

24 Hour Total:	115					
AM Peak Hour begins:	8:45	AM Peak Volume:	11	AM Peak Hour Factor:	0.69	
PM Peak Hour begins:	18:00	PM Peak Volume:	11	PM Peak Hour Factor:	0.55	

Total Volume for All Lanes

Tuesday, October 11, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	8	5	4	4	6	2
30	0	0	0	0	0	1	0	2	2	4	5	8
45	0	0	0	0	1	0	3	2	2	3	2	3
00	0	0	1	0	1	2	3	4	4	3	1	3
Hr Total	**0**	**0**	**1**	**0**	**2**	**3**	**14**	**13**	**12**	**14**	**14**	**16**

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

24 Hour Total:	217					
AM Peak Hour begins:	11:15	AM Peak Volume:	19	AM Peak Hour Factor:	0.59	
PM Peak Hour begins:	15:15	PM Peak Volume:	22	PM Peak Hour Factor:	0.61	

Volume Count Report

Start Date:	October 12, 2022	Start Time:	00:00	GPS:	27.857597
Stop Date:	October 12, 2022	Stop Time:	24:00		-82.333360
City:	Riverview	County:	Hillsborough		
Location	Mathog Road north of Gibsonton Drive				

Northbound Volume

Wednesday, October 12, 2022

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

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

24 Hour Total:	109				
AM Peak Hour begins:	9:45	AM Peak Volume:	8	AM Peak Hour Factor:	0.50
PM Peak Hour begins:	14:30	PM Peak Volume:	14	PM Peak Hour Factor:	0.70

Southbound Volume

Wednesday, October 12, 2022

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

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

24 Hour Total:	111				
AM Peak Hour begins:	8:00	AM Peak Volume:	12	AM Peak Hour Factor:	0.43
PM Peak Hour begins:	12:30	PM Peak Volume:	13	PM Peak Hour Factor:	0.65

Total Volume for All Lanes

Wednesday, October 12, 2022

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

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

24 Hour Total:	220				
AM Peak Hour begins:	7:45	AM Peak Volume:	15	AM Peak Hour Factor:	0.47
PM Peak Hour begins:	15:00	PM Peak Volume:	24	PM Peak Hour Factor:	0.67

Volume Count Report

Start Date:	October 13, 2022	Start Time:	00:00	GPS:	27.857597
Stop Date:	October 13, 2022	Stop Time:	24:00		-82.333360
City:	Riverview	County:	Hillsborough		
Location	Mathog Road north of Gibsonton Drive				

Northbound Volume

Thursday, October 13, 2022

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

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

24 Hour Total:	120					
AM Peak Hour begins:	7:30	AM Peak Volume:	8	AM Peak Hour Factor:	0.67	
PM Peak Hour begins:	14:15	PM Peak Volume:	14	PM Peak Hour Factor:	0.70	

Southbound Volume

Thursday, October 13, 2022

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

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

24 Hour Total:	132					
AM Peak Hour begins:	7:15	AM Peak Volume:	17	AM Peak Hour Factor:	0.61	
PM Peak Hour begins:	12:00	PM Peak Volume:	15	PM Peak Hour Factor:	0.42	

Total Volume for All Lanes

Thursday, October 13, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	1	4	1	10	2	2	2
30	0	0	0	0	0	2	2	4	6	2	4	0
45	0	0	0	0	2	1	4	4	2	3	1	1
00	0	0	0	0	0	0	3	5	5	3	4	3
Hr Total	**0**	**0**	**0**	**0**	**2**	**4**	**13**	**14**	**23**	**10**	**11**	**6**

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

24 Hour Total:	252					
AM Peak Hour begins:	7:30	AM Peak Volume:	25	AM Peak Hour Factor:	0.63	
PM Peak Hour begins:	12:15	PM Peak Volume:	28	PM Peak Hour Factor:	0.58	

Volume Count Report

3-Day Average

Start Date:	October 11, 2022	Start Time:	00:00	GPS:	27.857597
Stop Date:	October 13, 2022	Stop Time:	24:00		-82.333360
City:	Riverview	County:	Hillsborough		
Location	Mathog Road north of Gibsonton Drive				

Northbound Volume

3-Day Average

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

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

24 Hour Total:	110					
AM Peak Hour begins:	11:30	AM Peak Volume:	6	AM Peak Hour Factor:		0.79
PM Peak Hour begins:	16:15	PM Peak Volume:	11	PM Peak Hour Factor:		0.67

Southbound Volume

3-Day Average

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

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

24 Hour Total:	119					
AM Peak Hour begins:	8:00	AM Peak Volume:	13	AM Peak Hour Factor:		0.73
PM Peak Hour begins:	15:00	PM Peak Volume:	11	PM Peak Hour Factor:		0.83

Total Volume for All Lanes

3-Day Average

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

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

24 Hour Total:	230					
AM Peak Hour begins:	7:30	AM Peak Volume:	17	AM Peak Hour Factor:		0.78
PM Peak Hour begins:	15:00	PM Peak Volume:	22	PM Peak Hour Factor:		0.86

Volume Count Report

Start Date:	October 11, 2022	Start Time:	00:00	GPS:	27.856430
Stop Date:	October 11, 2022	Stop Time:	24:00		-82.331283
City:	Riverview	County:	Hillsborough		
Location	Park Place Ave south of Gibsonton Dr				

Northbound Volume

Tuesday, October 11, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	2	2	1	3	4	6	21	52	35	32	42
30	2	1	0	0	0	5	8	13	32	27	39	57
45	0	1	0	0	0	6	4	21	24	31	39	50
00	2	0	0	2	1	2	14	46	31	23	57	61
Hr Total	**8**	**4**	**2**	**3**	**4**	**17**	**32**	**101**	**139**	**116**	**167**	**210**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	49	53	57	42	47	37	38	46	31	14	5	4
30	61	54	58	50	37	36	34	47	19	22	7	5
45	65	54	34	43	47	28	40	41	33	13	11	1
00	63	57	43	42	31	32	40	26	22	7	3	6
Hr Total	**238**	**218**	**192**	**177**	**162**	**133**	**152**	**160**	**105**	**56**	**26**	**16**

24 Hour Total:	2,438				
AM Peak Hour begins:	11:30	AM Peak Volume:	221	AM Peak Hour Factor:	0.91
PM Peak Hour begins:	12:15	PM Peak Volume:	242	PM Peak Hour Factor:	0.93

Southbound Volume

Tuesday, October 11, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	0	1	0	5	8	8	19	29	31	43
30	0	1	0	0	1	7	4	13	37	33	44	55
45	0	0	0	2	0	1	9	13	35	45	32	55
00	2	1	3	0	1	4	10	29	31	30	42	39
Hr Total	**4**	**2**	**3**	**3**	**2**	**17**	**31**	**63**	**122**	**137**	**149**	**192**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	66	68	54	66	51	48	57	37	12	7	0	3
30	54	39	45	65	55	44	47	36	22	13	1	6
45	62	35	54	69	61	50	58	23	8	3	4	1
00	60	34	40	77	79	62	65	27	8	7	0	0
Hr Total	**242**	**176**	**193**	**277**	**246**	**204**	**227**	**123**	**50**	**30**	**5**	**10**

24 Hour Total:	2,508				
AM Peak Hour begins:	11:15	AM Peak Volume:	215	AM Peak Hour Factor:	0.81
PM Peak Hour begins:	15:00	PM Peak Volume:	277	PM Peak Hour Factor:	0.90

Total Volume for All Lanes

Tuesday, October 11, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	2	2	2	3	9	14	29	71	64	63	85
30	2	2	0	0	1	12	12	26	69	60	83	112
45	0	1	0	2	0	7	13	34	59	76	71	105
00	4	1	3	2	2	6	24	75	62	53	99	100
Hr Total	**12**	**6**	**5**	**6**	**6**	**34**	**63**	**164**	**261**	**253**	**316**	**402**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	115	121	111	108	98	85	95	83	43	21	5	7
30	115	93	103	115	92	80	81	83	41	35	8	11
45	127	89	88	112	108	78	98	64	41	16	15	2
00	123	91	83	119	110	94	105	53	30	14	3	6
Hr Total	**480**	**394**	**385**	**454**	**408**	**337**	**379**	**283**	**155**	**86**	**31**	**26**

24 Hour Total:	4,946				
AM Peak Hour begins:	11:30	AM Peak Volume:	435	AM Peak Hour Factor:	0.95
PM Peak Hour begins:	12:15	PM Peak Volume:	486	PM Peak Hour Factor:	0.96

Volume Count Report

Start Date:	October 12, 2022	Start Time:	00:00	GPS:	27.856430
Stop Date:	October 12, 2022	Stop Time:	24:00		-82.331283
City:	Riverview	County:	Hillsborough		
Location	Park Place Ave south of Gibsonton Dr				

Northbound Volume

Wednesday, October 12, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	2	0	0	1	1	12	28	55	37	30	69
30	5	0	2	1	1	3	3	21	40	46	46	45
45	0	1	0	2	0	1	10	26	36	34	45	59
00	2	0	1	2	0	8	18	37	35	45	37	55
Hr Total	**7**	**3**	**3**	**5**	**2**	**13**	**43**	**112**	**166**	**162**	**158**	**228**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	59	59	61	60	36	36	35	39	35	23	13	11
30	69	44	64	44	42	43	35	31	26	12	5	3
45	61	56	57	38	45	28	38	40	19	9	6	1
00	65	50	46	49	28	27	42	28	21	6	5	3
Hr Total	**254**	**209**	**228**	**191**	**151**	**134**	**150**	**138**	**101**	**50**	**29**	**18**

24 Hour Total:	2,555				
AM Peak Hour begins:	11:30	AM Peak Volume:	242	AM Peak Hour Factor:	0.88
PM Peak Hour begins:	12:00	PM Peak Volume:	254	PM Peak Hour Factor:	0.92

Southbound Volume

Wednesday, October 12, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	2	9	11	16	34	44	50
30	0	0	0	0	0	8	5	14	33	25	39	44
45	0	0	0	2	0	5	9	13	21	36	43	41
00	2	0	2	1	1	9	8	21	27	37	40	60
Hr Total	**2**	**0**	**2**	**3**	**1**	**24**	**31**	**59**	**97**	**132**	**166**	**195**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	55	39	42	57	62	45	67	47	15	4	2	0
30	49	53	49	66	60	52	74	52	11	6	0	0
45	62	62	62	54	53	46	46	25	13	9	2	2
00	42	39	52	52	48	49	37	21	11	0	4	1
Hr Total	**208**	**193**	**205**	**229**	**223**	**192**	**224**	**145**	**50**	**19**	**8**	**3**

24 Hour Total:	2,411				
AM Peak Hour begins:	11:30	AM Peak Volume:	205	AM Peak Hour Factor:	0.85
PM Peak Hour begins:	14:30	PM Peak Volume:	237	PM Peak Hour Factor:	0.90

Total Volume for All Lanes

Wednesday, October 12, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	2	0	0	1	3	21	39	71	71	74	119
30	5	0	2	1	1	11	8	35	73	71	85	89
45	0	1	0	4	0	6	19	39	57	70	88	100
00	4	0	3	3	1	17	26	58	62	82	77	115
Hr Total	**9**	**3**	**5**	**8**	**3**	**37**	**74**	**171**	**263**	**294**	**324**	**423**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	114	98	103	117	98	81	102	86	50	27	15	11
30	118	97	113	110	102	95	109	83	37	18	5	3
45	123	118	119	92	98	74	84	65	32	18	8	3
00	107	89	98	101	76	76	79	49	32	6	9	4
Hr Total	**462**	**402**	**433**	**420**	**374**	**326**	**374**	**283**	**151**	**69**	**37**	**21**

24 Hour Total:	4,966				
AM Peak Hour begins:	11:30	AM Peak Volume:	447	AM Peak Hour Factor:	0.95
PM Peak Hour begins:	12:00	PM Peak Volume:	462	PM Peak Hour Factor:	0.94

Volume Count Report

Start Date:	October 13, 2022	Start Time:	00:00	GPS:	27.856430
Stop Date:	October 13, 2022	Stop Time:	24:00		-82.331283
City:	Riverview	County:	Hillsborough		
Location	Park Place Ave south of Gibsonton Dr				

Northbound Volume

Thursday, October 13, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	1	2	1	0	2	5	24	59	30	36	38
30	2	0	3	0	0	2	7	26	40	33	34	56
45	6	2	1	4	1	2	11	16	26	39	46	41
00	3	0	2	0	1	1	19	27	29	34	39	45
Hr Total	**16**	**3**	**8**	**5**	**2**	**7**	**42**	**93**	**154**	**136**	**155**	**180**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	45	69	56	36	43	37	33	39	35	13	12	7
30	59	57	38	41	41	35	50	32	23	13	4	2
45	64	55	37	45	41	39	35	30	19	17	8	9
00	57	52	45	30	32	26	40	37	16	13	5	6
Hr Total	**225**	**233**	**176**	**152**	**157**	**137**	**158**	**138**	**93**	**56**	**29**	**24**

24 Hour Total:	2,379					
AM Peak Hour begins:	11:30	AM Peak Volume:	190	AM Peak Hour Factor:	0.81	
PM Peak Hour begins:	12:15	PM Peak Volume:	249	PM Peak Hour Factor:	0.90	

Southbound Volume

Thursday, October 13, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	1	0	0	1	1	7	11	33	33	25	61
30	0	2	0	0	0	4	3	14	35	34	38	38
45	2	0	0	2	2	2	15	13	24	39	37	40
00	1	0	1	0	3	8	7	15	25	40	31	58
Hr Total	**7**	**3**	**1**	**2**	**6**	**15**	**32**	**53**	**117**	**146**	**131**	**197**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	46	37	43	46	37	58	52	41	12	14	4	1
30	61	38	38	45	56	48	48	34	16	12	2	1
45	39	49	46	68	50	55	47	25	6	11	4	1
00	57	57	43	65	58	45	75	27	10	2	0	3
Hr Total	**203**	**181**	**170**	**224**	**201**	**206**	**222**	**127**	**44**	**39**	**10**	**6**

24 Hour Total:	2,343					
AM Peak Hour begins:	11:30	AM Peak Volume:	205	AM Peak Hour Factor:	0.84	
PM Peak Hour begins:	15:30	PM Peak Volume:	226	PM Peak Hour Factor:	0.83	

Total Volume for All Lanes

Thursday, October 13, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	2	2	1	1	3	12	35	92	63	61	99
30	2	2	3	0	0	6	10	40	75	67	72	94
45	8	2	1	6	3	4	26	29	50	78	83	81
00	4	0	3	0	4	9	26	42	54	74	70	103
Hr Total	**23**	**6**	**9**	**7**	**8**	**22**	**74**	**146**	**271**	**282**	**286**	**377**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	91	106	99	82	80	95	85	80	47	27	16	8
30	120	95	76	86	97	83	98	66	39	25	6	3
45	103	104	83	113	91	94	82	55	25	28	12	10
00	114	109	88	95	90	71	115	64	26	15	5	9
Hr Total	**428**	**414**	**346**	**376**	**358**	**343**	**380**	**265**	**137**	**95**	**39**	**30**

24 Hour Total:	4,722					
AM Peak Hour begins:	11:30	AM Peak Volume:	395	AM Peak Hour Factor:	0.82	
PM Peak Hour begins:	12:15	PM Peak Volume:	443	PM Peak Hour Factor:	0.92	

Volume Count Report

3-Day Average

Start Date:	October 11, 2022	Start Time:	00:00	GPS:	27.856430
Stop Date:	October 13, 2022	Stop Time:	24:00		-82.331283
City:	Riverview	County:	Hillsborough		
Location	Park Place Ave south of Gibsonton Dr				

Northbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	2	1	1	1	2	8	24	55	34	33	50
30	3	0	2	0	0	3	6	20	37	35	40	53
45	2	1	0	2	0	3	8	21	29	35	43	50
00	2	0	1	1	1	4	17	37	32	34	44	54
Hr Total	**10**	**3**	**4**	**4**	**3**	**12**	**39**	**102**	**153**	**138**	**160**	**206**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	51	60	58	46	42	37	35	41	34	17	10	7
30	63	52	53	45	40	38	40	37	23	16	5	3
45	63	55	43	42	44	32	38	37	24	13	8	4
00	62	53	45	40	30	28	41	30	20	9	4	5
Hr Total	**239**	**220**	**199**	**173**	**157**	**135**	**153**	**145**	**100**	**54**	**28**	**19**

24 Hour Total:	2,457					
AM Peak Hour begins:	11:30	AM Peak Volume:	218	AM Peak Hour Factor:		0.86
PM Peak Hour begins:	12:15	PM Peak Volume:	248	PM Peak Hour Factor:		0.98

Southbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	0	0	0	3	8	10	23	32	33	51
30	0	1	0	0	0	6	4	14	35	31	40	46
45	1	0	0	2	1	3	11	13	27	40	37	45
00	2	0	2	0	2	7	8	22	28	36	38	52
Hr Total	**4**	**2**	**2**	**3**	**3**	**19**	**31**	**58**	**112**	**138**	**149**	**195**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	56	48	46	56	50	50	59	42	13	8	2	1
30	55	43	44	59	57	48	56	41	16	10	1	2
45	54	49	54	64	55	50	50	24	9	8	3	1
00	53	43	45	65	62	52	59	25	10	3	1	1
Hr Total	**218**	**183**	**189**	**243**	**223**	**201**	**224**	**132**	**48**	**29**	**8**	**6**

24 Hour Total:	2,421					
AM Peak Hour begins:	11:30	AM Peak Volume:	208	AM Peak Hour Factor:		0.93
PM Peak Hour begins:	15:00	PM Peak Volume:	243	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	5	2	1	1	2	5	16	34	78	66	66	101
30	3	1	2	0	1	10	10	34	72	66	80	98
45	3	1	0	4	1	6	19	34	55	75	81	95
00	4	0	3	2	2	11	25	58	59	70	82	106
Hr Total	**15**	**5**	**6**	**7**	**6**	**31**	**70**	**160**	**265**	**276**	**309**	**401**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	107	108	104	102	92	87	94	83	47	25	12	9
30	118	95	97	104	97	86	96	77	39	26	6	6
45	118	104	97	106	99	82	88	61	33	21	12	5
00	115	96	90	105	92	80	100	55	29	12	6	6
Hr Total	**457**	**403**	**388**	**417**	**380**	**335**	**378**	**277**	**148**	**83**	**36**	**26**

24 Hour Total:	4,878					
AM Peak Hour begins:	11:30	AM Peak Volume:	426	AM Peak Hour Factor:		0.90
PM Peak Hour begins:	12:15	PM Peak Volume:	458	PM Peak Hour Factor:		0.97

Volume Count Report

Start Date:	October 11, 2022	Start Time:	00:00	GPS:	27.857638
Stop Date:	October 11, 2022	Stop Time:	24:00		-82.331265
City:	Riverview	County:	Hillsborough		
Location	Alafia Trace Blvd north of Gibsonton Dr				

Northbound Volume

Tuesday, October 11, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	0	1	0	2	3	7	10	3	6
30	0	0	0	1	0	0	1	2	4	1	2	6
45	1	0	0	0	1	1	4	4	7	5	3	12
00	0	0	0	0	0	1	1	3	7	5	5	7
Hr Total	**2**	**0**	**0**	**1**	**2**	**2**	**8**	**12**	**25**	**21**	**13**	**31**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	6	3	5	8	11	11	14	8	5	6	3	5
30	7	7	6	5	8	2	7	4	5	3	3	2
45	4	4	7	6	9	4	7	5	5	3	1	1
00	3	9	8	3	5	7	3	9	7	2	1	1
Hr Total	**20**	**23**	**26**	**22**	**33**	**24**	**31**	**26**	**22**	**14**	**8**	**9**

24 Hour Total:	375				
AM Peak Hour begins:	11:30	AM Peak Volume:	32	AM Peak Hour Factor:	0.67
PM Peak Hour begins:	17:45	PM Peak Volume:	35	PM Peak Hour Factor:	0.63

Southbound Volume

Tuesday, October 11, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	0	1	0	1	2	6	6	7	7	11
30	0	0	1	0	1	3	7	5	8	4	8	8
45	0	0	0	0	1	5	6	9	7	3	1	4
00	1	0	0	0	0	2	6	2	3	10	4	6
Hr Total	**1**	**1**	**1**	**1**	**2**	**11**	**21**	**22**	**24**	**24**	**20**	**29**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	9	9	3	9	7	10	9	2	4	1	1	2
30	5	10	2	7	9	12	10	3	4	1	1	1
45	4	4	6	3	7	5	7	3	1	0	2	1
00	2	3	3	5	2	7	1	2	3	0	1	0
Hr Total	**20**	**26**	**14**	**24**	**25**	**34**	**27**	**10**	**12**	**2**	**5**	**4**

24 Hour Total:	360				
AM Peak Hour begins:	11:00	AM Peak Volume:	29	AM Peak Hour Factor:	0.66
PM Peak Hour begins:	17:00	PM Peak Volume:	34	PM Peak Hour Factor:	0.71

Total Volume for All Lanes

Tuesday, October 11, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	0	1	1	1	4	9	13	17	10	17
30	0	0	1	1	1	3	8	7	12	5	10	14
45	1	0	0	0	2	6	10	13	14	8	4	16
00	1	0	0	0	0	3	7	5	10	15	9	13
Hr Total	**3**	**1**	**1**	**2**	**4**	**13**	**29**	**34**	**49**	**45**	**33**	**60**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	15	12	8	17	18	21	23	10	9	7	4	7
30	12	17	8	12	17	14	17	7	9	4	4	3
45	8	8	13	9	16	9	14	8	6	3	3	2
00	5	12	11	8	7	14	4	11	10	2	2	1
Hr Total	**40**	**49**	**40**	**46**	**58**	**58**	**58**	**36**	**34**	**16**	**13**	**13**

24 Hour Total:	735				
AM Peak Hour begins:	11:00	AM Peak Volume:	60	AM Peak Hour Factor:	0.88
PM Peak Hour begins:	17:45	PM Peak Volume:	68	PM Peak Hour Factor:	0.74

Volume Count Report

Start Date:	October 12, 2022	Start Time:	00:00	GPS:	27.857638
Stop Date:	October 12, 2022	Stop Time:	24:00		-82.331265
City:	Riverview	County:	Hillsborough		
Location	Alafia Trace Blvd north of Gibsonton Dr				

Northbound Volume

Wednesday, October 12, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	1	2	1	3	5	3	9	3
30	1	1	0	0	1	0	1	1	16	6	2	7
45	2	0	0	0	0	1	2	2	9	6	13	4
00	0	0	1	1	1	1	0	6	5	8	2	4
Hr Total	**3**	**1**	**1**	**1**	**3**	**4**	**4**	**12**	**35**	**23**	**26**	**18**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	4	5	9	7	9	10	7	9	3	3	4	0
30	6	5	7	8	5	5	7	5	5	5	0	1
45	12	4	8	14	8	9	11	3	4	2	1	1
00	5	6	6	7	7	6	8	4	5	3	2	1
Hr Total	**27**	**20**	**30**	**36**	**29**	**30**	**33**	**21**	**17**	**13**	**7**	**3**

24 Hour Total:	397				
AM Peak Hour begins:	7:45	AM Peak Volume:	36	AM Peak Hour Factor:	0.56
PM Peak Hour begins:	15:15	PM Peak Volume:	38	PM Peak Hour Factor:	0.68

Southbound Volume

Wednesday, October 12, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	1	0	1	1	4	3	6	8	10	7
30	0	1	0	1	1	6	5	3	13	6	4	6
45	0	0	0	0	0	6	2	11	3	4	8	2
00	1	0	0	0	1	5	8	6	5	12	3	6
Hr Total	**1**	**1**	**1**	**1**	**3**	**18**	**19**	**23**	**27**	**30**	**25**	**21**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	7	3	3	5	3	15	6	10	2	3	0	0
30	7	5	6	10	3	8	11	1	1	3	0	2
45	8	4	8	6	8	9	11	2	3	4	1	1
00	9	8	6	8	6	6	11	0	2	2	1	2
Hr Total	**31**	**20**	**23**	**29**	**20**	**38**	**39**	**13**	**8**	**12**	**2**	**5**

24 Hour Total:	410				
AM Peak Hour begins:	7:30	AM Peak Volume:	36	AM Peak Hour Factor:	0.69
PM Peak Hour begins:	18:15	PM Peak Volume:	43	PM Peak Hour Factor:	0.98

Total Volume for All Lanes

Wednesday, October 12, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	1	0	2	3	5	6	11	11	19	10
30	1	2	0	1	2	6	6	4	29	12	6	13
45	2	0	0	0	0	7	4	13	12	10	21	6
00	1	0	1	1	2	6	8	12	10	20	5	10
Hr Total	**4**	**2**	**2**	**2**	**6**	**22**	**23**	**35**	**62**	**53**	**51**	**39**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	11	8	12	12	12	25	13	19	5	6	4	0
30	13	10	13	18	8	13	18	6	6	8	0	3
45	20	8	16	20	16	18	22	5	7	6	2	2
00	14	14	12	15	13	12	19	4	7	5	3	3
Hr Total	**58**	**40**	**53**	**65**	**49**	**68**	**72**	**34**	**25**	**25**	**9**	**8**

24 Hour Total:	807				
AM Peak Hour begins:	9:45	AM Peak Volume:	66	AM Peak Hour Factor:	0.79
PM Peak Hour begins:	18:15	PM Peak Volume:	78	PM Peak Hour Factor:	0.89

Volume Count Report

Start Date:	October 13, 2022	Start Time:	00:00	GPS:	27.857638
Stop Date:	October 13, 2022	Stop Time:	24:00		-82.331265
City:	Riverview	County:	Hillsborough		
Location	Alafia Trace Blvd north of Gibsonton Dr				

Northbound Volume

Thursday, October 13, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	0	0	0	1	0	1	1	5	8	6	7
30	0	0	0	0	2	0	1	2	9	16	5	7
45	2	0	0	0	1	0	1	5	3	7	3	6
00	0	0	1	1	1	0	3	7	6	5	2	9
Hr Total	**5**	**0**	**1**	**1**	**5**	**0**	**6**	**15**	**23**	**36**	**16**	**29**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	2	6	7	9	5	6	6	8	5	6	2	1
30	13	3	4	4	7	5	14	8	6	1	4	1
45	4	1	4	10	7	8	3	4	7	3	0	1
00	7	10	7	7	6	6	6	7	2	4	1	0
Hr Total	**26**	**20**	**22**	**30**	**25**	**25**	**29**	**27**	**20**	**14**	**7**	**3**

24 Hour Total:	385				
AM Peak Hour begins:	8:45	AM Peak Volume:	37	AM Peak Hour Factor:	0.58
PM Peak Hour begins:	17:30	PM Peak Volume:	34	PM Peak Hour Factor:	0.61

Southbound Volume

Thursday, October 13, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	1	0	1	2	9	7	7	6	7
30	0	0	0	0	1	3	6	4	6	8	9	8
45	0	1	0	0	1	5	6	6	5	11	5	5
00	0	0	0	1	0	1	4	6	4	13	1	4
Hr Total	**0**	**1**	**0**	**2**	**2**	**10**	**18**	**25**	**22**	**39**	**21**	**24**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	7	6	4	4	4	6	9	4	2	0	1	0
30	12	7	4	6	3	8	6	4	1	3	2	1
45	5	4	8	10	9	9	8	5	3	2	1	0
00	1	8	4	5	9	7	5	6	1	0	1	0
Hr Total	**25**	**25**	**20**	**25**	**25**	**30**	**28**	**19**	**7**	**5**	**5**	**1**

24 Hour Total:	379				
AM Peak Hour begins:	9:00	AM Peak Volume:	39	AM Peak Hour Factor:	0.75
PM Peak Hour begins:	17:15	PM Peak Volume:	33	PM Peak Hour Factor:	0.92

Total Volume for All Lanes

Thursday, October 13, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	0	0	1	1	1	3	10	12	15	12	14
30	0	0	0	0	3	3	7	6	15	24	14	15
45	2	1	0	0	2	5	7	11	8	18	8	11
00	0	0	1	2	1	1	7	13	10	18	3	13
Hr Total	**5**	**1**	**1**	**3**	**7**	**10**	**24**	**40**	**45**	**75**	**37**	**53**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	9	12	11	13	9	12	15	12	7	6	3	1
30	25	10	8	10	10	13	20	12	7	4	6	2
45	9	5	12	20	16	17	11	9	10	5	1	1
00	8	18	11	12	15	13	11	13	3	4	2	0
Hr Total	**51**	**45**	**42**	**55**	**50**	**55**	**57**	**46**	**27**	**19**	**12**	**4**

24 Hour Total:	764				
AM Peak Hour begins:	9:00	AM Peak Volume:	75	AM Peak Hour Factor:	0.78
PM Peak Hour begins:	17:30	PM Peak Volume:	65	PM Peak Hour Factor:	0.81

Volume Count Report

3-Day Average

Start Date:	October 11, 2022	Start Time:	00:00	GPS:	27.857638
Stop Date:	October 13, 2022	Stop Time:	24:00		-82.331265
City:	Riverview	County:	Hillsborough		
Location	Alafia Trace Blvd north of Gibsonton Dr				

Northbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	0	1	1	1	2	6	7	6	5
30	0	0	0	0	1	0	1	2	10	8	3	7
45	2	0	0	0	1	1	2	4	6	6	6	7
00	0	0	1	1	1	1	1	5	6	6	3	7
Hr Total	**3**	**0**	**1**	**1**	**3**	**2**	**6**	**13**	**28**	**27**	**18**	**26**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	4	5	7	8	8	9	9	8	4	5	3	2
30	9	5	6	6	7	4	9	6	5	3	2	1
45	7	3	6	10	8	7	7	4	5	3	1	1
00	5	8	7	6	6	6	6	7	5	3	1	1
Hr Total	**24**	**21**	**26**	**29**	**29**	**26**	**31**	**25**	**20**	**14**	**7**	**5**

24 Hour Total:	386					
AM Peak Hour begins:	8:15	AM Peak Volume:	29	AM Peak Hour Factor:		0.75
PM Peak Hour begins:	17:30	PM Peak Volume:	32	PM Peak Hour Factor:		0.85

Southbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	1	0	1	3	6	6	7	8	8
30	0	0	0	0	1	4	6	4	9	6	7	7
45	0	0	0	0	1	5	5	9	5	6	5	4
00	1	0	0	0	0	3	6	5	4	12	3	5
Hr Total	**1**	**1**	**1**	**1**	**2**	**13**	**19**	**23**	**24**	**31**	**22**	**25**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	8	6	3	6	5	10	8	5	3	1	1	1
30	8	7	4	8	5	9	9	3	2	2	1	1
45	6	4	7	6	8	8	9	3	2	2	1	1
00	4	6	4	6	6	7	6	3	2	1	1	1
Hr Total	**25**	**24**	**19**	**26**	**23**	**34**	**31**	**14**	**9**	**6**	**4**	**3**

24 Hour Total:	383					
AM Peak Hour begins:	9:30	AM Peak Volume:	32	AM Peak Hour Factor:		0.69
PM Peak Hour begins:	17:00	PM Peak Volume:	34	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	1	0	0	1	1	2	4	8	12	14	14	14
30	0	1	0	1	2	4	7	6	19	14	10	14
45	2	0	0	0	1	6	7	12	11	12	11	11
00	1	0	1	1	1	3	7	10	10	18	6	12
Hr Total	**4**	**1**	**1**	**2**	**6**	**15**	**25**	**36**	**52**	**58**	**40**	**51**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	12	11	10	14	13	19	17	14	7	6	4	3
30	17	12	10	13	12	13	18	8	7	5	3	3
45	12	7	14	16	16	15	16	7	8	5	2	2
00	9	15	11	12	12	13	11	9	7	4	2	1
Hr Total	**50**	**45**	**45**	**55**	**52**	**60**	**62**	**39**	**29**	**20**	**11**	**8**

24 Hour Total:	769					
AM Peak Hour begins:	9:00	AM Peak Volume:	58	AM Peak Hour Factor:		0.82
PM Peak Hour begins:	17:45	PM Peak Volume:	64	PM Peak Hour Factor:		0.87

Volume Count Report

Start Date:	October 11, 2022	Start Time:	00:00	GPS:	27.852436
Stop Date:	October 11, 2022	Stop Time:	24:00		-82.326535
City:	Riverview	County:	Hillsborough		
Location	US 301 south of Gibsonton Drive				

Northbound Volume

Tuesday, October 11, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	36	24	25	27	50	143	367	646	675	460	344	413
30	48	19	32	46	82	191	520	646	636	477	394	437
45	27	24	27	51	119	264	611	634	464	440	445	419
00	17	22	25	51	139	332	660	635	416	446	418	372
Hr Total	**128**	**89**	**109**	**175**	**390**	**930**	**2,158**	**2,561**	**2,191**	**1,823**	**1,601**	**1,641**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	395	388	373	428	433	466	434	335	234	182	103	90
30	423	385	476	415	427	433	412	298	208	148	93	52
45	398	437	443	475	388	431	345	267	183	111	84	57
00	439	462	379	429	468	409	324	259	198	124	66	54
Hr Total	**1,655**	**1,672**	**1,671**	**1,747**	**1,716**	**1,739**	**1,515**	**1,159**	**823**	**565**	**346**	**253**

24 Hour Total:	28,657					
AM Peak Hour begins:	7:15	AM Peak Volume:	2,590	AM Peak Hour Factor:		0.96
PM Peak Hour begins:	16:45	PM Peak Volume:	1,798	PM Peak Hour Factor:		0.96

Southbound Volume

Tuesday, October 11, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	128	64	42	36	37	63	145	302	455	390	468	482
30	105	47	39	26	38	74	223	465	520	407	444	547
45	81	34	33	32	39	110	378	554	527	486	471	519
00	56	46	28	41	46	132	349	445	422	387	443	561
Hr Total	**370**	**191**	**142**	**135**	**160**	**379**	**1,095**	**1,766**	**1,924**	**1,670**	**1,826**	**2,109**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	535	580	520	517	625	638	598	541	420	318	198	132
30	584	629	514	549	620	638	618	510	378	287	159	120
45	616	634	505	591	623	587	631	459	400	282	162	96
00	594	629	467	598	640	536	636	423	373	226	156	83
Hr Total	**2,329**	**2,472**	**2,006**	**2,255**	**2,508**	**2,399**	**2,483**	**1,933**	**1,571**	**1,113**	**675**	**431**

24 Hour Total:	33,942					
AM Peak Hour begins:	11:30	AM Peak Volume:	2,199	AM Peak Hour Factor:		0.94
PM Peak Hour begins:	16:30	PM Peak Volume:	2,539	PM Peak Hour Factor:		0.99

Total Volume for All Lanes

Tuesday, October 11, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	164	88	67	63	87	206	512	948	1,130	850	812	895
30	153	66	71	72	120	265	743	1,111	1,156	884	838	984
45	108	58	60	83	158	374	989	1,188	991	926	916	938
00	73	68	53	92	185	464	1,009	1,080	838	833	861	933
Hr Total	**498**	**280**	**251**	**310**	**550**	**1,309**	**3,253**	**4,327**	**4,115**	**3,493**	**3,427**	**3,750**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	930	968	893	945	1,058	1,104	1,032	876	654	500	301	222
30	1,007	1,014	990	964	1,047	1,071	1,030	808	586	435	252	172
45	1,014	1,071	948	1,066	1,011	1,018	976	726	583	393	246	153
00	1,033	1,091	846	1,027	1,108	945	960	682	571	350	222	137
Hr Total	**3,984**	**4,144**	**3,677**	**4,002**	**4,224**	**4,138**	**3,998**	**3,092**	**2,394**	**1,678**	**1,021**	**684**

24 Hour Total:	62,599					
AM Peak Hour begins:	7:30	AM Peak Volume:	4,554	AM Peak Hour Factor:		0.96
PM Peak Hour begins:	16:45	PM Peak Volume:	4,301	PM Peak Hour Factor:		0.97

Volume Count Report

Start Date:	October 12, 2022	Start Time:	00:00	GPS:	27.852436
Stop Date:	October 12, 2022	Stop Time:	24:00		-82.326535
City:	Riverview	County:	Hillsborough		
Location	US 301 south of Gibsonton Drive				

Northbound Volume

Wednesday, October 12, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	45	29	20	21	60	161	384	640	570	670	435	409
30	39	22	32	35	73	188	462	614	545	621	442	420
45	22	24	28	47	128	296	622	660	602	452	464	422
00	18	13	16	48	123	333	749	582	643	453	385	391
Hr Total	**124**	**88**	**96**	**151**	**384**	**978**	**2,217**	**2,496**	**2,360**	**2,196**	**1,726**	**1,642**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	368	389	401	410	459	436	423	387	220	175	101	70
30	385	364	482	457	421	445	380	320	201	172	91	55
45	411	407	452	437	395	462	333	270	203	138	84	49
00	425	428	425	425	415	427	352	263	176	139	81	46
Hr Total	**1,589**	**1,588**	**1,760**	**1,729**	**1,690**	**1,770**	**1,488**	**1,240**	**800**	**624**	**357**	**220**

24 Hour Total:	29,313				
AM Peak Hour begins:	6:45	AM Peak Volume:	2,663	AM Peak Hour Factor:	0.89
PM Peak Hour begins:	15:15	PM Peak Volume:	1,778	PM Peak Hour Factor:	0.97

Southbound Volume

Wednesday, October 12, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	82	34	43	28	19	43	108	341	346	288	395	362
30	80	34	28	26	32	67	184	396	406	355	308	367
45	61	40	26	19	32	81	309	397	374	383	367	447
00	65	28	24	33	41	118	308	365	314	380	370	436
Hr Total	**288**	**136**	**121**	**106**	**124**	**309**	**909**	**1,499**	**1,440**	**1,406**	**1,440**	**1,612**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	426	442	344	489	568	572	632	603	419	315	225	140
30	414	438	504	534	623	597	617	533	411	334	204	117
45	412	478	466	572	658	645	620	505	382	280	170	118
00	432	464	471	568	600	628	634	407	333	227	138	88
Hr Total	**1,684**	**1,822**	**1,785**	**2,163**	**2,449**	**2,442**	**2,503**	**2,048**	**1,545**	**1,156**	**737**	**463**

24 Hour Total:	30,187				
AM Peak Hour begins:	11:30	AM Peak Volume:	1,723	AM Peak Hour Factor:	0.96
PM Peak Hour begins:	17:30	PM Peak Volume:	2,522	PM Peak Hour Factor:	0.98

Total Volume for All Lanes

Wednesday, October 12, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	127	63	63	49	79	204	492	981	916	958	830	771
30	119	56	60	61	105	255	646	1,010	951	976	750	787
45	83	64	54	66	160	377	931	1,057	976	835	831	869
00	83	41	40	81	164	451	1,057	947	957	833	755	827
Hr Total	**412**	**224**	**217**	**257**	**508**	**1,287**	**3,126**	**3,995**	**3,800**	**3,602**	**3,166**	**3,254**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	794	831	745	899	1,027	1,008	1,055	990	639	490	326	210
30	799	802	986	991	1,044	1,042	997	853	612	506	295	172
45	823	885	918	1,009	1,053	1,107	953	775	585	418	254	167
00	857	892	896	993	1,015	1,055	986	670	509	366	219	134
Hr Total	**3,273**	**3,410**	**3,545**	**3,892**	**4,139**	**4,212**	**3,991**	**3,288**	**2,345**	**1,780**	**1,094**	**683**

24 Hour Total:	59,500				
AM Peak Hour begins:	6:45	AM Peak Volume:	4,105	AM Peak Hour Factor:	0.97
PM Peak Hour begins:	17:15	PM Peak Volume:	4,259	PM Peak Hour Factor:	0.96

Volume Count Report

Start Date:	October 13, 2022	Start Time:	00:00	GPS:	27.852436
Stop Date:	October 13, 2022	Stop Time:	24:00		-82.326535
City:	Riverview	County:	Hillsborough		
Location	US 301 south of Gibsonton Drive				

Northbound Volume

Thursday, October 13, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	41	24	13	29	50	145	375	596	637	419	407	404
30	29	26	33	38	75	208	475	615	661	417	435	408
45	33	19	21	49	129	269	630	565	485	419	433	418
00	20	24	25	52	142	307	608	589	446	409	405	406
Hr Total	**123**	**93**	**92**	**168**	**396**	**929**	**2,088**	**2,365**	**2,229**	**1,664**	**1,680**	**1,636**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	436	389	426	455	397	414	464	350	236	173	128	66
30	348	356	462	409	429	463	452	332	218	171	103	62
45	372	386	444	452	444	445	416	326	218	170	90	68
00	361	374	466	405	402	407	367	288	201	135	84	49
Hr Total	**1,517**	**1,505**	**1,798**	**1,721**	**1,672**	**1,729**	**1,699**	**1,296**	**873**	**649**	**405**	**245**

24 Hour Total:	28,572				
AM Peak Hour begins:	7:30	AM Peak Volume:	2,452	AM Peak Hour Factor:	0.93
PM Peak Hour begins:	14:15	PM Peak Volume:	1,827	PM Peak Hour Factor:	0.98

Southbound Volume

Thursday, October 13, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	75	47	28	35	40	53	106	257	348	314	313	384
30	66	41	25	24	31	66	177	381	394	329	329	379
45	70	32	19	30	48	96	293	420	338	342	356	410
00	44	48	37	35	30	97	281	381	369	328	358	395
Hr Total	**255**	**168**	**109**	**124**	**149**	**312**	**857**	**1,439**	**1,449**	**1,313**	**1,356**	**1,568**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	430	459	483	494	594	649	584	531	456	374	226	127
30	441	435	438	522	611	611	641	539	434	356	192	127
45	437	481	487	607	622	568	633	485	360	307	169	111
00	389	501	526	597	597	628	590	441	412	279	174	99
Hr Total	**1,697**	**1,876**	**1,934**	**2,220**	**2,424**	**2,456**	**2,448**	**1,996**	**1,662**	**1,316**	**761**	**464**

24 Hour Total:	30,353				
AM Peak Hour begins:	11:30	AM Peak Volume:	1,676	AM Peak Hour Factor:	0.95
PM Peak Hour begins:	17:45	PM Peak Volume:	2,486	PM Peak Hour Factor:	0.97

Total Volume for All Lanes

Thursday, October 13, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	116	71	41	64	90	198	481	853	985	733	720	788
30	95	67	58	62	106	274	652	996	1,055	746	764	787
45	103	51	40	79	177	365	923	985	823	761	789	828
00	64	72	62	87	172	404	889	970	815	737	763	801
Hr Total	**378**	**261**	**201**	**292**	**545**	**1,241**	**2,945**	**3,804**	**3,678**	**2,977**	**3,036**	**3,204**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	866	848	909	949	991	1,063	1,048	881	692	547	354	193
30	789	791	900	931	1,040	1,074	1,093	871	652	527	295	189
45	809	867	931	1,059	1,066	1,013	1,049	811	578	477	259	179
00	750	875	992	1,002	999	1,035	957	729	613	414	258	148
Hr Total	**3,214**	**3,381**	**3,732**	**3,941**	**4,096**	**4,185**	**4,147**	**3,292**	**2,535**	**1,965**	**1,166**	**709**

24 Hour Total:	58,925				
AM Peak Hour begins:	7:30	AM Peak Volume:	3,995	AM Peak Hour Factor:	0.95
PM Peak Hour begins:	17:45	PM Peak Volume:	4,225	PM Peak Hour Factor:	0.97

Volume Count Report
3-Day Average

Start Date:	October 11, 2022	Start Time:	00:00	GPS:	27.852436
Stop Date:	October 13, 2022	Stop Time:	24:00		-82.326535
City:	Riverview	County:	Hillsborough		
Location	US 301 south of Gibsonton Drive				

Northbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	41	26	19	26	53	150	375	627	627	516	395	409
30	39	22	32	40	77	196	486	625	614	505	424	422
45	27	22	25	49	125	276	621	620	517	437	447	420
00	18	20	22	50	135	324	672	602	502	436	403	390
Hr Total	**125**	**90**	**99**	**165**	**390**	**946**	**2,154**	**2,474**	**2,260**	**1,894**	**1,669**	**1,640**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	400	389	400	431	430	439	440	357	230	177	111	75
30	385	368	473	427	426	447	415	317	209	164	96	56
45	394	410	446	455	409	446	365	288	201	140	86	58
00	408	421	423	420	428	414	348	270	192	133	77	50
Hr Total	**1,587**	**1,588**	**1,743**	**1,732**	**1,693**	**1,746**	**1,567**	**1,232**	**832**	**613**	**369**	**239**

24 Hour Total:	28,847					
AM Peak Hour begins:	6:30	AM Peak Volume:	2,546	AM Peak Hour Factor:		0.95
PM Peak Hour begins:	14:15	PM Peak Volume:	1,774	PM Peak Hour Factor:		0.94

Southbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	95	48	38	33	32	53	120	300	383	331	392	409
30	84	41	31	25	34	69	195	414	440	364	360	431
45	71	35	26	27	40	96	327	457	413	404	398	459
00	55	41	30	36	39	116	313	397	368	365	390	464
Hr Total	**304**	**165**	**124**	**122**	**144**	**333**	**954**	**1,568**	**1,604**	**1,463**	**1,541**	**1,763**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	464	494	449	500	596	620	605	558	432	336	216	133
30	480	501	485	535	618	615	625	527	408	326	185	121
45	488	531	486	590	634	600	628	483	381	290	167	108
00	472	531	488	588	612	597	620	424	373	244	156	90
Hr Total	**1,903**	**2,057**	**1,908**	**2,213**	**2,460**	**2,432**	**2,478**	**1,992**	**1,593**	**1,195**	**724**	**453**

24 Hour Total:	31,494					
AM Peak Hour begins:	11:30	AM Peak Volume:	1,866	AM Peak Hour Factor:		0.97
PM Peak Hour begins:	16:15	PM Peak Volume:	2,484	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	136	74	57	59	85	203	495	927	1,010	847	787	818
30	122	63	63	65	110	265	680	1,039	1,054	869	784	853
45	98	58	51	76	165	372	948	1,077	930	841	845	878
00	73	60	52	87	174	440	985	999	870	801	793	854
Hr Total	**429**	**255**	**223**	**286**	**534**	**1,279**	**3,108**	**4,042**	**3,864**	**3,357**	**3,210**	**3,403**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	863	882	849	931	1,025	1,058	1,045	916	662	512	327	208
30	865	869	959	962	1,044	1,062	1,040	844	617	489	281	178
45	882	941	932	1,045	1,043	1,046	993	771	582	429	253	166
00	880	953	911	1,007	1,041	1,012	968	694	564	377	233	140
Hr Total	**3,490**	**3,645**	**3,651**	**3,945**	**4,153**	**4,178**	**4,045**	**3,224**	**2,425**	**1,808**	**1,094**	**692**

24 Hour Total:	60,341					
AM Peak Hour begins:	7:30	AM Peak Volume:	4,140	AM Peak Hour Factor:		0.96
PM Peak Hour begins:	16:45	PM Peak Volume:	4,207	PM Peak Hour Factor:		0.99

Volume Count Report

Start Date:	October 11, 2022	Start Time:	00:00	GPS:	27.862716
Stop Date:	October 11, 2022	Stop Time:	24:00		-82.326641
City:	Riverview	County:	Hillsborough		
Location	US 301 north of Gibsonton Drive				

Northbound Volume

Tuesday, October 11, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	37	25	19	15	24	70	268	581	606	346	293	385
30	40	22	32	24	48	123	360	579	533	366	364	389
45	24	22	20	33	87	165	466	552	461	403	373	356
00	23	25	19	35	82	238	519	548	348	385	344	363
Hr Total	**124**	**94**	**90**	**107**	**241**	**596**	**1,613**	**2,260**	**1,948**	**1,500**	**1,374**	**1,493**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	338	326	301	391	341	366	330	258	210	161	99	76
30	365	382	375	320	316	366	355	247	185	125	90	60
45	390	359	405	339	303	347	283	237	170	129	74	53
00	392	356	384	374	300	292	269	232	168	108	65	50
Hr Total	**1,485**	**1,423**	**1,465**	**1,424**	**1,260**	**1,371**	**1,237**	**974**	**733**	**523**	**328**	**239**

24 Hour Total:	23,902					
AM Peak Hour begins:	7:15	AM Peak Volume:	2,285	AM Peak Hour Factor:		0.94
PM Peak Hour begins:	14:15	PM Peak Volume:	1,555	PM Peak Hour Factor:		0.96

Southbound Volume

Tuesday, October 11, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	69	33	15	17	15	55	159	270	331	242	287	364
30	48	26	16	16	30	66	199	335	342	279	307	379
45	41	24	21	19	30	80	251	359	291	336	303	362
00	42	35	23	29	33	125	247	337	321	287	338	410
Hr Total	**200**	**118**	**75**	**81**	**108**	**326**	**856**	**1,301**	**1,285**	**1,144**	**1,235**	**1,515**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	358	439	383	459	568	525	589	374	322	220	143	88
30	391	388	451	471	557	540	633	360	248	214	131	80
45	389	399	447	555	484	584	537	304	245	191	114	53
00	379	369	459	500	522	543	484	312	292	141	88	61
Hr Total	**1,517**	**1,595**	**1,740**	**1,985**	**2,131**	**2,192**	**2,243**	**1,350**	**1,107**	**766**	**476**	**282**

24 Hour Total:	25,628					
AM Peak Hour begins:	11:30	AM Peak Volume:	1,521	AM Peak Hour Factor:		0.93
PM Peak Hour begins:	17:30	PM Peak Volume:	2,349	PM Peak Hour Factor:		0.93

Total Volume for All Lanes

Tuesday, October 11, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	106	58	34	32	39	125	427	851	937	588	580	749
30	88	48	48	40	78	189	559	914	875	645	671	768
45	65	46	41	52	117	245	717	911	752	739	676	718
00	65	60	42	64	115	363	766	885	669	672	682	773
Hr Total	**324**	**212**	**165**	**188**	**349**	**922**	**2,469**	**3,561**	**3,233**	**2,644**	**2,609**	**3,008**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	696	765	684	850	909	891	919	632	532	381	242	164
30	756	770	826	791	873	906	988	607	433	339	221	140
45	779	758	852	894	787	931	820	541	415	320	188	106
00	771	725	843	874	822	835	753	544	460	249	153	111
Hr Total	**3,002**	**3,018**	**3,205**	**3,409**	**3,391**	**3,563**	**3,480**	**2,324**	**1,840**	**1,289**	**804**	**521**

24 Hour Total:	49,530					
AM Peak Hour begins:	7:15	AM Peak Volume:	3,647	AM Peak Hour Factor:		0.97
PM Peak Hour begins:	17:30	PM Peak Volume:	3,673	PM Peak Hour Factor:		0.93

Volume Count Report

Start Date:	October 12, 2022	Start Time:	00:00	GPS:	27.862716
Stop Date:	October 12, 2022	Stop Time:	24:00		-82.326641
City:	Riverview	County:	Hillsborough		
Location	US 301 north of Gibsonton Drive				

Northbound Volume

Wednesday, October 12, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	44	19	17	17	42	81	297	579	575	573	348	384
30	35	10	31	31	48	131	352	573	617	597	373	363
45	29	15	27	34	81	176	475	542	515	528	406	369
00	21	11	25	37	75	240	514	514	566	476	362	378
Hr Total	**129**	**55**	**100**	**119**	**246**	**628**	**1,638**	**2,208**	**2,273**	**2,174**	**1,489**	**1,494**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	384	350	326	385	347	351	339	233	205	150	98	61
30	362	393	370	348	318	361	350	269	200	173	80	59
45	376	357	410	344	329	354	300	276	180	124	67	45
00	400	357	371	337	314	335	300	236	172	132	68	35
Hr Total	**1,522**	**1,457**	**1,477**	**1,414**	**1,308**	**1,401**	**1,289**	**1,014**	**757**	**579**	**313**	**200**

24 Hour Total:	25,284					
AM Peak Hour begins:	8:00	AM Peak Volume:	2,273	AM Peak Hour Factor:	0.92	
PM Peak Hour begins:	14:15	PM Peak Volume:	1,536	PM Peak Hour Factor:	0.94	

Southbound Volume

Wednesday, October 12, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	73	31	34	16	20	49	139	301	334	268	375	324
30	55	34	20	16	24	65	206	349	308	324	301	365
45	41	20	22	19	31	103	245	370	322	368	338	414
00	40	17	23	30	46	116	266	362	284	353	333	365
Hr Total	**209**	**102**	**99**	**81**	**121**	**333**	**856**	**1,382**	**1,248**	**1,313**	**1,347**	**1,468**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	380	403	350	493	492	541	527	393	306	240	160	105
30	391	388	420	499	567	612	562	353	308	251	117	84
45	425	377	456	492	560	552	619	297	287	212	100	66
00	392	392	444	505	580	540	637	283	224	171	98	81
Hr Total	**1,588**	**1,560**	**1,670**	**1,989**	**2,199**	**2,245**	**2,345**	**1,326**	**1,125**	**874**	**475**	**336**

24 Hour Total:	26,291					
AM Peak Hour begins:	11:30	AM Peak Volume:	1,550	AM Peak Hour Factor:	0.94	
PM Peak Hour begins:	18:00	PM Peak Volume:	2,345	PM Peak Hour Factor:	0.92	

Total Volume for All Lanes

Wednesday, October 12, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	117	50	51	33	62	130	436	880	909	841	723	708
30	90	44	51	47	72	196	558	922	925	921	674	728
45	70	35	49	53	112	279	720	912	837	896	744	783
00	61	28	48	67	121	356	780	876	850	829	695	743
Hr Total	**338**	**157**	**199**	**200**	**367**	**961**	**2,494**	**3,590**	**3,521**	**3,487**	**2,836**	**2,962**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	764	753	676	878	839	892	866	626	511	390	258	166
30	753	781	790	847	885	973	912	622	508	424	197	143
45	801	734	866	836	889	906	919	573	467	336	167	111
00	792	749	815	842	894	875	937	519	396	303	166	116
Hr Total	**3,110**	**3,017**	**3,147**	**3,403**	**3,507**	**3,646**	**3,634**	**2,340**	**1,882**	**1,453**	**788**	**536**

24 Hour Total:	51,575					
AM Peak Hour begins:	7:30	AM Peak Volume:	3,622	AM Peak Hour Factor:	0.98	
PM Peak Hour begins:	16:45	PM Peak Volume:	3,665	PM Peak Hour Factor:	0.94	

Volume Count Report

Start Date:	October 13, 2022	Start Time:	00:00	GPS:	27.862716
Stop Date:	October 13, 2022	Stop Time:	24:00		-82.326641
City:	Riverview	County:	Hillsborough		
Location	US 301 north of Gibsonton Drive				

Northbound Volume

Thursday, October 13, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	33	29	19	22	34	76	250	551	517	314	350	332
30	34	30	23	35	42	124	343	554	561	341	325	329
45	38	19	12	38	81	167	488	522	483	382	399	363
00	23	19	29	36	84	264	541	501	434	378	357	256
Hr Total	**128**	**97**	**83**	**131**	**241**	**631**	**1,622**	**2,128**	**1,995**	**1,415**	**1,431**	**1,280**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	245	306	301	386	378	305	398	264	217	162	101	48
30	298	412	371	347	397	321	416	280	209	146	112	59
45	307	362	379	363	397	365	413	286	188	135	69	55
00	338	335	319	384	335	362	340	239	184	111	68	48
Hr Total	**1,188**	**1,415**	**1,370**	**1,480**	**1,507**	**1,353**	**1,567**	**1,069**	**798**	**554**	**350**	**210**

24 Hour Total:	24,043					
AM Peak Hour begins:	6:45	AM Peak Volume:	2,168	AM Peak Hour Factor:		0.98
PM Peak Hour begins:	17:45	PM Peak Volume:	1,589	PM Peak Hour Factor:		0.95

Southbound Volume

Thursday, October 13, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	50	35	19	17	38	55	126	298	334	277	307	334
30	42	36	20	14	27	60	210	360	318	292	280	347
45	47	35	23	27	33	89	252	398	357	275	312	348
00	38	35	22	30	49	95	254	340	295	288	320	434
Hr Total	**177**	**141**	**84**	**88**	**147**	**299**	**842**	**1,396**	**1,304**	**1,132**	**1,219**	**1,463**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	436	442	390	481	538	535	538	332	329	262	192	101
30	417	465	407	460	547	532	562	370	332	239	146	84
45	402	441	465	482	555	513	537	368	299	218	106	83
00	413	423	435	527	533	575	463	361	314	183	107	70
Hr Total	**1,668**	**1,771**	**1,697**	**1,950**	**2,173**	**2,155**	**2,100**	**1,431**	**1,274**	**902**	**551**	**338**

24 Hour Total:	26,302					
AM Peak Hour begins:	11:30	AM Peak Volume:	1,635	AM Peak Hour Factor:		0.94
PM Peak Hour begins:	17:45	PM Peak Volume:	2,212	PM Peak Hour Factor:		0.96

Total Volume for All Lanes

Thursday, October 13, 2022

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	83	64	38	39	72	131	376	849	851	591	657	666
30	76	66	43	49	69	184	553	914	879	633	605	676
45	85	54	35	65	114	256	740	920	840	657	711	711
00	61	54	51	66	133	359	795	841	729	666	677	690
Hr Total	**305**	**238**	**167**	**219**	**388**	**930**	**2,464**	**3,524**	**3,299**	**2,547**	**2,650**	**2,743**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	681	748	691	867	916	840	936	596	546	424	293	149
30	715	877	778	807	944	853	978	650	541	385	258	143
45	709	803	844	845	952	878	950	654	487	353	175	138
00	751	758	754	911	868	937	803	600	498	294	175	118
Hr Total	**2,856**	**3,186**	**3,067**	**3,430**	**3,680**	**3,508**	**3,667**	**2,500**	**2,072**	**1,456**	**901**	**548**

24 Hour Total:	50,345					
AM Peak Hour begins:	7:15	AM Peak Volume:	3,526	AM Peak Hour Factor:		0.96
PM Peak Hour begins:	17:45	PM Peak Volume:	3,801	PM Peak Hour Factor:		0.97

Volume Count Report
3-Day Average

Start Date:	October 11, 2022	Start Time:	00:00	GPS:	27.862716
Stop Date:	October 13, 2022	Stop Time:	24:00		-82.326641
City:	Riverview	County:	Hillsborough		
Location	US 301 north of Gibsonton Drive				

Northbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	38	24	18	18	33	76	272	570	566	411	330	367
30	36	21	29	30	46	126	352	569	570	435	354	360
45	30	19	20	35	83	169	476	539	486	438	393	363
00	22	18	24	36	80	247	525	521	449	413	354	332
Hr Total	**127**	**82**	**91**	**119**	**243**	**618**	**1,624**	**2,199**	**2,072**	**1,696**	**1,431**	**1,422**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	322	327	309	387	355	341	356	252	211	158	99	62
30	342	396	372	338	344	349	374	265	198	148	94	59
45	358	359	398	349	343	355	332	266	179	129	70	51
00	377	349	358	365	316	330	303	236	175	117	67	44
Hr Total	**1,398**	**1,432**	**1,437**	**1,439**	**1,358**	**1,375**	**1,364**	**1,019**	**763**	**552**	**330**	**216**

24 Hour Total:	24,410					
AM Peak Hour begins:	6:45	AM Peak Volume:	2,202	AM Peak Hour Factor:		0.97
PM Peak Hour begins:	14:15	PM Peak Volume:	1,515	PM Peak Hour Factor:		0.95

Southbound Volume

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	64	33	23	17	24	53	141	290	333	262	323	341
30	48	32	19	15	27	64	205	348	323	298	296	364
45	43	26	22	22	31	91	249	376	323	326	318	375
00	40	29	23	30	43	112	256	346	300	309	330	403
Hr Total	**195**	**120**	**86**	**83**	**125**	**319**	**851**	**1,360**	**1,279**	**1,196**	**1,267**	**1,482**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	391	428	374	478	533	534	551	366	319	241	165	98
30	400	414	426	477	557	561	586	361	296	235	131	83
45	405	406	456	510	533	550	564	323	277	207	107	67
00	395	395	446	511	545	553	528	319	277	165	98	71
Hr Total	**1,591**	**1,642**	**1,702**	**1,975**	**2,168**	**2,197**	**2,229**	**1,369**	**1,169**	**847**	**501**	**319**

24 Hour Total:	26,074					
AM Peak Hour begins:	11:30	AM Peak Volume:	1,569	AM Peak Hour Factor:		0.97
PM Peak Hour begins:	17:45	PM Peak Volume:	2,254	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	102	57	41	35	58	129	413	860	899	673	653	708
30	85	53	47	45	73	190	557	917	893	733	650	724
45	73	45	42	57	114	260	726	914	810	764	710	737
00	62	47	47	66	123	359	780	867	749	722	685	735
Hr Total	**322**	**202**	**177**	**202**	**368**	**938**	**2,476**	**3,558**	**3,351**	**2,893**	**2,698**	**2,904**

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	714	755	684	865	888	874	907	618	530	398	264	160
30	741	809	798	815	901	911	959	626	494	383	225	142
45	763	765	854	858	876	905	896	589	456	336	177	118
00	771	744	804	876	861	882	831	554	451	282	165	115
Hr Total	**2,989**	**3,074**	**3,140**	**3,414**	**3,526**	**3,572**	**3,594**	**2,388**	**1,931**	**1,399**	**831**	**535**

24 Hour Total:	50,483					
AM Peak Hour begins:	7:15	AM Peak Volume:	3,597	AM Peak Hour Factor:		0.98
PM Peak Hour begins:	17:30	PM Peak Volume:	3,654	PM Peak Hour Factor:		0.95

Station : 1560 - Gibsonton Dr & Fern Hill Dr (F386) (Standard File)

Phase [1.1.1]

	1 (EL)	2 (WT)	3	4 (NR)	5 (WL)	6 (ET)	7	8 (SR)	9	10	11	12	13	14	15	16
Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clearance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	5	15	0	7	5	15	0	7	0	0	0	0	0	0	0	0
Passage	3	4	0	4.5	3	4	0	3	0	0	0	0	0	0	0	0
Max1	15	110	0	55	20	110	0	55	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow	4.8	4.8	9	3.7	4.8	4.8	9	3.7	9	9	9	9	9	9	9	9
Red	2	2	0	2.9	2	2	0	2.9	0	0	0	0	0	0	0	0
Red Revert	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Auto Exit		ON				ON										
Rest In Walk																

Phase Option [1.1.2]

	1 (EL)	2 (WT)	3	4 (NR)	5 (WL)	6 (ET)	7	8 (SR)	9	10	11	12	13	14	15	16
Enable	ON	ON		ON	ON	ON		ON								
Auto Entry				ON				ON								
Non Act1																
Non Act2																
Lock Call																
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON		ON		ON		ON								
Sim Gap Enable	ON	ON		ON	ON	ON		ON								
Guar Passage																
Cond Service																
Add Init Calc																

Alternate Phase Program 1, Calls and Redirection [1.1.6.3]

ENTRY	Call Phases				From	to	From	to	From	to	From	to	Assigned Ph
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

ENTRY	Call Phases				From	to	From	to	From	to	From	to	Assigned Ph
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0

Alternate Phase Program 1, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0

Alternate Phase Program 2, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0

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Station : 1560 - Gibsonton Dr & Fern Hill Dr (F386) (Standard File)

Unit Parameters [1.2.1]

StartUp Flash	Auto Ped Clear	Backup Time	Red Revert	Console Timeout	Tone Disable	Feature Profile	Phase Mode	Diamond Mode	SDLC Retry Time	TS2 Det Faults	Cycle Fault Action	Max Cycle Time	Max Seek Track Time	Max Seek Dwell Time	Enable Run	Local Flash Start	Start Red Time	Disable Init Ped	Yellow 3 Second Disable	Omit Yellow Enable	Free Ring Sequence
	ON		3	30	OFF		STD8	4PH		ON	ALARM				ON	OFF		OFF	OFF	OFF	1

COMM, General Comm Parameters [6.1]

Station ID	Master Station ID	Fallback time	Allow Pencil	PORT	System-Up	Sys-Down	PC/Print	Aux 232
1560		900	OFF					

Port Parameters [6.2]

COMM	Mode	Baud	MsgTime	Duplex	Enable	DialTime	Modem	ModemTime	Tel#1	Tel#2
System Up(P-A)										
System Down(P-B)										
PC/Print(P-2)										

Overlap General Parameters [1.5.1]

Conflict Lock	Lock Inhibit	Program Card	Use Parent	Canadian Fast Flash
OFF	OFF	OFF	ON	OFF

Overlap Program Parameters [1.5.2.1]

Overlap	Included Phases								Modifer Phases								Type	Green	Yellow	Red
Overlap 1																	NORMAL		3.5	1.5
Overlap 2	1								2								R-T/OTH		4.8	2
Overlap 3																	NORMAL		3.5	1.5
Overlap 4																	NORMAL		3.5	1.5
Overlap 5																	NORMAL		3.5	1.5
Overlap 6	5								6								R-T/OTH		4.8	2
Overlap 7																	NORMAL		3.5	1.5
Overlap 8																	NORMAL		3.5	1.5

Overlap Conflict Parameters+ [1.5.2.2]

Overlap	Conflicting Phases								Conflicting Overlaps								Conflicting Peds										
Overlap 1																									OFF	OFF	OFF
Overlap 2	2	4	8																						OFF	OFF	FL YEL4
Overlap 3																									OFF	OFF	OFF
Overlap 4																									OFF	OFF	OFF
Overlap 5																									OFF	OFF	OFF
Overlap 6	6	4	8																						OFF	OFF	FL YEL4
Overlap 7																									OFF	OFF	OFF
Overlap 8																									OFF	OFF	OFF

Detector, Vehicle Parameters 1-16 [5.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Detector, Vehicle Parameters 17-32 [5.1]

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Detector Alternate Program 1, Vehicle Parameters [5.5.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Call Phase	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Channels/SDLC, Assign to Phases [1.3.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
PH/OLP #	2	2		4	6	6		8					2		6									
Type	OLP	VEH	VEH	VEH	OLP	VEH	VEH	VEH	OLP	OLP	OLP	OLP	PED	PED	PED	PED								
Flash	RED	YEL	RED	RED	RED	YEL	RED	RED	RED	RED	RED	RED	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Flash 1-2 Hertz																								
Dimming Green																								
Dimming Yellow																								
Dimming Red																								
Alt Cyc	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+

Channel/SDLC, Parameters [1.3.3]

TOD Dim Enable	Extra Maps Enable	D Connector Enable	Single BIU Map	IO Mode	Preempt or Ext Output
OFF	DEFAULT		ON	AUTO	EXT

Channel/SDLC, MMU Map [1.3.5]

MMU-to-Controller Channel Map

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

Channel/SDLC, Permissive [1.3.4]

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

Channel/SDLC, Permissive [1.3.7]

SDLC Device	Term/Fac								Detector								MMU	DIAG
BIU#	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8		
Present	ON	ON									ON						ON	
Peer to Peer																		

Ring Sequence [1.2.4]

Ring	P1	P2	P3	P4	P5	P6	P7	P8
Ring 1	1	2	3	4				
Ring 2	5	6	7	8				
Ring 3								
Ring 4								

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Alarms, Enable Events [1.6.1]

Event#	Event Enable
1	ON
2	ON
3	ON
4	ON
5	ON
6	ON
7	
8	
9	
10	
11	
12	ON
13	ON
14	ON
15	ON
16	ON
17	
18	
19	
20	
21	
22	ON
23	ON
24	
25	
26	ON
27	
28	
29	ON
30	
31	
32	
33	
34	
35	
36	
37	ON
38	
39	
40	
41	
42	
43	
44	
45	
46	
47	
48	
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51	
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56	
57	
58	
59	
60	
61	
62	
63	
64	

Alarms, Enable Alarms [1.6.4]

Alarm#	Alarm Enable
1	ON
2	ON
3	ON
4	ON
5	ON
6	ON
7	
8	
9	
10	
11	
12	ON
13	ON
14	ON
15	ON
16	ON
17	
18	
19	
20	
21	
22	ON
23	ON
24	
25	
26	ON
27	
28	
29	ON
30	
31	
32	
33	
34	
35	
36	
37	ON
38	
39	
40	
41	
42	
43	
44	
45	
46	
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48	
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59	
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61	
62	
63	
64	

Preemption Times[3.1]/Phases[3.2]/Options[3.3]

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Flash	ON	ON				
Override Higher	ON					
Flash Dwell						
Link						
Delay						
Min Duration						
Min Green	5	5	5	5	5	5
Min Walk						
Ped Clear			99	99	99	99
Track Green						
Min Dwell	5	5	10	10	10	10
Max Presence						
Track R1						
Track R2						
Track R3						
Track R4						
Dwell P1						
Dwell P2						
Dwell P3						
Dwell P4						
Dwell P5						
Dwell P6						
Dwell P7						
Dwell P8						
Dwell P9						
Dwell P10						
Dwell P11						
Dwell P12						
Dwell Ped1						
Dwell Ped2						
Dwell Ped3						
Dwell Ped4						
Dwell Ped5						
Dwell Ped6						
Dwell Ped7						
Dwell Ped8						
Exit R1						
Exit R2						
Exit R3						
Exit R4						

Alarms, Parameters [1.4.1]

Auto Flash Parameter

Yellow	Red	Mode	Source
		VOT_MON	TEST A

Alarms, Parameters [1.6.7]

Preempt Event Enabled	Pattern Event Enabled
ON	ON

Alarms, Phases/Overlaps [1.4.2]

Auto Flash	1	2	3	4	5	6	7	8	9	10	11	12
Phases												
Overlaps												

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Preemption Times+[3.4]/Overlaps+[3.5]/Options+[3.6]

Preempt	1	2	3	4	5	6
Enable						
Type	RAIL	RAIL	EMERG	EMERG	EMERG	EMERG
Skip Track						
Volt Mon Flash						
Coord in Preempt						
Max2						
Return Max/Min	MAX	MAX	MIN	MIN	MIN	MIN
Extend Dwell	1	1				
Pattern						
Output Mode						
Track Over 1						
Track Over 2						
Track Over 3						
Track Over 4						
Track Over 5						
Track Over 6						
Track Over 7						
Track Over 8						
Track Over 9						
Track Over 10						
Track Over 11						
Track Over 12						
Dwell Over 1						
Dwell Over 2						
Dwell Over 3						
Dwell Over 4						
Dwell Over 5						
Dwell Over 6						
Dwell Over 7						
Dwell Over 8						
Dwell Over 9						
Dwell Over 10						
Dwell Over 11						
Dwell Over 12						
Ped Clear						
Yellow						
Red						
Return Min/Max						
Delay Inh						
Exit Time						
All Red B4						

Coordination, Modes,+ [2.1]

Modes

Operational	Correct	Maximum	Force-Off
	SHRT/LNG	MAX INH	FIXED

Modes+

Mode	Leave Before	Leave After	Recycle	Stop In Walk	External	Auto Reset	Latch Sec Foff	Coord Easy Float	Yield Value	Coord NTCIP Yield Sign	Closed Loop Active	
FRC	TIMED	TIMED	NO_RECYCLE	ON	OFF	ON	OFF	OFF	0	+	ON	OFF

Coordination, Pattern 1-16 [2.1]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	210	150	220	130	120	190	120									
Offset Time	37	49	184	34	70	15	104									
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Offset	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn

Coordination, Pattern 17-32 [2.1]

Pattern	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Cycle Time	220	210	220								220	220	220	230	230	230
Offset Time	183	103	183								194	61	87	1	124	46
Split Number	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Offset	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn

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Coordination, Splits [2.7.1]

Split Table1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	19	136		55	25	130		55								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph		ON														

Split Table2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	20	91		39	19	92		39								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph		ON														

Split Table3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	26	149		45	36	139		45								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph		ON														

Split Table4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	15	77		38	16	76		38								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph		ON														

Split Table5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	15	69		36	15	69		36								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph		ON														

Split Table6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	21	111		58	19	113		58								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph		ON														

Split Table7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	15	66		39	15	66		39								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph		ON														

Split Table8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

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Split Table13	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table14	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table15	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table16	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table17	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	25	147		48	15	157		48								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph		ON														

Split Table18	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	13	161		36	30	144		36								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph		ON														

Split Table19	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	25	170		25	15	180		25								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph		ON														

Split Table20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table21	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table22	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table23	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table25	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table26	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table27	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	40	145		35	25	160		35								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph		ON														

Split Table28	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	25	160		35	40	145		35								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph		ON														

Split Table29	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	35	150		35	35	150		35								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph		ON														

Split Table30	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	40	150		40	25	165		40								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph		ON														

Split Table31	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	25	165		40	40	150		40								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph		ON														

Split Table32	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	35	155		40	35	155		40								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph		ON														

Station : 1560 - Gibsonton Dr & Fern Hill Dr (F386) (Standard File)

TB Coor, Advanced Scheduler [4.3]

| | Month | | | | | | | | | | | Day of Week | | | | | | | Day of Month | | | | | | | | | | |

Station : 1560 - Gibsonton Dr & Fern Hill Dr (F386) (Standard File)

Day Plan Table7	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action	99															

Day Plan Table8	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action	99															

Day Plan Table9	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action	99															

Day Plan Table10	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action	99															

Day Plan Table11	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action	99															

Day Plan Table12	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action	99															

Station : 1560 - Gibsonton Dr & Fern Hill Dr (F386) (Standard File)

TB Coor, Action Table [4.5]

Action	Pattern	Aux 1	Aux 2	Aux 3	Special 1	Special 2	Special 3	Special 4	Special 5	Special 6	Special 7	Special 8
1	1											
2	2											
3	3											
4	4											
5	5											
6	6											
7	7											
8	8											
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59												
60												
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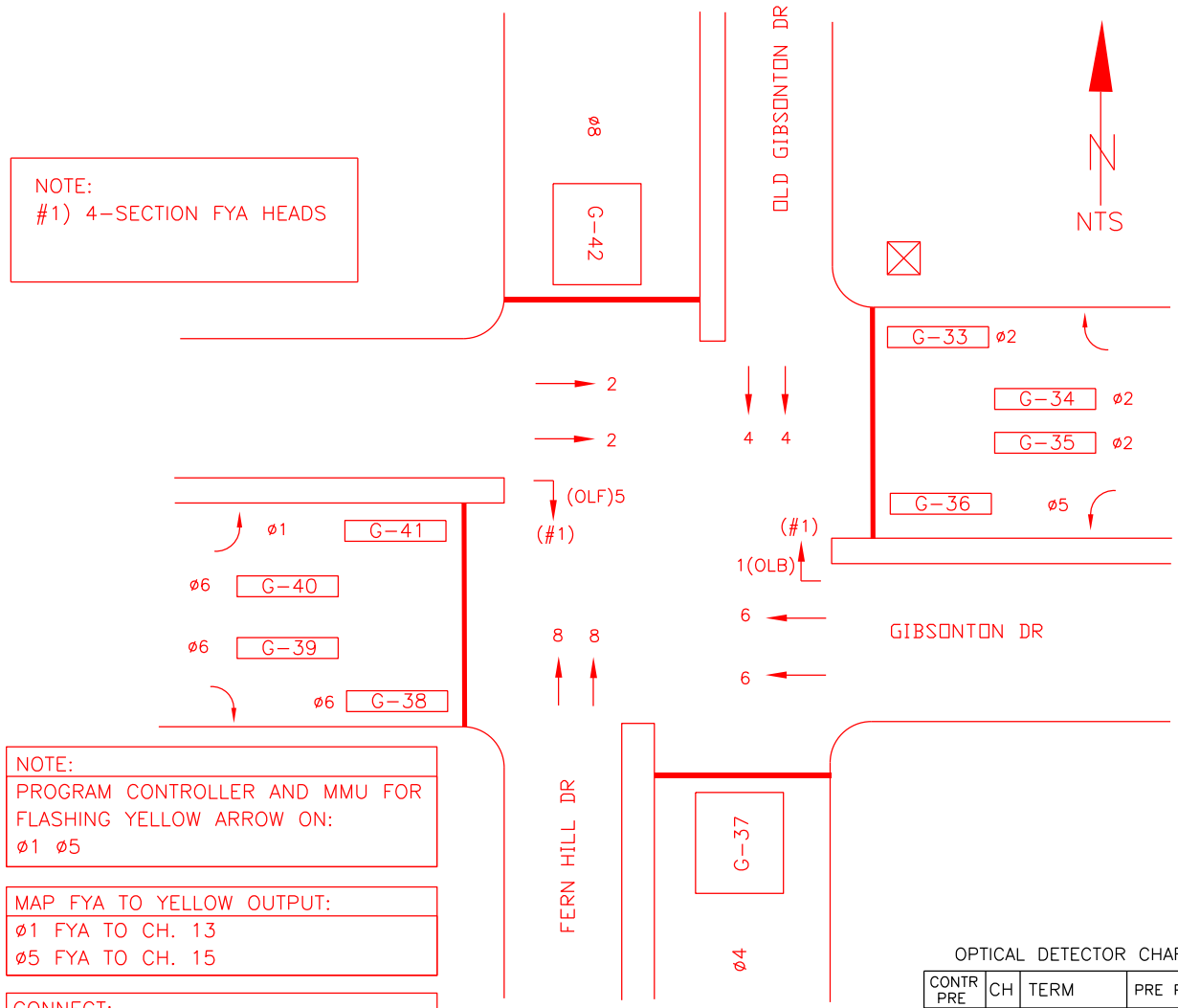
62												
63												
64												
99	254											
100	255											

INTERSECTION

INTERSECTION: GIBSONTON DR & FERN HILL DR (F386)
ID# 1560



NOTE:
PROGRAM CONTROLLER AND MMU FOR FLASHING YELLOW ARROW ON:
ø1 ø5

MAP FYA TO YELLOW OUTPUT:
ø1 FYA TO CH. 13
ø5 FYA TO CH. 15

CONNECT:
ø1 FYA TO TERM. 538
ø5 FYA TO TERM. 544

CH. MAPPING (MM-1-3-1)
CH.1="OL"2
CH.5="OL"6

OPTICAL DETECTOR CHART

CONTR PRE	CH	TERM	PRE PHASE	NOTES
3	A	DT5-3		
4	B	DT5-4		
5	C	DT5-8		
6	D	DT5-9		

FLASHING YELLOW OVERLAPS

OVERLAPS	INCL.ø	MODIFIER ø	FYA OUTPUT CH.	OLP TYPE	OLP TYPE +
OLB	1	2	13	R-T/OTHER	FL YEL-4
OLF	5	6	15	R-T/OTHER	FL YEL-4

PHASING DIAGRAM

ø1 OLB	ø2 ←	ø3 N/U	ø4 ↑
ø5 OLF	ø6 →	ø7 N/U	ø8 ↓

NORTH ARROW ↑

OVERLAPS

A=
B=ø1MODø2
C=
F=ø5MODø6

INTERSECTION: 1560- GIBSONTON DR & FERN HILL (F386)

REV.	DATE	BY

NAZTEC, INC.
SUGAR LAND, TEXAS, USA

TITLE: HILLSBOROUGH COUNTY, FL

DRAWN BY	DATE	SHEET	SCALE
ITERIS	4/21/21	1 OF 1	N/A
CHECK BY	DATE	DWG. NO.	
		70006-NITS	

NAZTEC FDOT CERTIFICATION NUMBERS:

66013431703011-Loop Detector
67816111703011-MMU
67816151703011-Cabinet Power Supply
67816171703011-BIU
67115521703011-TS2 Controller
67614581703011-TS2 Rack Cabinet

Station : 1480 - Gibsonton Dr & Mathog Rd (F312) (Standard File)

Phase [1.1.1]

	1 (EL)	2 (WR)	3	4 (NT)	5 (WL)	6 (ET)	7 (NL)	8 (SR)	9	10	11	12	13	14	15	16
Walk	0	7	0	7	0	7	0	0	0	0	0	0	0	0	0	0
Ped Clearance	0	11	0	27	0	21	0	0	0	0	0	0	0	0	0	0
Min Green	5	15	0	7	5	15	7	7	0	0	0	0	0	0	0	0
Passage	3	4	0	3	3	4	3	3	0	0	0	0	0	0	0	0
Max1	15	110	0	25	20	110	25	15	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow	4.8	4.8	9	3.7	4.8	4.8	3.7	3.4	9	9	9	9	9	9	9	9
Red	2	2	0	2.4	2	2	2.4	3	0	0	0	0	0	0	0	0
Red Revert	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Auto Exit		ON				ON										
Rest In Walk																

Phase Option [1.1.2]

	1 (EL)	2 (WR)	3	4 (NT)	5 (WL)	6 (ET)	7 (NL)	8 (SR)	9	10	11	12	13	14	15	16
Enable	ON	ON		ON	ON	ON	ON	ON								
Auto Entry								ON								
Non Act1																
Non Act2																
Lock Call																
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON		ON		ON	ON									
Sim Gap Enable	ON	ON		ON	ON	ON	ON									
Guar Passage																
Cond Service																
Add Init Calc																

Alternate Phase Program 1, Calls and Redirection [1.1.6.3]

ENTRY	Call Phases				From	to	From	to	From	to	From	to	Assigned Ph
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

ENTRY	Call Phases				From	to	From	to	From	to	From	to	Assigned Ph
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0

Alternate Phase Program 1, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0

Alternate Phase Program 2, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0

Hillsborough County Timing Sheet 2/10/2022 9:42:05 AM

Station : 1480 - Gibsonton Dr & Mathog Rd (F312) (Standard File)

Unit Parameters [1.2.1]

StartUp Flash	Auto Ped Clear	Backup Time	Red Revert	Console Timeout	Tone Disable	Feature Profile	Phase Mode	Diamond Mode	SDLC Retry Time	TS2 Det Faults	Cycle Fault Action	Max Cycle Time	Max Seek Track Time	Max Seek Dwell Time	Enable Run	Local Flash Start	Start Red Time	Disable Init Ped	Yellow 3 Second Disable	Omit Yellow Enable	Free Ring Sequence
	ON		3	30	OFF		USER	4PH		ON	ALARM				ON	OFF		OFF	OFF	OFF	1

COMM, General Comm Parameters [6.1]

Station ID	Master Station ID	Fallback time	Allow Pencil	PORT	System-Up	Sys-Down	PC/Print	Aux 232
1480		900	OFF					

Port Parameters [6.2]

COMM	Mode	Baud	MsgTime	Duplex	Enable	DialTime	Modem	ModemTime	Tel#1	Tel#2
System Up(P-A)										
System Down(P-B)										
PC/Print(P-2)										

Overlap General Parameters [1.5.1]

Conflict Lock	Lock Inhibit	Program Card	Use Parent	Canadian Fast Flash
OFF	OFF	OFF	ON	OFF

Overlap Program Parameters [1.5.2.1]

Overlap	Included Phases								Modifer Phases								Type	Green	Yellow	Red
Overlap 1																	NORMAL		3.5	1.5
Overlap 2																	NORMAL		3.5	1.5
Overlap 3																	NORMAL		3.5	1.5
Overlap 4																	NORMAL		3.5	1.5
Overlap 5																	NORMAL		3.5	1.5
Overlap 6																	NORMAL		3.5	1.5
Overlap 7																	NORMAL		3.5	1.5
Overlap 8																	NORMAL		3.5	1.5

Overlap Conflict Parameters+ [1.5.2.2]

Overlap	Conflicting Phases								Conflicting Overlaps								Conflicting Peds									
Overlap 1																									OFF	OFF
Overlap 2																									OFF	OFF
Overlap 3																									OFF	OFF
Overlap 4																									OFF	OFF
Overlap 5																									OFF	OFF
Overlap 6																									OFF	OFF
Overlap 7																									OFF	OFF
Overlap 8																									OFF	OFF

Detector, Vehicle Parameters 1-16 [5.1]

	1 (ST1)	2 (WT2)	3 (WT1)	4 (WL1)	5 (NR1)	6 (NT1)	7 (NL2)	8 (NL1)	9 (ET2)	10 (ET1)	11 (EL1)	12	13	14	15	16
Call Phase	8	2	2	5	4	4	7	7	6	6	1	0	0	0	0	0
Switch Phase	0	0	0	2	0	0	0	0	0	0	6	0	0	0	0	0
Delay Time	7	0	0	0	10	0	2	3	0	0	0	0	0	0	0	0

Detector, Vehicle Parameters 17-32 [5.1]

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call Phase	1	2	0	4	5	6	7	8	4	0	0	0	0	0	0	0
Switch Phase	6	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	5	8	0	0	0	0	0	0	0

Station : 1480 - Gibsonton Dr & Mathog Rd (F312) (Standard File)

Detector Alternate Program 1, Vehicle Parameters [5.5.1]

	1 (ST1)	2 (WT2)	3 (WT1)	4 (WL1)	5 (NR1)	6 (NT1)	7 (NL2)	8 (NL1)	9 (ET2)	10 (ET1)	11 (EL1)	12	13	14	15	16
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Channels/SDLC, Assign to Phases [1.3.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
PH/OLP #	1	2		4	5	6	7	8					2	4	6									
Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OLP	OLP	OLP	OLP	PED	PED	PED	PED								
Flash	RED	YEL	RED	RED	RED	YEL	RED	RED	RED	RED	RED	RED	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Flash 1-2 Hertz																								
Dimming Green																								
Dimming Yellow																								
Dimming Red																								
Alt Cyc	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+

Channel/SDLC, Parameters [1.3.3]

TOD Dim Enable	Extra Maps Enable	D Connector Enable	Single BIU Map	IO Mode	Preempt or Ext Output
OFF	DEFAULT		ON	AUTO	EXT

Channel/SDLC, MMU Map [1.3.5]

MMU-to-Controller Channel Map

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

Channel/SDLC, Permissive [1.3.4]

Channel	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2
1															
2															
3															
4															
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Channel/SDLC, Permissive [1.3.7]

SDLC Device	Term/Fac								Detector								MMU	DIAG
BIU#	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**		
Present	ON	ON							ON								ON	
Peer to Peer																		

Ring Sequence [1.2.4]

Ring	P1	P2	P3	P4	P5	P6	P7	P8
Ring 1	1	2	4	3	8			
Ring 2	5	6	7					
Ring 3								
Ring 4								

Station : 1480 - Gibsonton Dr & Mathog Rd (F312) (Standard File)

Alarms, Enable Events [1.6.1]

Event#	Event Enable
1	ON
2	ON
3	ON
4	ON
5	ON
6	ON
7	
8	
9	
10	
11	
12	ON
13	ON
14	ON
15	ON
16	ON
17	
18	
19	
20	
21	
22	ON
23	ON
24	
25	
26	ON
27	
28	
29	ON
30	
31	
32	
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37	ON
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Alarms, Enable Alarms [1.6.4]

Alarm#	Alarm Enable
1	ON
2	ON
3	ON
4	ON
5	ON
6	ON
7	
8	
9	
10	
11	
12	ON
13	ON
14	ON
15	ON
16	ON
17	
18	
19	
20	
21	
22	ON
23	ON
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25	
26	ON
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29	ON
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Preemption Times[3.1]/Phases[3.2]/Options[3.3]

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Flash	ON	ON				
Override Higher						
Flash Dwell						
Link						
Delay						
Min Duration						
Min Green	5	5	5	5	5	5
Min Walk						
Ped Clear			99	99	99	99
Track Green						
Min Dwell	5	5	10	10	10	10
Max Presence						
Track R1						
Track R2						
Track R3						
Track R4						
Dwell P1			1	2	8	4
Dwell P2			6	5		7
Dwell P3						
Dwell P4						
Dwell P5						
Dwell P6						
Dwell P7						
Dwell P8						
Dwell P9						
Dwell P10						
Dwell P11						
Dwell P12						
Dwell Ped1						
Dwell Ped2						
Dwell Ped3						
Dwell Ped4						
Dwell Ped5						
Dwell Ped6						
Dwell Ped7						
Dwell Ped8						
Exit R1			2	2	1	8
Exit R2			6	6	5	
Exit R3						
Exit R4						

Alarms, Parameters [1.4.1]

Auto Flash Parameter

Yellow	Red	Mode	Source
		VOT_MON	TEST A

Alarms, Parameters [1.6.7]

Preempt Event Enabled	Pattern Event Enabled
ON	ON

Alarms, Phases/Overlaps [1.4.2]

Auto Flash	1	2	3	4	5	6	7	8	9	10	11	12
Phases												
Overlaps												

Station : 1480 - Gibsonton Dr & Mathog Rd (F312) (Standard File)

Preemption Times+[3.4]/Overlaps+[3.5]/Options+[3.6]

Preempt	1	2	3	4	5	6
Enable			ON	ON	ON	ON
Type	RAIL	RAIL	EMERG	EMERG	EMERG	EMERG
Skip Track						
Volt Mon Flash						
Coord in Preempt						
Max2						
Return Max/Min	MAX	MAX	MIN	MIN	MIN	MIN
Extend Dwell	1	1				
Pattern						
Output Mode						
Track Over 1						
Track Over 2						
Track Over 3						
Track Over 4						
Track Over 5						
Track Over 6						
Track Over 7						
Track Over 8						
Track Over 9						
Track Over 10						
Track Over 11						
Track Over 12						
Dwell Over 1						
Dwell Over 2						
Dwell Over 3						
Dwell Over 4						
Dwell Over 5						
Dwell Over 6						
Dwell Over 7						
Dwell Over 8						
Dwell Over 9						
Dwell Over 10						
Dwell Over 11						
Dwell Over 12						
Ped Clear						
Yellow						
Red						
Return Min/Max						
Delay Inh						
Exit Time						
All Red B4						

Coordination, Modes,+ [2.1]

Modes

Operational	Correct	Maximum	Force-Off
	SHRT/LNG	MAX INH	FIXED

Modes+

Mode	Leave Before	Leave After	Recycle	Stop In Walk	External	Auto Reset	Latch Sec Foff	Coord Easy Float	Yield Value	Coord NTCIP Yield Sign	Closed Loop Active	
FRC	TIMED	TIMED	NO_RECYCLE	ON	OFF	ON	OFF	OFF	0	+	ON	OFF

Coordination, Pattern 1-16 [2.1]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	210	150	220	130	120	190	120									
Offset Time	1	68	1	70	33	35	40									
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Offset	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn

Coordination, Pattern 17-32 [2.1]

Pattern	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Cycle Time		210	220								220	220	220	230	230	230
Offset Time		35	31								215	24	90	5	101	49
Split Number	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Offset	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn

Station : 1480 - Gibsonton Dr & Mathog Rd (F312) (Standard File)

Coordination, Splits [2.7.1]

Split Table1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	15	143		35	23	135	35	17								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph		ON														

Split Table2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	15	101		17	15	101	17	17								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph		ON														

Split Table3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	15	166		22	15	166	22	17								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph		ON														

Split Table4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	15	81		17	15	81	17	17								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph		ON														

Split Table5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	15	71		17	15	71	17	17								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph		ON														

Split Table6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	15	134		24	15	134	24	17								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph		ON														

Split Table7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	15	71		17	15	71	17	17								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph		ON														

Split Table8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Station : 1480 - Gibsonton Dr & Mathog Rd (F312) (Standard File)

Split Table13	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table14	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table15	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table16	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table17	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table18	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	19	136		32	19	136	32	23								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph		ON														

Split Table19	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	20	146		27	20	146	27	27								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph		ON														

Split Table20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table21	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table22	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table23	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table25	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table26	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph																

Split Table27	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	34	131		32	19	146	32	23								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph		ON														

Split Table28	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	19	146		32	34	131	32	23								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph		ON														

Split Table29	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	29	136		32	29	136	32	23								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph		ON														

Split Table30	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	35	145		25	20	160	25	25								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph		ON														

Split Table31	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	20	160		25	35	145	25	25								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph		ON														

Split Table32	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	30	150		25	30	150	25	25								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord-Ph		ON														

Station : 1480 - Gibsonton Dr & Mathog Rd (F312) (Standard File)

TB Coor, Advanced Scheduler [4.3]

	Month												Day of Week							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1			1	1	1			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1	1	1																																	2
5							1						1	1	1	1	1	1	1				1																													2
6												1	1	1	1	1	1	1	1																																	2
7					1									1																																						2
8								1						1						1	1	1	1	1	1	1																											2
9											1						1																																				2
10											1							1																																			2
11	1	1	1	1	1	1	1	1	1	1	1	1						1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
12	1	1	1	1	1	1	1	1	1	1	1	1		1						1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
13																																																			1
14																																																				1
15																																																			1
16																																																			1
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27																																																			1
28																																																			1
29																																																			1
30																																																			1
31																																																			1
32																																																			1

TB Coor, Day Plan [4.4]

Day Plan Table1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		5	9	14	19	22										
Minute		30	30													
Action	99	1	2	3	4	99										

Day Plan Table2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		7	9	19	23											
Minute																
Action	99	5	6	7	99											

Day Plan Table3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		8	10	18	21											
Minute		30														
Action	99	5	6	7	99											

Day Plan Table4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

Day Plan Table5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

Day Plan Table6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

Station : 1480 - Gibsonton Dr & Mathog Rd (F312) (Standard File)

Day Plan Table7	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action	99															

Day Plan Table8	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action	99															

Day Plan Table9	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action	99															

Day Plan Table10	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action	99															

Day Plan Table11	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action	99															

Day Plan Table12	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action	99															

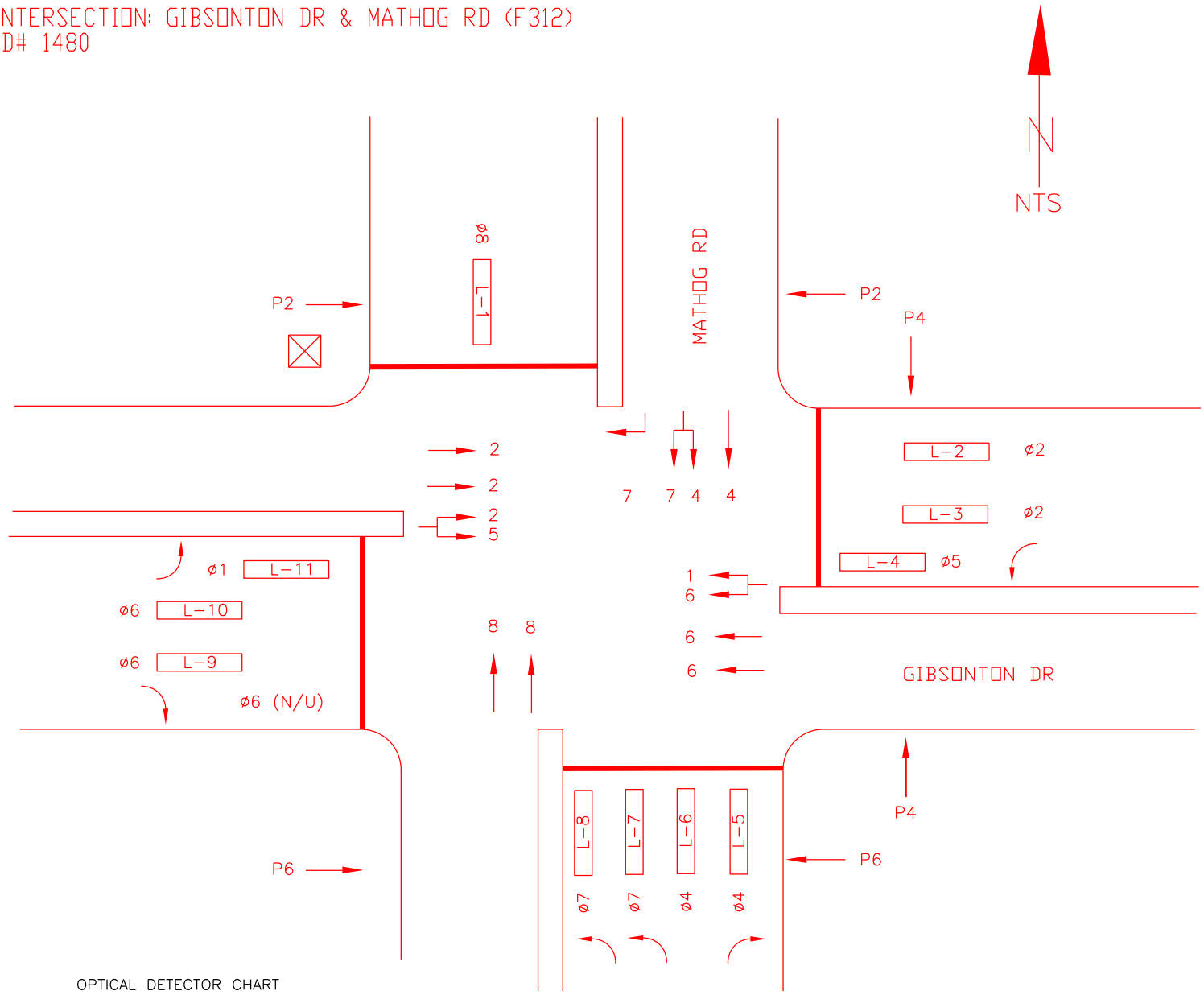
Station : 1480 - Gibsonton Dr & Mathog Rd (F312) (Standard File)

TB Coor, Action Table [4.5]

Action	Pattern	Aux 1	Aux 2	Aux 3	Special 1	Special 2	Special 3	Special 4	Special 5	Special 6	Special 7	Special 8
1	1											
2	2											
3	3											
4	4											
5	5											
6	6											
7	7											
8	8											
9	9											
10	10											
11	11											
12	12											
13	13											
14	14											
15	15											
16	16											
17	17											
18	18											
19	19											
20	20											
21	21											
22	22											
23	23											
24	24											
25	25											
26	26											
27	27											
28	28											
29	29											
30	30											
31	31											
32	32											
33	33											
34	34											
35	35											
36	36											
37	37											
38	38											
39	39											
40	40											
41	41											
42	42											
43	43											
44	44											
45	45											
46	46											
47	47											
48	48											
49												
50												
51												
52												
53												
54												
55												
56												
57												
58												
59												
60												
61												
62												
63												
64												
99	254											
100	255											

INTERSECTION

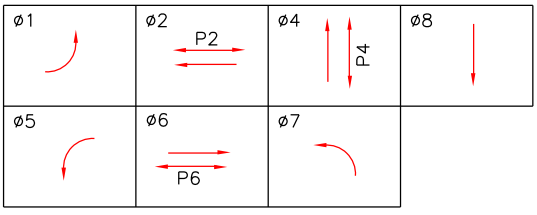
INTERSECTION: GIBSONTON DR & MATHOG RD (F312)
ID# 1480



OPTICAL DETECTOR CHART

CONTR PRE IN	CHANNEL	TERM.	PRE PHASE	NOTES
3	CH.A	LT3-19	ø1+ø6	EB
4	CH.B	LT3-20	ø2+ø5	WB
5	CH.C	LT3-23	ø8	SB
6	CH.D	LT3-24	ø4+ø7	NB

PHASING DIAGRAM



NORTH ARROW

OVERLAPS

A =	
B =	
C =	
D =	

INTERSECTION: 1480- GIBSONTON DR & MATHOG RD (F312)

REV.	DATE	BY

NAZTEC, INC.
SUGAR LAND, TEXAS, USA

TITLE: HILLSBOROUGH COUNTY, FL

DRAWN BY	DATE	SHEET	SCALE
AGI	3/6/20	1 OF 1	N/A

CHECK BY	DATE	DWG. NO.
		70006-NITS

NAZTEC FDOT CERTIFICATION NUMBERS:

66013431703011-Loop Detector
67816111703011-MMU
67816151703011-Cabinet Power Supply
67816171703011-BIU
67115521703011-TS2 Controller
67614581703011-TS2 Rack Cabinet

Station : 1445 - Gibsonton Dr & Lowes (F285) (Standard File)

Phase [1.1.1]

	1 (EL)	2 (WR)	3	4 (NR)	5 (WL)	6 (ET)	7	8 (SR)	9	10	11	12	13	14	15	16
Walk	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
Ped Clearance	0	20	0	26	0	29	0	25	0	0	0	0	0	0	0	0
Min Green	5	15	0	7	5	15	0	7	0	0	0	0	0	0	0	0
Gap Ext	3	4	0	3	3	4	0	3	0	0	0	0	0	0	0	0
Max1	20	100	0	35	25	95	0	35	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow Clr	4.8	4.8	9	3.8	4.8	4.8	9	3.8	9	9	9	9	9	9	9	9
Red Clr	2	2	0	2.1	2	2	0	2.1	0	0	0	0	0	0	0	0
Red Revert	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Rest In Walk																

Phase Option [1.1.2]

	1 (EL)	2 (WR)	3	4 (NR)	5 (WL)	6 (ET)	7	8 (SR)	9	10	11	12	13	14	15	16
Enable	ON	ON		ON	ON	ON		ON								
Lock Call																
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON		ON		ON		ON								
Sim Gap Enable	ON	ON		ON	ON	ON		ON								
Guar Passage																
Cond Service																
Add Init Calc																

Alternate Phase Program 1, Calls and Redirection [1.1.6.3]

ENTRY	Call Phases				From	to	From	to	From	to	From	to	Assigned Ph
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

ENTRY	Call Phases				From	to	From	to	From	to	From	to	Assigned Ph
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0

Alternate Phase Program 1, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	

Alternate Phase Program 2, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	

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Station : 1445 - Gibsonton Dr & Lowes (F285) (Standard File)

Unit Parameters [1.2.1]

StartUp Flash	Auto Ped Clear	Red Revert	Local Flash Start	Allow < 3 sec Yel	Allow Skip Yel	MCE Timeout	Enable Run	Start Red Time	Phase Mode	Startup Calls	Diamond Mode	Stop Time Over Preempt	Free Ring Sequence	Clearance Decide	Min Ped Clear Time	RingAlgo
	ON	3	OFF	OFF	OFF		ON		STD8	OFF	4PH	OFF	1	OFF	OFF	

COMM, General Comm Parameters [6.1]

Station ID	Master Station ID	Fallback time	Allow Pencil	PORT	System-Up	Sys-Down	PC/Print	Aux 232
1445								

Port Parameters [6.2]

COMM	Mode	Baud	MsgTime	Duplex	Enable	DialTime	Modem	ModemTime	Tel#1	Tel#2
System Up(P-A)										
System Down(P-B)										
PC/Print(P-2)										

Overlap General Parameters [1.5.1]

Conflict Lock	Lock Inhibit	Program Card	Use Parent	Canadian Fast Flash
ON	ON	ON	ALWAYS	

Overlap Program Parameters [1.5.2.1]

Overlap	Included Phases								Modifer Phases								Type	Green	Yellow	Red
Overlap 1																	NORMAL		3.5	1.5
Overlap 2	1								2								FYA-4		4.8	2
Overlap 3																	NORMAL		3.5	1.5
Overlap 4																	NORMAL		3.5	1.5
Overlap 5																	NORMAL		3.5	1.5
Overlap 6	5								6								FYA-4		4.8	2
Overlap 7																	NORMAL		3.5	1.5
Overlap 8																	NORMAL		3.5	1.5

Overlap Conflict Parameters+ [1.5.2.2]

Overlap	Conflicting Phases								Conflicting Overlaps								Conflicting Peds							
Overlap 1																								
Overlap 2	4	8																						
Overlap 3																								
Overlap 4																								
Overlap 5																								
Overlap 6	4	8																						
Overlap 7																								
Overlap 8																								

Detector, Vehicle Parameters 1-16 [5.1]

	1 (ET2)	2 (ET1)	3 (EL1)	4 (ST1)	5 (SL1)	6 (WT1)	7 (WT1)	8 (WL1)	9 (NT1)	10 (NL1)	11	12	13	14	15	16
Call Phase	6	6	1	8	8	2	2	5	4	4	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	4	5	0	0	0	4	5	0	0	0	0	0	0	0

Detector, Vehicle Parameters 17-32 [5.1]

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call Phase	6	6	1	8	8	2	2	5	4	4	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	4	5	0	0	0	4	5	0	0	0	0	0	0	0

Station : 1445 - Gibsonton Dr & Lowes (F285) (Standard File)

Detector Alternate Program 1, Vehicle Parameters [5.5.1]

	1 (ET2)	2 (ET1)	3 (EL1)	4 (ST1)	5 (SL1)	6 (WT1)	7 (WT1)	8 (WL1)	9 (NT1)	10 (NL1)	11	12	13	14	15	16
Call Phase	1	1	1	5	5	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	6	6	6	2	2	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Channels/SDLC, Assign to Phases [1.3.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
PH/OLP #	2	2		4	6	6		8					2	4	6	8								
Type	OLP	VEH	VEH	VEH	OLP	VEH	VEH	VEH	OLP	OLP	OLP	OLP	PED	PED	PED	PED								
Flash	RED	YEL	RED	RED	RED	YEL	RED	RED	RED	RED	RED	RED	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Alt Hz																								
Dimming Green																								
Dimming Yellow																								
Dimming Red																								
Dimming Cyc	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+

Channel/SDLC, Parameters [1.3.3]

TOD Dim Enable	Extra Maps Enable	D Connector Enable	Single BIU Map	IO Mode	Preempt or Ext Output
OFF	DEFAULT				

Channel/SDLC, MMU Map [1.3.5]

MMU-to-Controller Channel Map

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

Channel/SDLC, Permissive [1.3.4]

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

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5
6
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13
14
15
1
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4
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Channel/SDLC, Permissive [1.3.7]

SDLC Device	Term/Fac								Detector								MMU	DIAG
BIU#	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**		
Dev Present	ON	ON							ON		ON	ON					ON	
Peer to Peer																		

Ring Sequence [1.2.4]

Ring	P1	P2	P3	P4	P5	P6	P7	P8
Ring 1	1	2	3	4				
Ring 2	5	6	7	8				
Ring 3								
Ring 4								

Station : 1445 - Gibsonton Dr & Lowes (F285) (Standard File)

Alarms, Enable Events [1.6.1]

Event#	Event Enable
1	ON
2	ON
3	ON
4	ON
5	ON
6	ON
7	
8	
9	
10	
11	
12	ON
13	ON
14	ON
15	ON
16	ON
17	
18	
19	
20	
21	
22	ON
23	ON
24	
25	
26	ON
27	
28	
29	ON
30	
31	
32	
33	
34	
35	
36	
37	ON
38	
39	
40	
41	
42	
43	
44	
45	
46	
47	
48	
49	ON
50	ON
51	ON
52	ON
53	ON
54	ON
55	
56	
57	
58	
59	
60	
61	
62	
63	
64	

Alarms, Enable Alarms [1.6.4]

Alarm#	Alarm Enable
1	ON
2	ON
3	ON
4	ON
5	ON
6	ON
7	
8	
9	
10	
11	
12	ON
13	ON
14	ON
15	ON
16	ON
17	
18	
19	
20	
21	
22	ON
23	ON
24	
25	
26	ON
27	
28	
29	ON
30	
31	
32	
33	
34	
35	
36	
37	ON
38	
39	
40	
41	
42	
43	
44	
45	
46	
47	
48	
49	ON
50	ON
51	ON
52	ON
53	ON
54	ON
55	
56	
57	
58	
59	
60	
61	
62	
63	
64	

Preemption Times[3.1]/Phases[3.2]/Options[3.3]

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash	ON	ON				
Override Higher Preempt	ON					
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	5	5	5	5	5	5
Min Walk						
Ped Clear			99	99	99	99
Track Green						
Min Dwell	5	5	10	10	10	10
Max Presence						
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1			1	2	8	4
Dwell Cyc Veh 2			6	5		
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1			2	2	4	4
Exit 2			6	6	8	8
Exit 3						
Exit 4						

Alarms, Parameters [1.4.1]

Auto Flash Parameter

Yellow	Red	Mode	Source

Alarms, Parameters [1.6.7]

Preempt Event Enabled	Pattern Event Enabled
OFF	ON

Alarms, Phases/Overlaps [1.4.2]

Auto Flash	1	2	3	4	5	6	7	8	9	10	11	12
Phases												
Overlaps												

Station : 1445 - Gibsonton Dr & Lowes (F285) (Standard File)

Preemption Times+[3.4]/Overlaps+[3.5]/Options+[3.6]

Preempt	1	2	3	4	5	6
Enable			ON	ON	ON	ON
Type	RAIL	RAIL	EMERG	EMERG	EMERG	EMERG
Skip Track						
Volt Mon Flash						
Coord in Preempt						
Return Max/Min	MAX	MAX	MIN	MIN	MIN	MIN
Extend Dwell	1	1				
Pattern						
Output Mode						
Track Over 1						
Track Over 2						
Track Over 3						
Track Over 4						
Track Over 5						
Track Over 6						
Track Over 7						
Track Over 8						
Track Over 9						
Track Over 10						
Track Over 11						
Track Over 12						
DwellCyc Over 1			2	6		
DwellCyc Over 2						
DwellCyc Over 3						
DwellCyc Over 4						
DwellCyc Over 5						
DwellCyc Over 6						
DwellCyc Over 7						
DwellCyc Over 8						
DwellCyc Over 9						
DwellCyc Over 10						
DwellCyc Over 11						
DwellCyc Over 12						
Ped Clear						
Yellow						
Red						
Return Max						

Coordination, Modes,+ [2.1]

Modes

Operational	Correct	Maximum	Force-Off
	SHRT/LNG	MAX INH	FIXED

Modes+

Mode	Leave Before	Leave After	Recycle	Stop In Walk	External	Auto Reset	Latch Sec Foff	Coord Easy Float	Yield Value	Coord NTCIP Yield Sign	Closed Loop Active	
RESERVED	TIMED	TIMED	NO_RECYCLE	ON	OFF	ON	OFF	OFF	0	+	ON	OFF

Coordination, Pattern 1-16 [2.1]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	210	150	220	130	120	190	120									
Offset Time	205	68	11	75	24	33	36									
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Offset	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn

Coordination, Pattern 17-32 [2.1]

Pattern	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Cycle Time		210	220								220	220	220	230	230	230
Offset Time		32	43								1	32	97	1	114	62
Split Number	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Offset	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn

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Coordination, Splits [2.7.1]

Split Table1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	15	156		39	28	143		39								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

Split Table2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	15	103		32	24	94		32								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

Split Table3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	15	179		26	27	167		26								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

Split Table4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	15	89		26	17	87		26								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

Split Table5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	15	87		18	15	87		18								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

Split Table6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	15	137		38	29	123		38								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

Split Table7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	15	84		21	16	83		21								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

Split Table8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase																

Split Table9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase																

Split Table10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase																

Split Table11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase																

Split Table12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase																

Station : 1445 - Gibsonton Dr & Lowes (F285) (Standard File)

Split Table13	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase																

Split Table14	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase																

Split Table15	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase																

Split Table16	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	20	95		35	20	95		35								
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase																

Split Table17	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase																

Split Table18	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	25	150		35	25	150		35								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

Split Table19	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	25	171		24	25	171		24								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

Split Table20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase																

Split Table21	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase																

Split Table22	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase																

Split Table23	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase																

Split Table24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase																

Split Table25	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase																

Split Table26	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase																

Split Table27	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	40	145		35	25	160		35								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

Split Table28	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	25	160		35	40	145		35								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

Split Table29	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	35	150		35	35	150		35								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

Split Table30	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	40	150		40	25	165		40								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

Split Table31	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	25	165		40	40	150		40								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

Split Table32	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	35	155		40	35	155		40								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

Station : 1445 - Gibsonton Dr & Lowes (F285) (Standard File)

TB Coor, Advanced Scheduler [4.3]

	Month												Day of Week							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1			1	1	1			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1	1	1																																2
5							1						1	1	1	1	1	1	1				1																												2
6												1	1	1	1	1	1	1	1																																2
7					1									1																																						2
8								1						1						1	1	1	1	1	1	1																											2
9											1						1																																			2
10											1							1																																			2
11	1	1	1	1	1	1	1	1	1	1	1	1						1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
12	1	1	1	1	1	1	1	1	1	1	1	1		1						1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
13																																																			1
14																																																				1
15																																																				1
16																																																				1
17																																																				1
18																																																				1
19																																																				1
20																																																				1
21																																																				1
22																																																				1
23																																																				1
24																																																				1
25																																																				1
26																																																				1
27																																																				1
28																																																				1
29																																																				1
30																																																				1
31																																																				1
32																																																				1

TB Coor, Day Plan [4.4]

Day Plan Table1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		5	9	14	19	22										
Minute		30	30													
Action	99	1	2	3	4	99										

Day Plan Table2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		7	9	19	23											
Minute																
Action	99	5	6	7	99											

Day Plan Table3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		8	10	18	21											
Minute		30														
Action	99	5	6	7	99											

Day Plan Table4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

Day Plan Table5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

Day Plan Table6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

Station : 1445 - Gibsonton Dr & Lowes (F285) (Standard File)

Day Plan Table7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

Day Plan Table8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

Day Plan Table9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

Day Plan Table10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

Day Plan Table11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

Day Plan Table12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

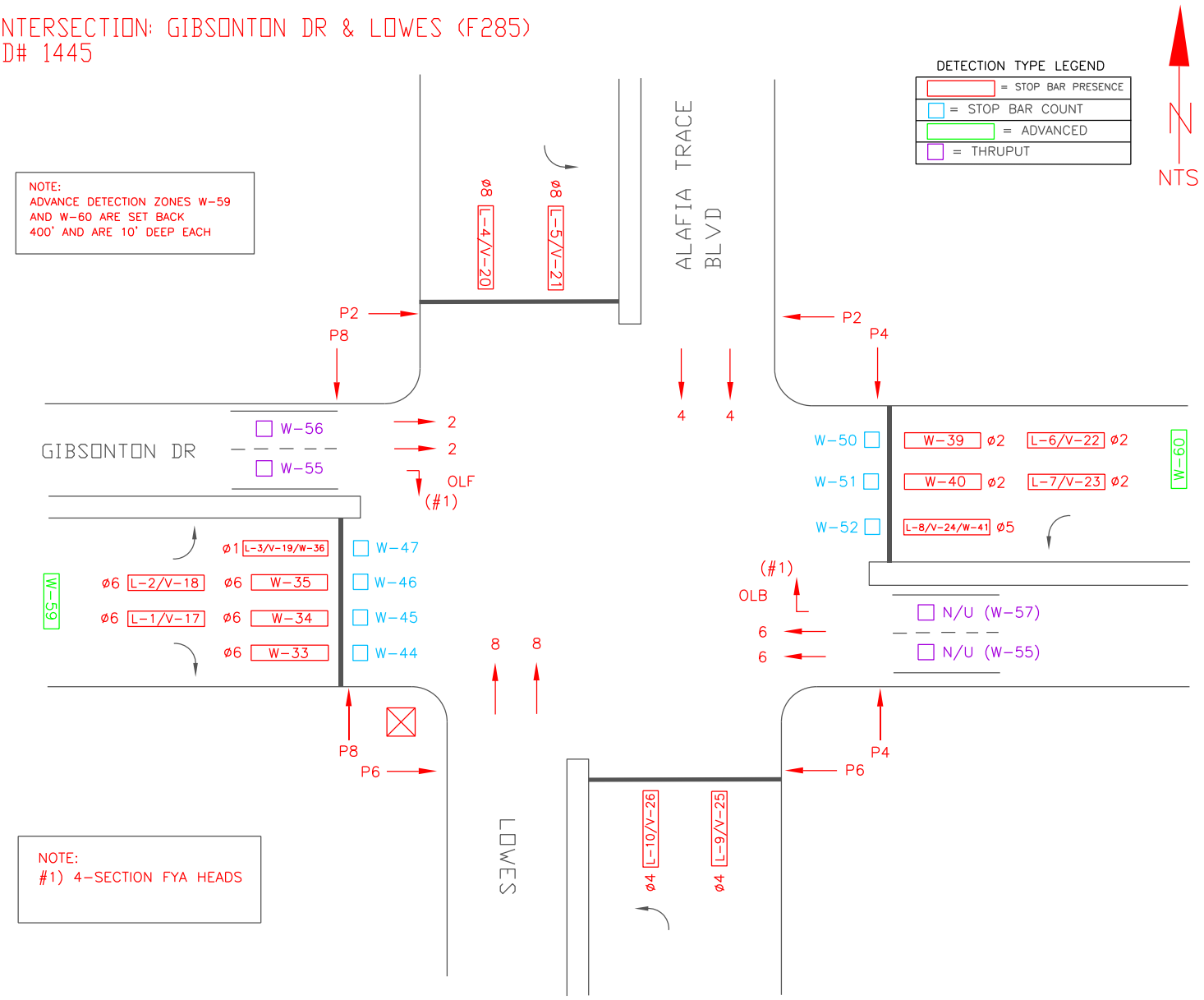
Station : 1445 - Gibsonton Dr & Lowes (F285) (Standard File)

TB Coor, Action Table [4.5]

Action	Pattern	Aux 1	Aux 2	Aux 3	Special 1	Special 2	Special 3	Special 4	Special 5	Special 6	Special 7	Special 8
1	1				0	0						
2	2				0	0						
3	3				0	0						
4	4				0	0						
5	5				0	0						
6	6				0	0						
7	7				0	0						
8	8				0	0						
9	9				0	0						
10	10				0	0						
11	11				0	0						
12	12				0	0						
13	13				0	0						
14	14				0	0						
15	15				0	0						
16	16				0	0						
17	17				0	0						
18	18				0	0						
19	19				0	0						
20	20				0	0						
21	21				0	0						
22	22				0	0						
23	23				0	0						
24	24				0	0						
25	25				0	0						
26	26				0	0						
27	27				0	0						
28	28				0	0						
29	29				0	0						
30	30				0	0						
31	31				0	0						
32	32				0	0						
33	33				0	0						
34	34				0	0						
35	35				0	0						
36	36				0	0						
37	37				0	0						
38	38				0	0						
39	39				0	0						
40	40				0	0						
41	41				0	0						
42	42				0	0						
43	43				0	0						
44	44				0	0						
45	45				0	0						
46	46				0	0						
47	47				0	0						
48	48				0	0						
49					0	0						
50					0	0						
51					0	0						
52					0	0						
53					0	0						
54					0	0						
55					0	0						
56					0	0						
57					0	0						
58					0	0						
59					0	0						
60					0	0						
61					0	0						
62					0	0						
63					0	0						
64					0	0						
99	254				0	0						
100	255				0	0						

INTERSECTION

INTERSECTION: GIBSONTON DR & LOWES (F285)
ID# 1445



FLASHING YELLOW OVERLAPS

CHANNEL	OVERLAPS	INCL.ø	MODIFIER ø	FYA OUTPUT CH.	TERMINAL	OLP TYPE	OLP TYPE +
1	OLB (2)	1	2	13	13Y	R-T/OTHER	FL YEL-4
5	OLF (6)	5	6	15	15Y	R-T/OTHER	FL YEL-4

OPTICAL DETECTOR CHART

CONTR PRE IN	CHANNEL	TERM.	PRE PHASE	NOTES
3	CH.A	LT3-19	ø1+ø6+OLB	EB
4	CH.B	LT3-20	ø2+ø5+OLF	WB
5	CH.C	LT3-23	ø8	SB
6	CH.D	LT3-24	ø4	NB

PHASING DIAGRAM

ø1 OLB	ø2 P2	ø3 N/U	ø4 P4
ø5 OLF	ø6 P6	ø7 N/U	ø8 P8

NORTH ARROW

OVERLAPS

A=
B=ø1MODø2
C=
F=ø5MODø6

INTERSECTION: 1445- GIBSONTON DR & LOWES (F285)

REV.	DATE	BY

NAZTEC, INC.
SUGAR LAND, TEXAS, USA

TITLE: HILLSBOROUGH COUNTY, FL

DRAWN BY	DATE	SHEET	SCALE
ITERIS	10/15/20	1 OF 1	N/A

CHECK BY	DATE	DWG. NO.
		70006-NITS

NAZTEC FDOT CERTIFICATION NUMBERS:

66013431703011-Loop Detector
67816111703011-MMU
67816151703011-Cabinet Power Supply
67816171703011-BIU
67115521703011-TS2 Controller
67614581703011-TS2 Rack Cabinet

Station : 1068 - Gibsonton Dr & US 301 (G045) (Standard File)

Phase [1.1.1]

	1 (SL)	2 (NT)	3 (WL)	4 (ET)	5 (NL)	6 (ST)	7 (EL)	8 (WT)	9	10	11	12	13	14	15	16
Walk	0	7	0	7	0	7	0	7	0	0	0	0	0	0	0	0
Ped Clearance	0	37	0	46	0	37	0	46	0	0	0	0	0	0	0	0
Min Green	5	15	5	7	5	15	5	7	0	0	0	0	0	0	0	0
Gap Ext	2.5	3	2.5	2.5	2.5	3	2.5	2.5	0	0	0	0	0	0	0	0
Max1	35	65	45	60	40	60	35	70	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow Clr	4.9	4.9	4.8	4.8	4.9	4.9	4.8	4.8	9	9	9	9	9	9	9	9
Red Clr	2	2	2	2	2	2	2	2	0	0	0	0	0	0	0	0
Red Revert	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduce	0	0	0	0	0	0	0	20	0	0	0	0	0	0	0	0
Cars Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	20	0	0	0	0	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Auto Flash Entry				ON				ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Rest In Walk																

Phase Option [1.1.2]

	1 (SL)	2 (NT)	3 (WL)	4 (ET)	5 (NL)	6 (ST)	7 (EL)	8 (WT)	9	10	11	12	13	14	15	16
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Lock Call																
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON		ON		ON		ON								
Sim Gap Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Guar Passage																
Cond Service																
Add Init Calc																

Alternate Phase Program 1, Calls and Redirection [1.1.6.3]

ENTRY	Call Phases				From	to	From	to	From	to	From	to	Assigned Ph
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

ENTRY	Call Phases				From	to	From	to	From	to	From	to	Assigned Ph
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0

Alternate Phase Program 1, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	

Alternate Phase Program 2, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	

Hillsborough County Timing Sheet 12/7/2022 3:06:37 PM

Station : 1068 - Gibsonton Dr & US 301 (G045) (Standard File)

Unit Parameters [1.2.1]

StartUp Flash	Auto Ped Clear	Red Revert	Local Flash Start	Allow < 3 sec Yel	Allow Skip Yel	MCE Timeout	Enable Run	Start Red Time	Phase Mode	Startup Calls	Diamond Mode	Stop Time Over Preempt	Free Ring Sequence	Clearance Decide	Min Ped Clear Time	RingAlgo
	ON	3	OFF	OFF	OFF		ON		STD8	OFF	4PH	OFF	1	OFF	OFF	

COMM, General Comm Parameters [6.1]

Station ID	Master Station ID	Fallback time	Allow Pencil	PORT	System-Up	Sys-Down	PC/Print	Aux 232
1068								

Port Parameters [6.2]

COMM	Mode	Baud	MsgTime	Duplex	Enable	DialTime	Modem	ModemTime	Tel#1	Tel#2
System Up(P-A)										
System Down(P-B)										
PC/Print(P-2)										

Overlap General Parameters [1.5.1]

Conflict Lock	Lock Inhibit	Program Card	Use Parent	Canadian Fast Flash
ON	ON	ON	ALWAYS	

Overlap Program Parameters [1.5.2.1]

Overlap	Included Phases								Modifer Phases								Type	Green	Yellow	Red
Overlap 1																	NORMAL		4.8	2
Overlap 2	7																NORMAL		4.8	2
Overlap 3	5																NORMAL		4.9	2
Overlap 4	1	8															NORMAL		4.9	2
Overlap 5																	NORMAL		3.5	1.5
Overlap 6																	NORMAL		3.5	1.5
Overlap 7																	NORMAL		3.5	1.5
Overlap 8																	NORMAL		3.5	1.5

Overlap Conflict Parameters+ [1.5.2.2]

Overlap	Conflicting Phases								Conflicting Overlaps								Conflicting Peds							
Overlap 1	1	2	4	5	6																			
Overlap 2	1	2	5	6	8																			
Overlap 3	3	4	6	7	8																			
Overlap 4	2	7															8							
Overlap 5																								
Overlap 6																								
Overlap 7																								
Overlap 8																								

Detector, Vehicle Parameters 1-16 [5.1]

	1 (SR1)	2 (ST3)	3 (ST2)	4 (ST1)	5 (SL2)	6 (SL1)	7 (WR2)	8 (WR1)	9 (WT2)	10 (WT1)	11 (WL1)	12 (NR1)	13 (NT3)	14 (NT2)	15 (NT1)	16 (NL2)
Call Phase	6	6	6	6	1	1	8	8	8	8	3	2	2	2	2	5
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Detector, Vehicle Parameters 17-32 [5.1]

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call Phase	5	4	4	4	7	7	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Station : 1068 - Gibsonton Dr & US 301 (G045) (Standard File)

Detector Alternate Program 1, Vehicle Parameters [5.5.1]

	1 (SR1)	2 (ST3)	3 (ST2)	4 (ST1)	5 (SL2)	6 (SL1)	7 (WR2)	8 (WR1)	9 (WT2)	10 (WT1)	11 (WL1)	12 (NR1)	13 (NT3)	14 (NT2)	15 (NT1)	16 (NL2)
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Channels/SDLC, Assign to Phases [1.3.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
PH/OLP #	1	2	3	4	5	6	7	8	1	2	3	4	2	4	6	8	2	4	6	8				
Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OLP	OLP	OLP	OLP	PED	PED	PED	PED	PED	PED	PED	PED				
Flash	RED	YEL	RED	RED	RED	YEL	RED	RED	RED	RED	RED	RED	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Alt Hz																								
Dimming Green																								
Dimming Yellow																								
Dimming Red																								
Dimming Cyc	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+

Channel/SDLC, Parameters [1.3.3]

TOD Dim Enable	Extra Maps Enable	D Connector Enable	Single BIU Map	IO Mode	Preempt or Ext Output
OFF	DEFAULT				

Channel/SDLC, MMU Map [1.3.5]

MMU-to-Controller Channel Map

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

Channel/SDLC, Permissive [1.3.4]

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

Channel/SDLC, Permissive [1.3.7]

SDLC Device	Term/Fac								Detector								MMU	DIAG
BIU#	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8		
Dev Present	ON	ON							ON	ON	ON	ON					ON	
Peer to Peer																		

Ring Sequence [1.2.4]

Ring	P1	P2	P3	P4	P5	P6	P7	P8
Ring 1	1	2	3	4				
Ring 2	5	6	7	8				
Ring 3								
Ring 4								

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Alarms, Enable Events [1.6.1]

Event#	Event Enable
1	ON
2	ON
3	ON
4	ON
5	ON
6	ON
7	
8	
9	
10	
11	
12	ON
13	ON
14	ON
15	ON
16	ON
17	
18	
19	
20	
21	
22	ON
23	ON
24	
25	
26	ON
27	
28	
29	ON
30	
31	
32	
33	
34	
35	
36	
37	ON
38	
39	
40	
41	
42	
43	
44	
45	
46	
47	
48	
49	ON
50	ON
51	ON
52	ON
53	ON
54	ON
55	
56	
57	
58	
59	
60	
61	
62	
63	
64	

Alarms, Enable Alarms [1.6.4]

Alarm#	Alarm Enable
1	ON
2	ON
3	ON
4	ON
5	ON
6	ON
7	
8	
9	
10	
11	
12	ON
13	ON
14	ON
15	ON
16	ON
17	
18	
19	
20	
21	
22	ON
23	ON
24	
25	
26	ON
27	
28	
29	ON
30	
31	
32	
33	
34	
35	
36	
37	ON
38	
39	
40	
41	
42	
43	
44	
45	
46	
47	
48	
49	ON
50	ON
51	ON
52	ON
53	ON
54	ON
55	
56	
57	
58	
59	
60	
61	
62	
63	
64	

Preemption Times[3.1]/Phases[3.2]/Options[3.3]

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Auto Flash	ON	ON				
Override Higher Preempt	ON					
Flash in Dwell						
Link to Preempt						
Delay						
Min Duration						
Min Green	5	5	5	5	5	5
Min Walk						
Ped Clear			99	99	99	99
Track Green						
Min Dwell	5	5	10	10	10	10
Max Presence						
Track Veh 1						
Track Veh 2						
Track Veh 3						
Track Veh 4						
Dwell Cyc Veh 1			1	2	3	4
Dwell Cyc Veh 2			6	5	8	7
Dwell Cyc Veh 3						
Dwell Cyc Veh 4						
Dwell Cyc Veh 5						
Dwell Cyc Veh 6						
Dwell Cyc Veh 7						
Dwell Cyc Veh 8						
Dwell Cyc Veh 9						
Dwell Cyc Veh 10						
Dwell Cyc Veh 11						
Dwell Cyc Veh 12						
Dwell Cyc Ped1						
Dwell Cyc Ped2						
Dwell Cyc Ped3						
Dwell Cyc Ped4						
Dwell Cyc Ped5						
Dwell Cyc Ped6						
Dwell vPed7						
Dwell Cyc Ped8						
Exit 1			4	4	2	2
Exit 2			8	8	6	6
Exit 3						
Exit 4						

Alarms, Parameters [1.4.1]

Auto Flash Parameter

Yellow	Red	Mode	Source

Alarms, Parameters [1.6.7]

Preempt Event Enabled	Pattern Event Enabled
OFF	ON

Alarms, Phases/Overlaps [1.4.2]

Auto Flash	1	2	3	4	5	6	7	8	9	10	11	12
Phases												
Overlaps												

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Preemption Times+[3.4]/Overlaps+[3.5]/Options+[3.6]

Preempt	1	2	3	4	5	6
Enable			ON	ON	ON	ON
Type	RAIL	RAIL	EMERG	EMERG	EMERG	EMERG
Skip Track						
Volt Mon Flash						
Coord in Preempt			ON	ON	ON	ON
Return Max/Min	MAX	MAX	MIN	MIN	MIN	MIN
Extend Dwell	1	1				
Pattern						
Output Mode						
Track Over 1						
Track Over 2						
Track Over 3						
Track Over 4						
Track Over 5						
Track Over 6						
Track Over 7						
Track Over 8						
Track Over 9						
Track Over 10						
Track Over 11						
Track Over 12						
DwellCyc Over 1					4	
DwellCyc Over 2						
DwellCyc Over 3						
DwellCyc Over 4						
DwellCyc Over 5						
DwellCyc Over 6						
DwellCyc Over 7						
DwellCyc Over 8						
DwellCyc Over 9						
DwellCyc Over 10						
DwellCyc Over 11						
DwellCyc Over 12						
Ped Clear						
Yellow						
Red						
Return Max						

Coordination, Modes,+ [2.1]

Modes

Operational	Correct	Maximum	Force-Off
	SHRT/LNG	MAX INH	FIXED

Modes+

Mode	Leave Before	Leave After	Recycle	Stop In Walk	External	Auto Reset	Latch Sec Foff	Coord Easy Float	Yield Value	Coord NTCIP Yield Sign	Closed Loop Active						
RESERVED	TIMED	TIMED	NO_RECYCLE	ON	OFF	ON	OFF	OFF	0	+	ON	OFF	OFF	OFF	OFF	OFF	

Coordination, Pattern 1-16 [2.1]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	210	150	220	130	120	190	120		190		210		220			210
Offset Time	22	129	115	28	29	28	96		28		22		110			80
Split Number	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Seq Number	1	3	1	1	1	1	5	1	1	1	1	1	5	1	1	1
Offset	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn

Coordination, Pattern 17-32 [2.1]

Pattern	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Cycle Time	220	210	220		190	140										
Offset Time	110	80	110		80	58										
Split Number	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Seq Number	6	1	6	1	1	3	1	1	1	1	1	1	1	1	1	1
Offset	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn

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Coordination, Splits [2.7.1]

Split Table1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	27	82	51	50	55	54	24	77								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

Split Table2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	30	46	34	40	30	46	31	43								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

Split Table3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	49	65	33	73	34	80	44	62								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

Split Table4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	22	45	26	37	27	40	25	38								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

Split Table5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	19	41	32	28	32	28	19	41								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

Split Table6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	33	66	45	46	44	55	29	62								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

Split Table7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	20	42	24	34	25	37	20	38								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

Split Table8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase																

Split Table9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	33	66	38	53	38	61	34	57								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

Split Table10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase																

Split Table11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	27	75	54	54	55	47	25	83								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

Split Table12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase																

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Split Table13	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	39	72	36	73	41	70	32	77								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

Split Table14	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase																

Split Table15	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase																

Split Table16	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	33	67	48	62	44	56	30	80								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

Split Table17	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	52	44	37	87	32	64	42	82								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase						ON										

Split Table18	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	34	66	50	60	48	52	34	76								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

Split Table19	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	50	43	32	95	30	63	42	85								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase						ON										

Split Table20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase																

Split Table21	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	31	52	45	62	44	39	27	80								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

Split Table22	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	30	40	33	37	30	40	33	37								
Mode	NON	MAX	NON	NON	NON	MAX	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

Split Table23	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	45	65	50	85	45	80	37	75								
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase																

Split Table24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase																

Split Table25	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase																

Split Table26	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase																

Split Table27	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	23	82	37	76	66	39	45	68								
Mode	NON	MIN	NON	NON	NON	MIN	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase																

Split Table28	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	23	82	37	76	36	69	15	98								
Mode	NON	MIN	NON	NON	NON	MIN	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase																

Split Table29	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	23	92	37	66	56	59	35	68								
Mode	NON	MIN	NON	NON	NON	MIN	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase																

Split Table30	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	38	57	22	101	50	45	54	69								
Mode	NON	MIN	NON	NON	NON	MIN	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase																

Split Table31	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	45	150	45	75	45	170	54	75								
Mode	NON	NON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase																

Split Table32	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	38	67	12	101	40	65	49	64								
Mode	NON	MIN	NON	NON	NON	MIN	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase																

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TB Coor, Advanced Scheduler [4.3]

	Month												Day of Week							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1			1	1	1			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
3	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
4	1												1	1	1	1	1	1	1	1																															2
5							1						1	1	1	1	1	1	1				1																												2
6												1	1	1	1	1	1	1	1																															2
7					1									1																																					2
8								1						1						1	1	1	1	1	1	1																										2
9											1						1																																			2
10											1							1																																			2
11	1	1	1	1	1	1	1	1	1	1	1	1						1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	4
12	1	1	1	1	1	1	1	1	1	1	1	1		1						1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
13																																																			1
14																																																				1
15																																																				1
16																																																				1
17																																																				1
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25																																																				1
26																																																				1
27																																																				1
28																																																				1
29																																																				1
30																																																				1
31																																																				1
32																																																				1

TB Coor, Day Plan [4.4]

Day Plan Table1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		5	6	9	14	16	19	22								
Minute		30	30	30												
Action	99	11	1	2	13	3	4	99								

Day Plan Table2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		7	9	12	19	23										
Minute				30												
Action	99	5	6	9	7	99										

Day Plan Table3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		8	10	12	18	21										
Minute		30		30												
Action	99	5	6	9	7	99										

Day Plan Table4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		5	7	9	14	15	19	22								
Minute		30	15	30		30										
Action	99	11	1	2	13	3	4	99								

Day Plan Table5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

Day Plan Table6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action	99															

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Day Plan Table7	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action	99															

Day Plan Table8	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action	99															

Day Plan Table9	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action	99															

Day Plan Table10	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action	99															

Day Plan Table11	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action	99															

Day Plan Table12	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Hour																
Minute																
Action	99															

Station : 1068 - Gibsonton Dr & US 301 (G045) (Standard File)

TB Coor, Action Table [4.5]

Action	Pattern	Aux 1	Aux 2	Aux 3	Special 1	Special 2	Special 3	Special 4	Special 5	Special 6	Special 7	Special 8
1	1				0	0						
2	2				0	0						
3	3				0	0						
4	4				0	0						
5	5				0	0						
6	6				0	0						
7	7				0	0						
8	8				0	0						
9	9				0	0						
10	10				0	0						
11	11				0	0						
12	12				0	0						
13	13				0	0						
14	14				0	0						
15	15				0	0						
16	16				0	0						
17	17				0	0						
18	18				0	0						
19	19				0	0						
20	20				0	0						
21	21				0	0						
22	22				0	0						
23	23				0	0						
24	24				0	0						
25	25				0	0						
26	26				0	0						
27	27				0	0						
28	28				0	0						
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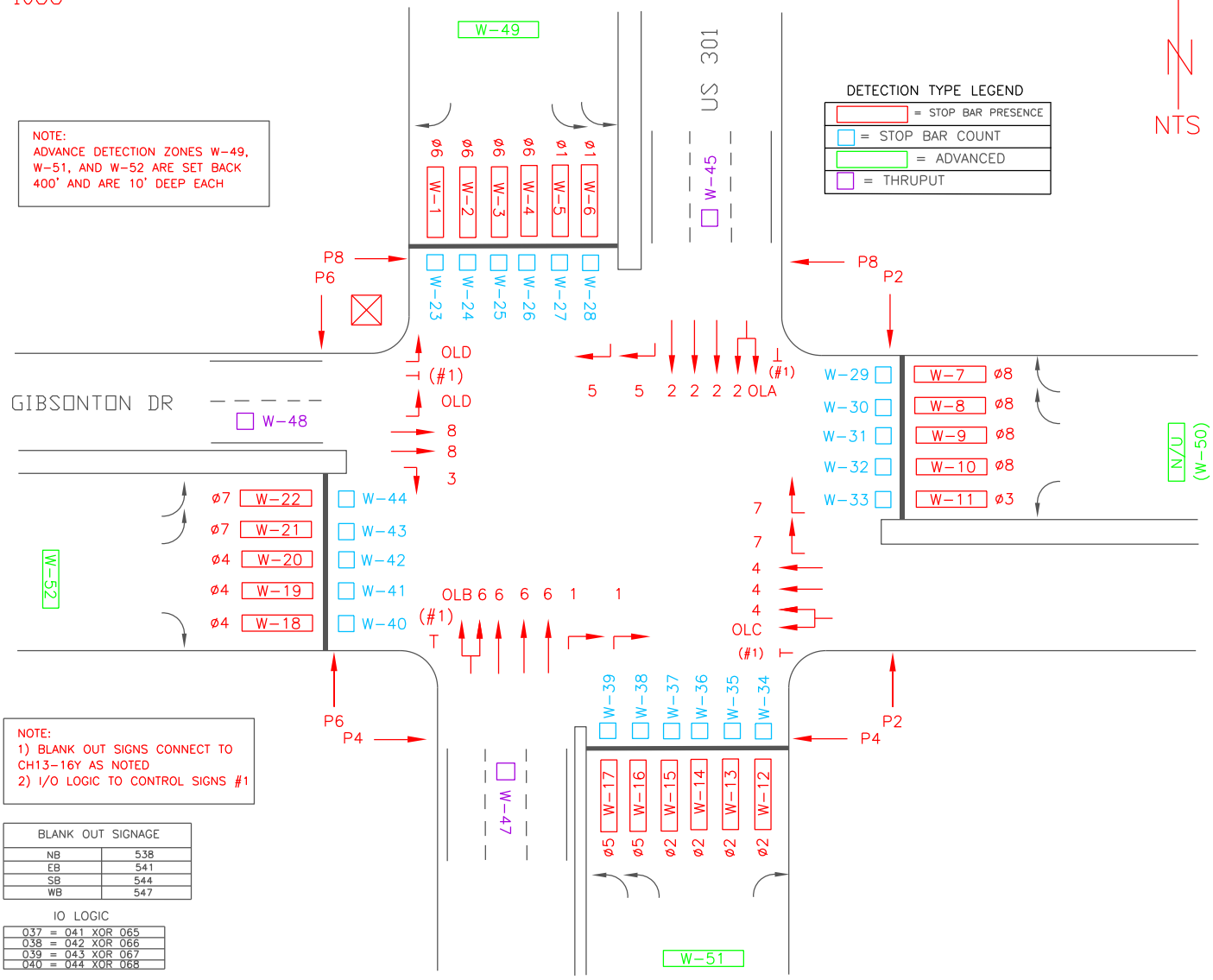
62					0	0						
63					0	0						
64					0	0						
99	254				0	0						
100	255				0	0						

INTERSECTION

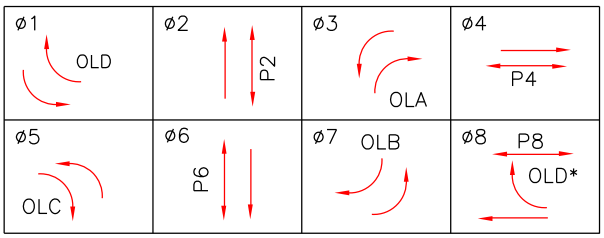
INTERSECTION: GIBSONTON DR & US 301 (G045)
ID# 1068



OPTICAL DETECTOR CHART

CONTR PRE IN	CHANNEL	TERM.	PRE PHASE	NOTES
3	CH. A	LT3-19	ø1+ø6	SB
4	CH. B	LT3-20	ø2+ø5	NB
5	CH. C	LT3-23	ø3+ø8+OL4	WB
6	CH. D	LT3-24	ø4+ø7	EB

PHASING DIAGRAM



NORTH ARROW

OVERLAPS

A=	ø3
B=	ø7
C=	ø5
D=	ø1+8 W/ NO PED 8*

INTERSECTION: 1068- GIBSONTON DR & US 301 (G045)

NAZTEC, INC.
SUGAR LAND, TEXAS, USA

TITLE: HILLSBOROUGH COUNTY, FL

DRAWN BY	DATE	SHEET	SCALE
ITERIS	11/3/20	1 OF 1	N/A

CHECK BY	DATE	DWG. NO.

REV.	DATE	BY

NAZTEC FDOT CERTIFICATION NUMBERS:

66013431703011-Loop Detector
67816111703011-MMU
67816151703011-Cabinet Power Supply
67816171703011-BIU
67115521703011-TS2 Controller
67614581703011-TS2 Rack Cabinet

APPENDIX C Base Year Model Refinement and Forecast Volume Technical Memorandum

TECHNICAL MEMORANDUM

Date: January 31, 2023 (*revised 4/13/2023*)

Subject: ***Base Year Model Refinement and Forecast Volume Technical Memorandum***

Gibsonton Drive from Fern Hill Drive to US 301 PD&E Study

Hillsborough County, Florida

FPID No.: 450438-1-22-01

This memorandum summarizes the base year travel demand model refinements and forecast volumes (opening year 2025 and design year 2045) to be utilized in the traffic analysis and operational evaluation for the Gibsonton Drive PD&E Study from Fern Hill Drive to US 301 in Hillsborough County, Florida.

Base Year Model Refinement

The Tampa Bay Regional Planning Model (TBRPM) version 9.3 was utilized for the travel demand forecasting for this study. A sub-area base year model refinement was completed and all refinements made on the Base Year 2015 model were transferred to the Horizon Year 2045 Model. The refinements completed in the travel demand model included updates to the US 301 roadway facility type (from 32: Undivided Arterial Class I with Turn Bays to 23: Divided Arterial Class I) and the addition of the Fern Hill Drive roadway south of Gibsonton Drive. The changes to the model are summarized in **Attachment A** to this memo.

Volume-over-count (V/C) ratios were taken directly from the base year model outputs to evaluate the sub-area model refinement and are summarized in **Table 1**. According to the FDOT *2019 Project Traffic Forecasting Handbook* for divided arterials an acceptable V/C ratio is +/- 15% and a preferable V/C ratio is +/- 10%. Most links within the sub-area base year model meet this criteria. The Gibsonton Drive link within the study area has a V/C ratio that is 3% lower than the acceptable criteria. In order to account for the model underestimating volumes for Gibsonton Drive, National Cooperative Highway Research Program (NCHRP) Report 255 and 765 ratio smoothing methods were utilized in the travel demand forecasting of the volumes.

Table 1 Volume over Count Ratios from Base Year (2015) TBRPM V9.3

Roadway Segment Link in Model	V/C
Gibsonton Dr	82.0%
Boyette Rd	107.8%
US 41	109.6%
US 301	89.8%
I-75, north of Gibsonton Dr	94.0%
I-75, south of Gibsonton Dr	93.1%

Existing Year (2022) Volumes

Existing traffic counts for the study were collected the week of October 10, 2022 and used in the development of the Existing Year (2022) volumes for this study. The development of existing year volumes followed the methodology identified in the *Traffic Methodology Memorandum* for the study. Three day segment counts were averaged for each roadway segment and a seasonal factor (SF) and axle correction factor (ACF) was applied to calculate Existing Year (2022) Annual Average Daily Traffic (AADT) volumes.

The AADT volumes developed from the three day collected counts were evaluated against year 2020 existing volumes from the *I-75 (SR 93A) at Gibsonton Drive Interchange Modification Report (IMR)* and 2017 existing volumes from the *I-75 (SR 93A) from Moccasin Wallow Road to South of US 301/State Road 43 PD&E Study (I-75 PD&E Study)*. **Table 2** provides the comparison of those volumes.

Table 2 Existing Year AADT Comparison at Gibsonton Drive and Fern Hill Drive

Roadway Segment	2017 AADT PD&E Study	2020 AADT IMR	2022 AADT
Gibsonton Drive, west of Fern Hill Dr	46,500	49,100	56,600
Gibsonton Drive, east of Fern Hill Dr	44,600	47,200	45,800
Fern Hill Drive, south of Gibsonton Dr	3,200	3,300	8,000
Fern Hill Drive, north of Gibsonton Dr	2,300	2,400	3,700
intersection sum	*96,600*	*102,000*	*114,100*

The 2022 counts show slightly different traffic patterns at the Gibsonton Drive and Fern Hill Drive intersection than from the previous 2020 count data. In 2022, the collected AADT volume on Gibsonton Drive east of Fern Hill Drive was less than the counts collected from year 2020 but the collected 2022 AADT volume on Fern Hill Drive was greater than the 2020 counts. It is possible that vehicles south of Gibsonton Drive could be re-routed due to congestion on Gibsonton Drive to use Fern Hill Drive and travel north to Gibsonton Drive to make a left to access I-75 instead of traveling westbound on Gibsonton Drive.

Due to the recent traffic count data being the most up-to-date information, the AADTs calculated from the 2022 counts were utilized. The Existing Year (2022) AADTs are shown in **Figure 1** and the peak hour direction design hour volumes (DDHVs) are shown in **Figure 2**. DDHVs were calculated by multiplying AADT volumes by the study K-factor and D-factors. AM and PM peak hour turning volumes were calculated by multiplying DDHVs by turning movement percentages from the existing intersection counts. Tables showing the three-day average of segment counts, AADTs and DDHVs calculations are provided in **Attachment B**.

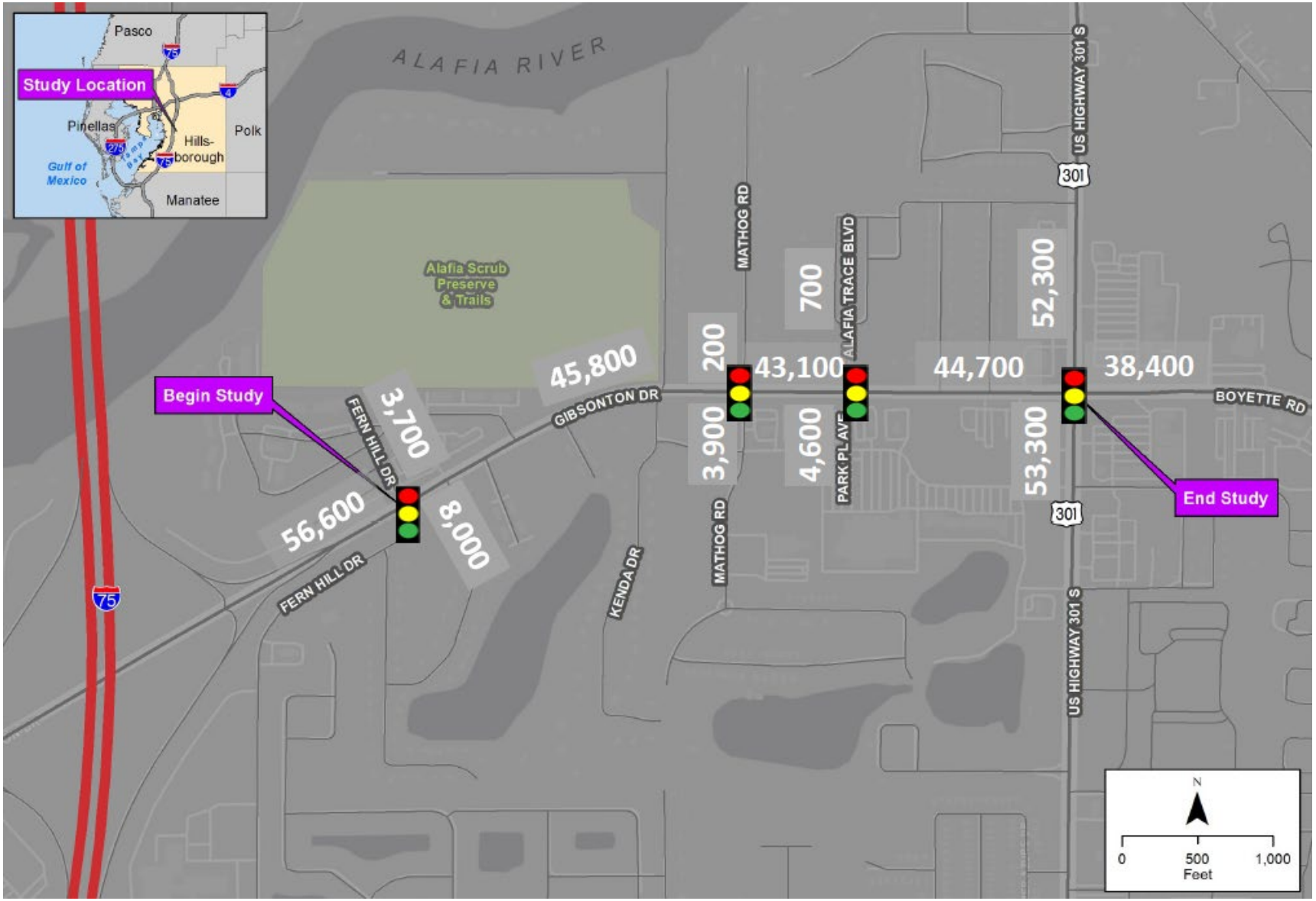


Figure 1 Existing Year (2022) AADT

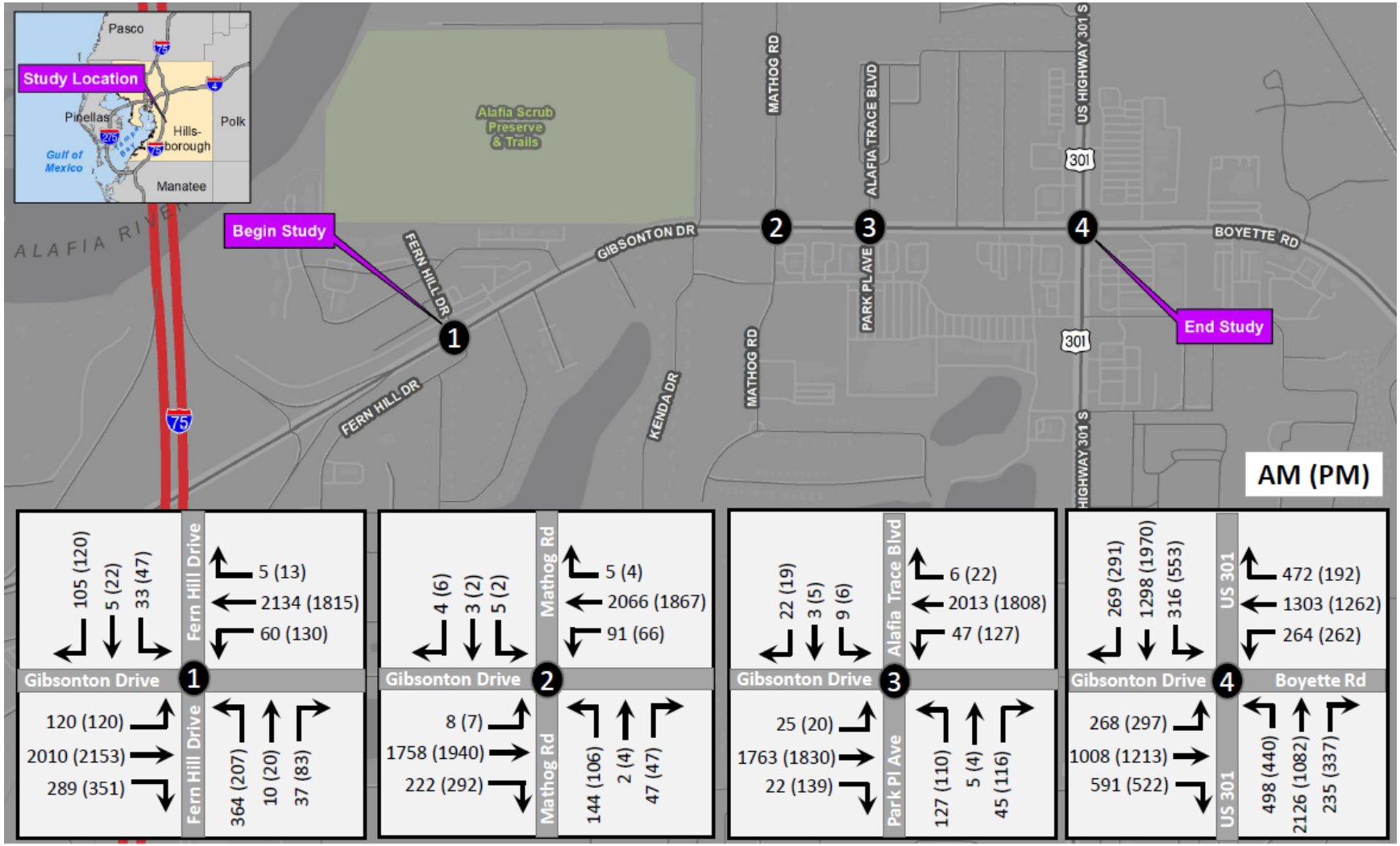


Figure 2 Existing Year (2022) DDHVs

Forecasted Volumes

The development of forecasted volumes followed the methodology identified in the *Traffic Methodology Memorandum* for the study. Growth rates were determined for the study area based on previous adjacent studies, the TBRPM v9.3 model forecasts, NCHRP ratio and difference smoothing methods. Build and No-Build traffic volumes were forecasted to be the same. Forecasted AADT volumes were developed using existing year (2022) AADT volumes, study growth rates and a linear growth rate equation. A Model Output Conversion Factor (MOCF) was applied to TBRPM V9.3 peak seasonal weekday average daily traffic (PSWADT) volumes to obtain AADT.

Due to two segments of Gibsonton Drive being involved in recent adjacent studies as noted above (IMR and I-75 PD&E Study), the design year 2045 AADTs for those segments were reviewed and evaluated for consistency purposes against the TBRPM v9.3 output results. Adjusted growth rates for these Gibsonton Drive segments were calculated using the 2022 count AADT volumes and design year 2045 AADT volumes used in the IMR and I-75 PD&E study. The adjusted growth rates for these common two segments on Gibsonton Drive are shown in **Table 3**.

Table 3 Gibsonton Drive Consistency Segments

Gibsonton Drive Segment		2022 AADT from counts	2045 AADT (IMR and PD&E Study)	Adjusted Recommended Growth Rate
From	To			
Begin Project	Fern Hill Drive	56,600	70,700	1.1%
Fern Hill Drive	Mathog Rd	45,800	68,600	2.2%

A growth rate for the remainder segments of Gibsonton Drive was obtained using previous growth rates determined for Gibsonton Drive in previous studies (IMR and I-75 PD&E Study), the TBRPM v9.3 horizon year output results, and NCHRP smoothing methods. The recommended growth rate for Gibsonton Drive is 1.6%, which is an average of all 5 of these growth rates shown in **Table 4**.

Table 4 Gibsonton Drive Growth Rate Development

Roadway	NCHRP Method			PD&E Growth Rate	IMR Growth Rate	Recommended Growth Rate
	Report 255 Ratio & Difference Smoothing	**Report 765** Difference-Smoothing Method	**Report 765** Ratio & Difference smoothing			
Gibsonton Drive	1.98%	0.50%	1.67%	1.90%	1.80%	1.6%

The I-75 PD&E Study and IMR AADTs, recommended forecasted AADTs for this Gibsonton Drive PD&E Study and resulting annual growth rates are shown in **Table 5**.

Table 5 Gibsonton Drive AADT Comparison and Forecasted AADT Volumes

Gibsonton Drive		I-75 PD&E and IMR		Recommended		Study Growth Rate
From	To	2017 AADT	2045 AADT	2022 AADT	2045 AADT	
Begin Project	Fern Hill Dr	46,500	70,700	56,600	70,700	1.1%
Fern Hill Dr	Mathog Rd	44,600	68,600	45,800	68,600	2.2%
Mathog Rd	Park Place Ave	N/A	N/A	43,100	59,000	1.6%
Park Place Ave	US 301	N/A	N/A	44,700	61,100	1.6%
US 301	End Project	N/A	N/A	38,400	52,200	1.6%

Growth rates were also developed for US 301 and the side streets within the study area. The side street growth rate was calculated based on population and social economic trends for the study area and resulted in an annual growth rate of 1%. US 301 growth rates were determined for segments north and south of Gibsonton Drive using forecasted design year volumes from the TBRPM V 9.3 and NCHRP difference smoothing methods. A summary of the side street forecasting is provided in **Table 6**.

Table 6 Side Street Forecasted AADTs and Growth Rate

Roadway	2022 AADT	2025 AADT	2045 AADT	Growth Rate
Fern Hill Dr, south of Gibsonton Dr	8,000	8,200	9,800	1.0%
Fern Hill Dr, north of Gibsonton Dr	3,700	3,800	4,600	1.0%
Mathog Rd, south of Gibsonton Dr	3,900	4,000	4,800	1.0%
Mathog Rd, north of Gibsonton Dr	200	210	250	1.0%
Park Place Ave, south of Gibsonton Dr	4,600	4,700	5,700	1.0%
Alafia Trace Blvd, north of Gibsonton Dr	700	720	860	1.0%
US 301, north of Gibsonton Dr	53,300	55,200	68,000	0.8%
US 301, south of Gibsonton Dr	52,300	53,600	61,900	1.2%

Opening year (2025) AADT volumes were found using linear interpolation between existing year (2022) and design year (2045) AADT volumes.

Directional Design Hour Volumes (DDHVs) were found by multiplying AADT volumes by the study K-Factor and D-Factors. The AM and PM peak hour turning movement volumes at study intersections were calculated from the segment DDHVs and turning movement percentages calculated from the October 2022 counts.

The forecasted year 2025 and 2045 AADT volumes and turning movement volumes for the Gibsonton Drive PD&E Study are shown in **Figures 3, 4, 5** and **6**. Turning movement volumes were exactly balanced in both the eastbound and westbound directions between the intersections of Mathog Road and Park Place Avenue/Alafia Trace Boulevard due to the lack of side streets and driveways between those side streets. There are driveways and minor side streets between Fern Hill Drive and Mathog Road, and between Park Place Avenue/Alafia Trace Boulevard and US 301 intersections, so traffic is not exactly balanced between those intersections. Tables showing the future AADTs and DDHVs calculations are provided in **Attachment B**.

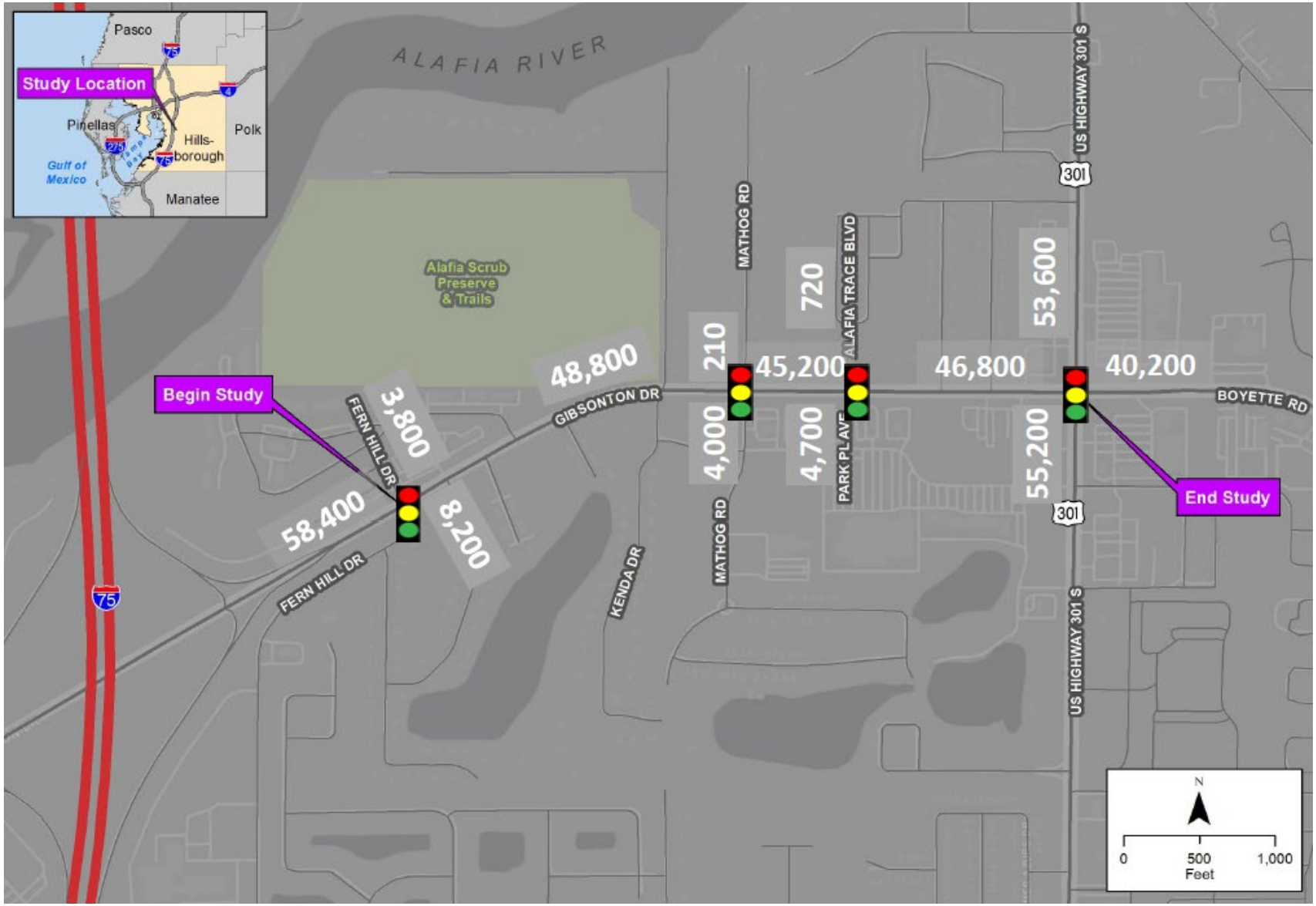


Figure 3 Opening Year (2025) AADT for Build and No-Build Alternatives

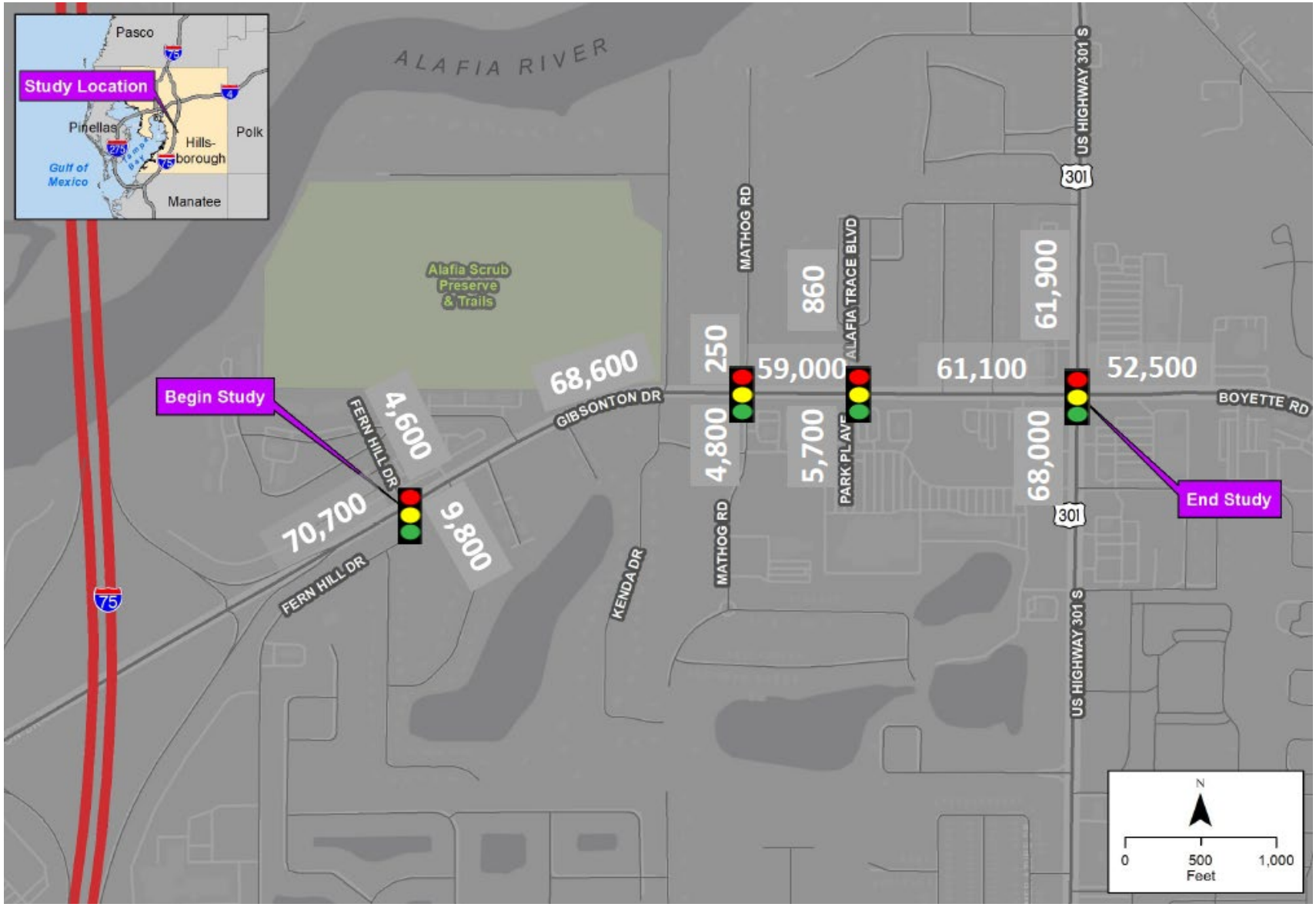


Figure 4 Design Year (2045) AADT for Build and No-Build Alternatives

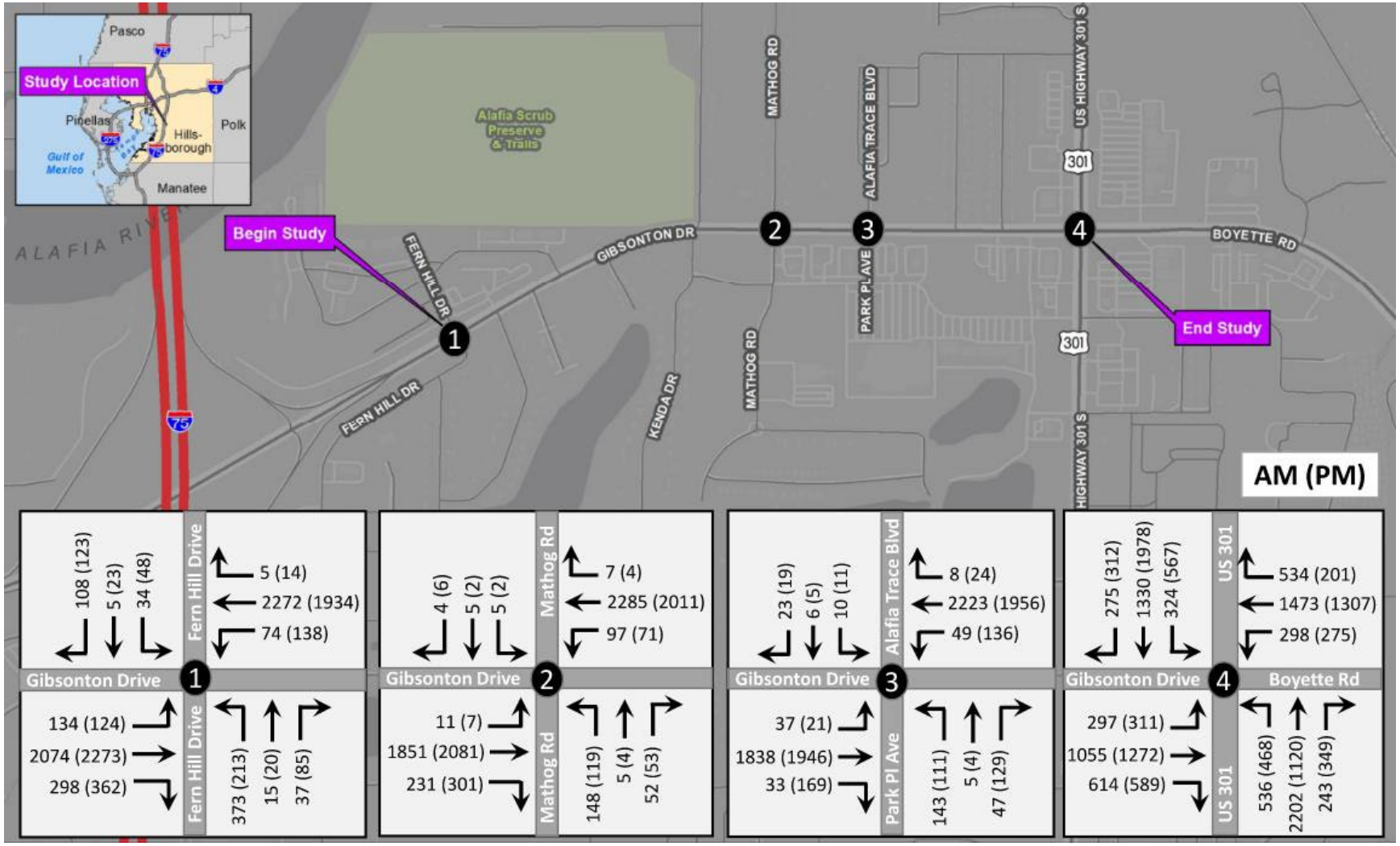


Figure 5 Opening Year (2025) DDHVs for Build and No-Build Alternatives

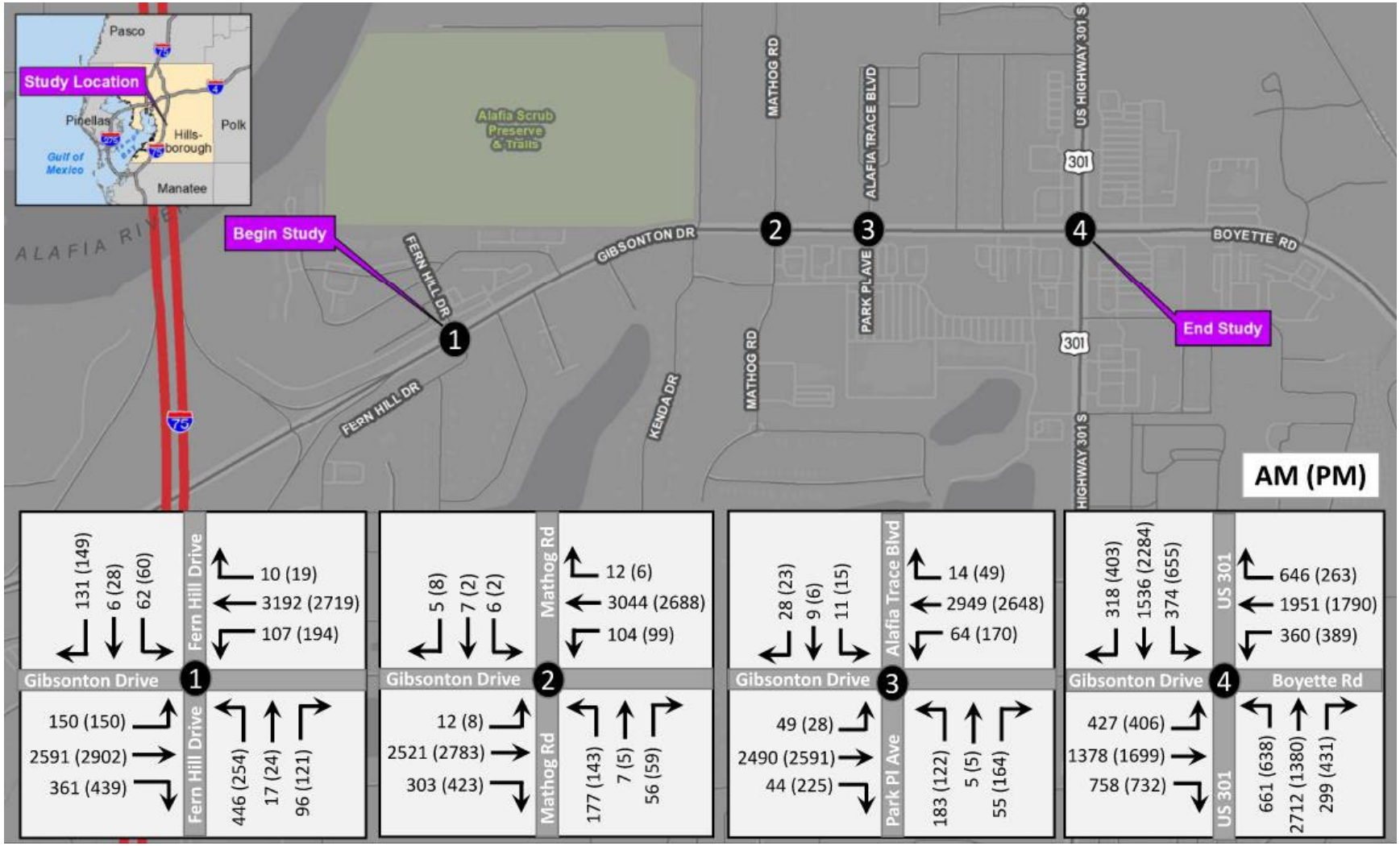


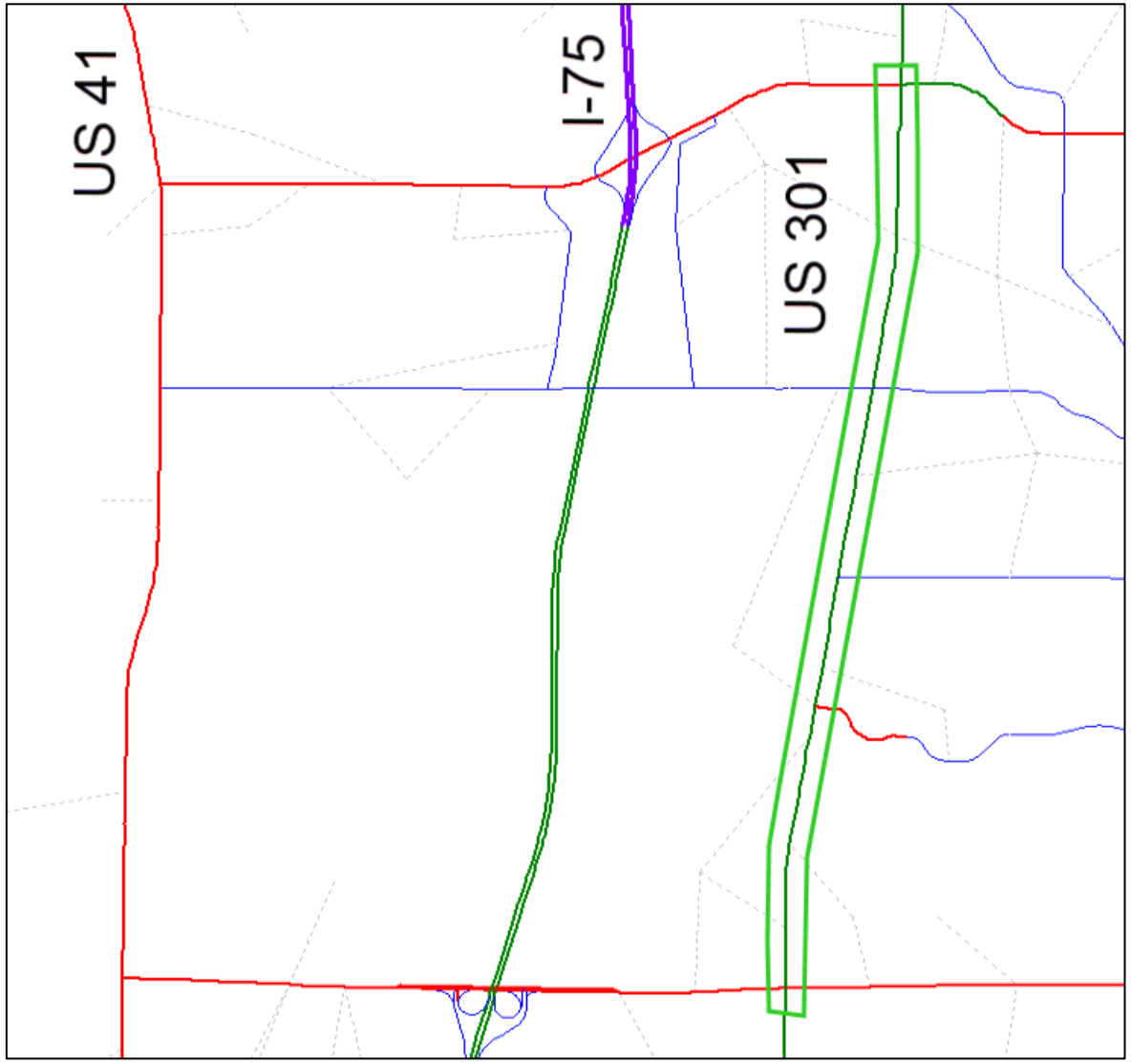
Figure 6 Design Year (2045) DDHVs for Build and No-Build Alternatives

Attachment A

Base Year Model 2015 Refinements

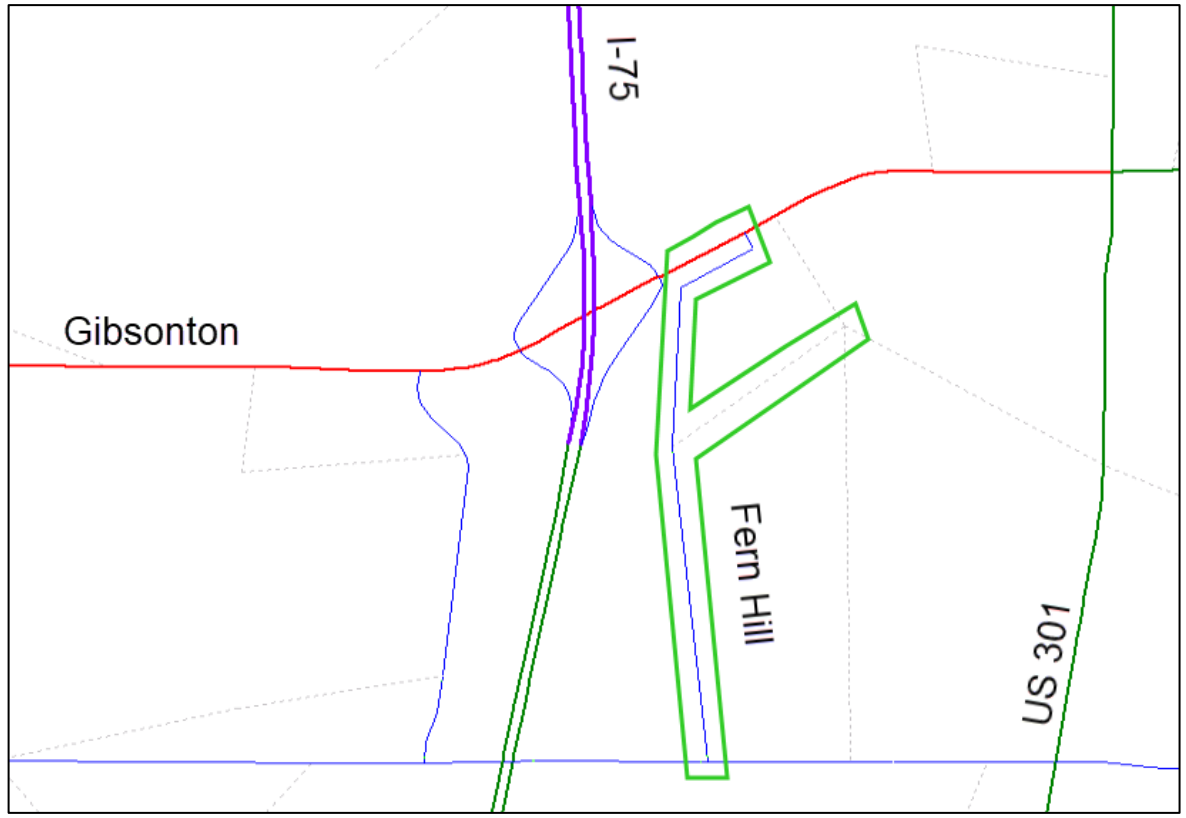
Gibsonton Drive PD&E Study

Facility type updates for US 301



Link ID	Original Facility Type	Updated Facility Type
529705348	32	23
525305297	32	23
522705253	32	23
519905227	32	23
518305199	32	23
517605183	32	23
517205176	32	23
515405172	32	23
514505154	32	23
513905145	32	23

Addition of Fern Hill Drive roadway



New Link ID	Area Type	Facility Type
2052120525	31	45
2052420525	31	45
2052320524	31	45
2052220523	31	45
80705252	31	51

Attachment B

2021 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL

CATEGORY: 1000 HILLSBOROUGH COUNTYWIDE

MOCF: 0.98

WEEK	DATES	SF	PSCF
1	01/01/2021 - 01/02/2021	0.99	1.01
2	01/03/2021 - 01/09/2021	1.04	1.06
3	01/10/2021 - 01/16/2021	1.09	1.11
4	01/17/2021 - 01/23/2021	1.07	1.09
5	01/24/2021 - 01/30/2021	1.06	1.08
6	01/31/2021 - 02/06/2021	1.05	1.07
7	02/07/2021 - 02/13/2021	1.03	1.05
8	02/14/2021 - 02/20/2021	1.02	1.04
9	02/21/2021 - 02/27/2021	1.01	1.03
10	02/28/2021 - 03/06/2021	1.00	1.02
11	03/07/2021 - 03/13/2021	0.98	1.00
12	03/14/2021 - 03/20/2021	0.97	0.99
13	03/21/2021 - 03/27/2021	0.98	1.00
14	03/28/2021 - 04/03/2021	0.98	1.00
15	04/04/2021 - 04/10/2021	0.98	1.00
16	04/11/2021 - 04/17/2021	0.99	1.01
17	04/18/2021 - 04/24/2021	0.98	1.00
18	04/25/2021 - 05/01/2021	0.98	1.00
19	05/02/2021 - 05/08/2021	0.98	1.00
20	05/09/2021 - 05/15/2021	0.98	1.00
21	05/16/2021 - 05/22/2021	0.99	1.01
22	05/23/2021 - 05/29/2021	0.99	1.01
23	05/30/2021 - 06/05/2021	0.99	1.01
24	06/06/2021 - 06/12/2021	1.00	1.02
25	06/13/2021 - 06/19/2021	1.00	1.02
26	06/20/2021 - 06/26/2021	1.01	1.03
27	06/27/2021 - 07/03/2021	1.02	1.04
28	07/04/2021 - 07/10/2021	1.03	1.05
29	07/11/2021 - 07/17/2021	1.04	1.06
30	07/18/2021 - 07/24/2021	1.04	1.06
31	07/25/2021 - 07/31/2021	1.03	1.05
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33	08/08/2021 - 08/14/2021	1.02	1.04
34	08/15/2021 - 08/21/2021	1.02	1.04
35	08/22/2021 - 08/28/2021	1.01	1.03
36	08/29/2021 - 09/04/2021	1.01	1.03
37	09/05/2021 - 09/11/2021	1.01	1.03
38	09/12/2021 - 09/18/2021	1.01	1.03
*39	09/19/2021 - 09/25/2021	0.99	1.01
*40	09/26/2021 - 10/02/2021	0.98	1.00
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*51	12/12/2021 - 12/18/2021	0.99	1.01
52	12/19/2021 - 12/25/2021	1.04	1.06
53	12/26/2021 - 12/31/2021	1.09	1.11

* PEAK SEASON

2021 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 10 - HILLSBOROUGH

WEEK	DATES	1014 US301, CR672 - I75	1015 US301, I75 - I-4	1016 SR685(NB),SR60-SR574	1017 SR685, SR574 - SR580
1	01/01/2021 - 01/02/2021	0.93	0.93	0.97	0.99
2	01/03/2021 - 01/09/2021	0.93	0.93	0.97	0.99
3	01/10/2021 - 01/16/2021	0.93	0.93	0.97	0.99
4	01/17/2021 - 01/23/2021	0.93	0.93	0.97	0.99
5	01/24/2021 - 01/30/2021	0.93	0.93	0.97	0.99
6	01/31/2021 - 02/06/2021	0.92	0.92	0.97	0.99
7	02/07/2021 - 02/13/2021	0.92	0.92	0.97	0.99
8	02/14/2021 - 02/20/2021	0.92	0.92	0.97	0.99
9	02/21/2021 - 02/27/2021	0.92	0.92	0.97	0.99
10	02/28/2021 - 03/06/2021	0.92	0.92	0.97	0.99
11	03/07/2021 - 03/13/2021	0.91	0.91	0.97	0.99
12	03/14/2021 - 03/20/2021	0.91	0.91	0.97	0.99
13	03/21/2021 - 03/27/2021	0.91	0.91	0.97	0.99
14	03/28/2021 - 04/03/2021	0.91	0.91	0.97	0.99
15	04/04/2021 - 04/10/2021	0.90	0.90	0.97	0.99
16	04/11/2021 - 04/17/2021	0.90	0.90	0.97	0.99
17	04/18/2021 - 04/24/2021	0.90	0.90	0.97	0.99
18	04/25/2021 - 05/01/2021	0.91	0.91	0.97	0.99
19	05/02/2021 - 05/08/2021	0.91	0.91	0.97	0.99
20	05/09/2021 - 05/15/2021	0.91	0.91	0.97	0.99
21	05/16/2021 - 05/22/2021	0.91	0.91	0.97	0.99
22	05/23/2021 - 05/29/2021	0.91	0.91	0.97	0.99
23	05/30/2021 - 06/05/2021	0.91	0.91	0.97	0.99
24	06/06/2021 - 06/12/2021	0.91	0.91	0.97	0.99
25	06/13/2021 - 06/19/2021	0.91	0.91	0.97	0.99
26	06/20/2021 - 06/26/2021	0.91	0.91	0.97	0.99
27	06/27/2021 - 07/03/2021	0.91	0.91	0.97	0.99
28	07/04/2021 - 07/10/2021	0.91	0.91	0.97	0.99
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35	08/22/2021 - 08/28/2021	0.92	0.92	0.97	0.99
36	08/29/2021 - 09/04/2021	0.92	0.92	0.97	0.99
37	09/05/2021 - 09/11/2021	0.92	0.92	0.97	0.99
38	09/12/2021 - 09/18/2021	0.92	0.92	0.97	0.99
39	09/19/2021 - 09/25/2021	0.92	0.92	0.97	0.99
40	09/26/2021 - 10/02/2021	0.92	0.92	0.97	0.99
41	10/03/2021 - 10/09/2021	0.92	0.92	0.97	0.99
42	10/10/2021 - 10/16/2021	0.92	0.92	0.97	0.99
43	10/17/2021 - 10/23/2021	0.92	0.92	0.97	0.99
44	10/24/2021 - 10/30/2021	0.92	0.92	0.97	0.99
45	10/31/2021 - 11/06/2021	0.92	0.92	0.97	0.99
46	11/07/2021 - 11/13/2021	0.93	0.93	0.97	0.99
47	11/14/2021 - 11/20/2021	0.93	0.93	0.97	0.99
48	11/21/2021 - 11/27/2021	0.93	0.93	0.97	0.99
49	11/28/2021 - 12/04/2021	0.93	0.93	0.97	0.99
50	12/05/2021 - 12/11/2021	0.93	0.93	0.97	0.99
51	12/12/2021 - 12/18/2021	0.93	0.93	0.97	0.99
52	12/19/2021 - 12/25/2021	0.93	0.93	0.97	0.99
53	12/26/2021 - 12/31/2021	0.93	0.93	0.97	0.99

CLASS COUNT REPORT

Location:	Gibsonton Dr btwn Fern Hill & Mathog	City:	Riverview	GPS:	27.856772
Direction:	Combined	County:	Hillsborough		-82.336554
Start Date:	10/11/2022	Start Time:	00:00		
Stop Date:	10/11/2022	Stop Time:	24:00		

END TIME	VEHICLE CLASS																
	Cycle	Car	2A-4T	Bus	2A-SU	3A-SU	4A-SU	4A-ST	5A-ST	6A-ST	5A-MT	6A-MT	7A-MT	None	Unclass	Total	95966
DAILY TOTAL	80	33751	10570	309	1557	388	23	645	232	2	0	0	0	0	426	47983	94366
Percentages	0.2%	70.3%	22.0%	0.6%	3.2%	0.8%	0.0%	1.3%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.9%	100.0%	95890
No of Axles	2	2	2	2	2	3	4	4	5	6	5	6	7		2		ACF
Day 1	160	67502	21140	618	3114	1164	92	2580	1160	12	0	0	0	0	852	98394	0.98
Day 2	170	66998	20496	484	3088	1041	116	2288	1170	12	0	0	0	0	762	96625	0.98
Day 3	142	67874	21192	440	2936	939	72	2516	1240	42	0	0	0	0	876	98269	0.98

Existing Year (2022)
AADT Calculations based on 3 day counts

Gibsonton			EB	WB	Total	Average	ACF	SF
From	To						0.98	0.96
Begin Project	Fern Hill Dr	Day 1	29,581	31,309	60,890	60,195	56,600	
		Day 2	29,144	31,232	60,376			
		Day 3	28,578	30,742	59,320			
Fern Hill Dr	Mathog Rd	Day 1	23,017	24,966	47,983	47,704	45,800	
		Day 2	23,302	23,881	47,183			
		Day 3	22,586	25,359	47,945			
Mathog Rd	Park Place Ave	Day 1	21,567	24,122	45,689	45,850	43,100	
		Day 2	21,836	24,082	45,918			
		Day 3	21,547	24,395	45,942			
Park Place Ave	US 301	Day 1	22,170	25,209	47,379	47,528	44,700	
		Day 2	22,505	24,985	47,490			
		Day 3	22,238	25,476	47,714			
(Boyette Rd) from US 301	to End Project	Day 1	20,973	20,011	40,984	40,803	38,400	
		Day 2	20,738	19,471	40,209			
		Day 3	21,276	19,939	41,215			

Side Streets		NB	SB	Total	Average	ACF	SF
						0.98, 0.92	0.96
Fern Hill Dr, south of Gibsonton Dr	Day 1	4,314	4,000	8,314	8,460	8,000	
	Day 2	4,418	3,978	8,396			
	Day 3	4,559	4,110	8,669			
Fern Hill Dr, north of Gibsonton Dr	Day 1	1,491	2,455	3,946	3,967	3,700	
	Day 2	1,468	2,491	3,959			
	Day 3	1,498	2,498	3,996			
Mathog Rd, south of Gibsonton Dr	Day 1	1,990	2,207	4,197	4,191	3,900	
	Day 2	2,142	2,117	4,259			
	Day 3	1,911	2,205	4,116			
Mathog Rd, north of Gibsonton Dr	Day 1	102	115	217	230	200	
	Day 2	109	111	220			
	Day 3	120	132	252			
Park Place Ave, south of Gibsonton Dr	Day 1	2,438	2,508	4,946	4,878	4,600	
	Day 2	2,555	2,411	4,966			
	Day 3	2,379	2,343	4,722			
Alafia Trace Blvd, north of Gibsonton Dr	Day 1	375	360	735	769	700	
	Day 2	397	410	807			
	Day 3	385	379	764			
US 301, south of Gibsonton Dr	Day 1	28,657	33,942	62,599	60,341	53,300	
	Day 2	29,313	30,187	59,500			
	Day 3	28,572	30,353	58,925			
US 301, north of Gibsonton Dr	Day 1	23,902	25,628	49,530	59,247	52,300	
	Day 2	26,291	51,575	77,866			
	Day 3	24,043	26,302	50,345			

Gibsonton Drive Study
AADT Volumes

From	To	2022 AADT	Growth Rate	2025 AADT	2045 AADT
Begin Project	Fern Hill Dr	56,600	1%	58,400	70,700
Fern Hill Dr	Mathog Rd	45,800	2.2%	48,800	68,600
Mathog Rd	Park Place Ave	43,100	1.6%	45,200	59,000
Park Place Ave	US 301	44,700	1.6%	46,800	61,100
(Boyette Rd) from US 301	End Project	38,400	1.6%	40,200	52,500

Side Streets	2022 AADT	Growth Rate	2025 AADT	2045 AADT
Fern Hill Dr, south of Gibsonton Dr	8,000	1%	8,200	9,800
Fern Hill Dr, north of Gibsonton Dr	3,700	1%	3,800	4,600
Mathog Rd, south of Gibsonton Dr	3,900	1%	4,000	4,800
Mathog Rd, north of Gibsonton Dr	200	1%	210	250
Park Place Ave, south of Gibsonton Dr	4,600	1%	4,700	5,700
Alafia Trace Blvd, north of Gibsonton Dr	700	1%	720	860
US 301, south of Gibsonton Dr	53,300	1.2%	55,200	68,000
US 301, north of Gibsonton Dr	52,300	0.8%	53,600	61,900

Gibsonton Drive Study

DDHV's Calculations

Gibsonton Drive Segments		K	D-Factor Peak	D-Factor Off-Peak	2022 AADT	2022 Peak DDHV	2022 Off-Peak DDHV
From	To						
Begin Project	Fern Hill Dr	9.0%	52.5%	47.5%	56,600	2,674	2,420
Fern Hill Dr	Mathog Rd	9.0%	52.5%	47.5%	45,800	2,164	1,958
Mathog Rd	Park Place Ave	9.0%	52.5%	47.5%	43,100	2,036	1,843
Park Place Ave	US 301	9.0%	52.5%	47.5%	44,700	2,112	1,911
(Boyette Rd) from US 301	End Project	9.0%	59.0%	41.0%	38,400	2,039	1,417

Side Street Segments	K	D-Factor Peak	D-Factor Off-Peak	2022 AADT	2022 Peak DDHV	2022 Off-Peak DDHV
Fern Hill Dr, south of Gibsonton Dr	9.0%	57.0%	43.0%	8,000	410	310
Fern Hill Dr, north of Gibsonton Dr	9.0%	57.0%	43.0%	3,700	190	143
Mathog Rd, south of Gibsonton Dr	9.0%	52.5%	47.5%	3,900	184	167
Mathog Rd, north of Gibsonton Dr	9.0%	52.5%	47.5%	200	9	9
Park Place Ave, south of Gibsonton Dr	9.0%	52.5%	47.5%	4,600	217	197
Alafia Trace Blvd, north of Gibsonton Dr	9.0%	52.5%	47.5%	700	33	30
US 301, south of Gibsonton Dr	9.0%	60.0%	40.0%	53,300	2,878	1,919
US 301, north of Gibsonton Dr	9.0%	60.0%	40.0%	52,300	2,824	1,883

Gibsonton Drive Segments		K	D-Factor Peak	D-Factor Off-Peak	2025 AADT	2025 Peak DDHV	2025 Off-Peak DDHV
From	To						
Begin Project	Fern Hill Dr	9.0%	52.5%	47.5%	58,400	2,759	2,497
Fern Hill Dr	Mathog Rd	9.0%	52.5%	47.5%	48,800	2,306	2,086
Mathog Rd	Park Place Ave	9.0%	52.5%	47.5%	45,200	2,136	1,932
Park Place Ave	US 301	9.0%	52.5%	47.5%	46,800	2,211	2,001
(Boyette Rd) from US 301	End Project	9.0%	59.0%	41.0%	40,200	2,135	1,483

Side Street Segments	K	D-Factor Peak	D-Factor Off-Peak	2025 AADT	2025 Peak DDHV	2025 Off-Peak DDHV
Fern Hill Dr, south of Gibsonton Dr	9.0%	57.0%	43.0%	8,200	421	317
Fern Hill Dr, north of Gibsonton Dr	9.0%	57.0%	43.0%	3,800	195	147
Mathog Rd, south of Gibsonton Dr	9.0%	52.5%	47.5%	4,000	189	171
Mathog Rd, north of Gibsonton Dr	9.0%	52.5%	47.5%	210	10	9
Park Place Ave, south of Gibsonton Dr	9.0%	52.5%	47.5%	4,700	222	201
Alafia Trace Blvd, north of Gibsonton Dr	9.0%	52.5%	47.5%	720	34	31
US 301, south of Gibsonton Dr	9.0%	60.0%	40.0%	55,200	2,981	1,987
US 301, north of Gibsonton Dr	9.0%	60.0%	40.0%	53,600	2,894	1,930

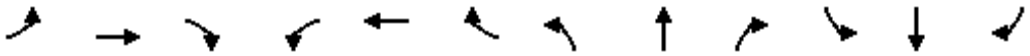
Gibsonton Drive Segments		K	D-Factor Peak	D-Factor Off-Peak	2045 AADT	2045 Peak DDHV	2045 Off-Peak DDHV
From	To						
Begin Project	Fern Hill Dr	9.0%	52.5%	47.5%	70,700	3,341	3,022
Fern Hill Dr	Mathog Rd	9.0%	52.5%	47.5%	68,600	3,241	2,933
Mathog Rd	Park Place Ave	9.0%	52.5%	47.5%	59,000	2,788	2,522
Park Place Ave	US 301	9.0%	52.5%	47.5%	61,100	2,887	2,612
(Boyette Rd) from US 301	End Project	9.0%	59.0%	41.0%	52,500	2,788	1,937

Side Street Segments	K	D-Factor Peak	D-Factor Off-Peak	2045 AADT	2045 Peak DDHV	2045 Off-Peak DDHV
Fern Hill Dr, south of Gibsonton Dr	9.0%	57.0%	43.0%	9,800	503	379
Fern Hill Dr, north of Gibsonton Dr	9.0%	57.0%	43.0%	4,600	236	178
Mathog Rd, south of Gibsonton Dr	9.0%	52.5%	47.5%	4,800	227	205
Mathog Rd, north of Gibsonton Dr	9.0%	52.5%	47.5%	250	12	11
Park Place Ave, south of Gibsonton Dr	9.0%	52.5%	47.5%	5,700	269	244
Alafia Trace Blvd, north of Gibsonton Dr	9.0%	52.5%	47.5%	860	41	37
US 301, south of Gibsonton Dr	9.0%	60.0%	40.0%	68,000	3,672	2,448
US 301, north of Gibsonton Dr	9.0%	60.0%	40.0%	61,900	3,343	2,228

APPENDIX D Existing Year (2022) Operational Analysis

HCM 6th Signalized Intersection Summary
1: Fern Hill Dr & Gibsonton Dr

04/13/2023



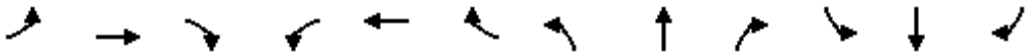
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	2010	289	60	2134	5	364	10	37	33	5	105
Future Volume (veh/h)	120	2010	289	60	2134	5	364	10	37	33	5	105
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	126	2116	304	63	2246	5	383	11	39	35	5	111
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	4	4	4	2	2	2	2	2	2
Cap, veh/h	156	2274	1014	91	3303	7	260	7	23	105	26	304
Arrive On Green	0.04	0.65	0.65	0.02	0.64	0.64	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1753	3497	1560	1753	5177	12	987	28	100	363	112	1318
Grp Volume(v), veh/h	126	2116	304	63	1453	798	433	0	0	151	0	0
Grp Sat Flow(s),veh/h/ln	1753	1749	1560	1753	1675	1839	1116	0	0	1793	0	0
Q Serve(g_s), s	5.3	112.5	17.8	2.7	58.2	58.3	33.1	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	5.3	112.5	17.8	2.7	58.2	58.3	48.4	0.0	0.0	15.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.01	0.88		0.09	0.23		0.74
Lane Grp Cap(c), veh/h	156	2274	1014	91	2137	1173	289	0	0	434	0	0
V/C Ratio(X)	0.81	0.93	0.30	0.69	0.68	0.68	1.50	0.00	0.00	0.35	0.00	0.00
Avail Cap(c_a), veh/h	196	2274	1014	202	2137	1173	289	0	0	434	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	36.9	32.5	16.0	52.2	24.3	24.3	86.1	0.0	0.0	68.2	0.0	0.0
Incr Delay (d2), s/veh	17.8	8.4	0.8	9.0	1.8	3.2	240.7	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	47.8	6.6	2.3	23.1	25.8	35.4	0.0	0.0	7.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.7	40.9	16.7	61.3	26.1	27.5	326.7	0.0	0.0	68.7	0.0	0.0
LnGrp LOS	D	D	B	E	C	C	F	A	A	E	A	A
Approach Vol, veh/h		2546			2314			433			151	
Approach Delay, s/veh		38.7			27.5			326.7			68.7	
Approach LOS		D			C			F			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.2	140.8		55.0	11.7	143.3		55.0				
Change Period (Y+Rc), s	6.8	6.8		* 6.6	6.8	6.8		* 6.6				
Max Green Setting (Gmax), s	12.2	129.2		* 48	18.2	123.2		* 48				
Max Q Clear Time (g_c+I1), s	7.3	60.3		50.4	4.7	114.5		17.3				
Green Ext Time (p_c), s	0.1	45.7		0.0	0.1	8.2		0.9				

Intersection Summary		
HCM 6th Ctrl Delay	57.7	
HCM 6th LOS	E	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	1758	222	91	2066	5	144	2	47	5	3	4
Future Volume (veh/h)	8	1758	222	91	2066	5	144	2	47	5	3	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	8	1851	0	96	2175	5	152	2	49	5	3	4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	4	4	4	2	2	2	2	2	2
Cap, veh/h	188	2726		206	2843	7	193	104	88	12	7	10
Arrive On Green	0.01	0.78	0.00	0.05	1.00	1.00	0.06	0.06	0.06	0.02	0.02	0.02
Sat Flow, veh/h	1753	3497	1560	1753	3580	8	3456	1870	1585	721	433	577
Grp Volume(v), veh/h	8	1851	0	96	1062	1118	152	2	49	12	0	0
Grp Sat Flow(s),veh/h/ln	1753	1749	1560	1753	1749	1839	1728	1870	1585	1730	0	0
Q Serve(g_s), s	0.2	52.1	0.0	2.5	0.0	0.0	9.1	0.2	6.3	1.4	0.0	0.0
Cycle Q Clear(g_c), s	0.2	52.1	0.0	2.5	0.0	0.0	9.1	0.2	6.3	1.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	0.42		0.33
Lane Grp Cap(c), veh/h	188	2726		206	1389	1461	193	104	88	29	0	0
V/C Ratio(X)	0.04	0.68		0.47	0.76	0.77	0.79	0.02	0.55	0.41	0.00	0.00
Avail Cap(c_a), veh/h	241	2726		300	1389	1461	476	257	218	87	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.50	0.50	0.50	1.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.7	10.9	0.0	14.4	0.0	0.0	97.9	93.7	96.6	102.2	0.0	0.0
Incr Delay (d2), s/veh	0.1	1.4	0.0	0.8	2.1	2.0	7.0	0.1	5.3	9.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	18.8	0.0	1.7	0.8	0.8	4.3	0.1	2.8	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.8	12.2	0.0	15.2	2.1	2.0	104.9	93.8	101.9	111.3	0.0	0.0
LnGrp LOS	A	B		B	A	A	F	F	F	F	A	A
Approach Vol, veh/h		1859			2276			203			12	
Approach Delay, s/veh		12.2			2.6			104.1			111.3	
Approach LOS		B			A			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.7	173.6		17.8	11.8	170.5		9.9				
Change Period (Y+Rc), s	6.8	6.8		* 6.1	6.8	6.8		6.4				
Max Green Setting (Gmax), s	8.2	136.2		* 29	16.2	128.2		10.6				
Max Q Clear Time (g_c+I1), s	2.2	2.0		11.1	4.5	54.1		3.4				
Green Ext Time (p_c), s	0.0	78.4		0.6	0.1	40.0		0.0				

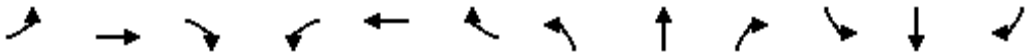
Intersection Summary		
HCM 6th Ctrl Delay		11.7
HCM 6th LOS		B

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



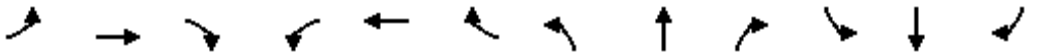
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	1763	22	47	2013	6	127	5	45	9	3	22
Future Volume (veh/h)	25	1763	22	47	2013	6	127	5	45	9	3	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	26	1856	23	49	2119	6	134	5	47	9	3	23
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	4	4	4	2	2	2	2	2	2
Cap, veh/h	147	2669	1191	192	2744	8	182	19	177	159	23	173
Arrive On Green	0.02	0.76	0.76	0.02	0.77	0.77	0.12	0.12	0.12	0.12	0.12	0.12
Sat Flow, veh/h	1753	3497	1560	1753	3577	10	1385	155	1454	1352	186	1427
Grp Volume(v), veh/h	26	1856	23	49	1035	1090	134	0	52	9	0	26
Grp Sat Flow(s),veh/h/ln	1753	1749	1560	1753	1749	1839	1385	0	1609	1352	0	1613
Q Serve(g_s), s	0.7	56.2	0.7	1.3	71.0	71.1	20.1	0.0	6.2	1.3	0.0	3.0
Cycle Q Clear(g_c), s	0.7	56.2	0.7	1.3	71.0	71.1	23.1	0.0	6.2	7.4	0.0	3.0
Prop In Lane	1.00		1.00	1.00		0.01	1.00		0.90	1.00		0.88
Lane Grp Cap(c), veh/h	147	2669	1191	192	1341	1411	182	0	195	159	0	196
V/C Ratio(X)	0.18	0.70	0.02	0.26	0.77	0.77	0.73	0.00	0.27	0.06	0.00	0.13
Avail Cap(c_a), veh/h	183	2669	1191	329	1341	1411	233	0	254	208	0	254
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.66	0.66	0.66	0.10	0.10	0.10	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.7	12.5	6.0	14.4	14.0	14.0	92.7	0.0	83.8	87.1	0.0	82.4
Incr Delay (d2), s/veh	0.4	1.0	0.0	0.1	0.5	0.4	8.5	0.0	0.7	0.1	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	20.7	0.2	0.7	25.7	27.0	7.8	0.0	2.7	0.5	0.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.1	13.5	6.0	14.5	14.4	14.4	101.2	0.0	84.5	87.3	0.0	82.7
LnGrp LOS	B	B	A	B	B	B	F	A	F	F	A	F
Approach Vol, veh/h		1905			2174			186			35	
Approach Delay, s/veh		13.5			14.4			96.5			83.9	
Approach LOS		B			B			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.7	167.9		31.4	11.5	167.1		31.4				
Change Period (Y+Rc), s	6.8	6.8		* 5.9	6.8	6.8		* 5.9				
Max Green Setting (Gmax), s	8.2	149.2		* 33	21.2	136.2		* 33				
Max Q Clear Time (g_c+I1), s	2.7	73.1		25.1	3.3	58.2		9.4				
Green Ext Time (p_c), s	0.0	52.5		0.4	0.1	41.6		0.1				

Intersection Summary			
HCM 6th Ctrl Delay		18.1	
HCM 6th LOS		B	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	268	1008	591	264	1303	472	498	2126	235	316	1298	269
Future Volume (veh/h)	268	1008	591	264	1303	472	498	2126	235	316	1298	269
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	282	1061	622	278	1372	497	524	2238	247	333	1366	283
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	4	4	4	3	3	3	3	3	3
Cap, veh/h	279	867	646	295	1169	1181	569	1812	827	328	1456	581
Arrive On Green	0.08	0.25	0.25	0.17	0.33	0.33	0.17	0.36	0.36	0.10	0.29	0.29
Sat Flow, veh/h	3401	3497	1560	1753	3497	2745	3428	5066	1572	3428	5066	1572
Grp Volume(v), veh/h	282	1061	622	278	1372	497	524	2238	247	333	1366	283
Grp Sat Flow(s),veh/h/ln	1700	1749	1560	1753	1749	1373	1714	1689	1572	1714	1689	1572
Q Serve(g_s), s	17.2	52.1	52.1	32.9	70.2	26.5	31.6	75.1	18.6	20.1	55.2	29.1
Cycle Q Clear(g_c), s	17.2	52.1	52.1	32.9	70.2	26.5	31.6	75.1	18.6	20.1	55.2	29.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	279	867	646	295	1169	1181	569	1812	827	328	1456	581
V/C Ratio(X)	1.01	1.22	0.96	0.94	1.17	0.42	0.92	1.24	0.30	1.01	0.94	0.49
Avail Cap(c_a), veh/h	279	867	646	369	1169	1181	785	1812	827	328	1456	581
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.66	0.66	0.66	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	96.4	79.0	60.0	86.3	69.9	41.7	86.2	67.4	28.0	94.9	73.0	50.9
Incr Delay (d2), s/veh	46.9	107.5	20.3	28.2	87.4	0.2	12.2	110.9	0.9	53.5	12.8	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.4	36.2	35.3	17.2	45.1	9.0	14.9	50.5	7.3	11.4	25.4	11.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	143.3	186.4	80.3	114.5	157.3	41.8	98.4	178.4	28.9	148.4	85.8	53.8
LnGrp LOS	F	F	F	F	F	D	F	F	C	F	F	D
Approach Vol, veh/h		1965			2147			3009			1982	
Approach Delay, s/veh		146.7			125.0			152.2			91.8	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.0	82.0	42.1	58.9	41.7	67.3	24.0	77.0
Change Period (Y+Rc), s	6.9	6.9	6.8	6.8	6.9	6.9	6.8	6.8
Max Green Setting (Gmax), s	20.1	75.1	44.2	43.2	48.1	47.1	17.2	70.2
Max Q Clear Time (g_c+I1), s	22.1	77.1	34.9	54.1	33.6	57.2	19.2	72.2
Green Ext Time (p_c), s	0.0	0.0	0.4	0.0	1.2	0.0	0.0	0.0

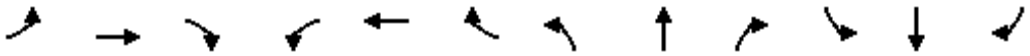
Intersection Summary	
HCM 6th Ctrl Delay	131.4
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
1: Fern Hill Dr & Gibsonton Dr

04/13/2023



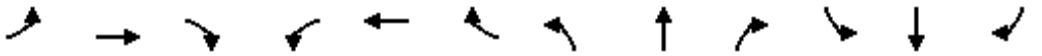
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	2153	351	130	1815	13	207	20	83	47	22	120
Future Volume (veh/h)	120	2153	351	130	1815	13	207	20	83	47	22	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	126	2266	369	137	1911	14	218	21	87	49	23	126
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	4	4	4	2	2	2	2	2	2
Cap, veh/h	210	2338	1043	154	3605	26	137	11	44	83	43	185
Arrive On Green	0.03	0.67	0.67	0.07	0.70	0.70	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	1753	3497	1560	1753	5146	38	629	61	251	360	247	1061
Grp Volume(v), veh/h	126	2266	369	137	1244	681	326	0	0	198	0	0
Grp Sat Flow(s),veh/h/ln	1753	1749	1560	1753	1675	1834	940	0	0	1668	0	0
Q Serve(g_s), s	5.1	134.3	22.6	12.1	38.9	38.9	13.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	5.1	134.3	22.6	12.1	38.9	38.9	38.4	0.0	0.0	24.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.02	0.67		0.27	0.25		0.64
Lane Grp Cap(c), veh/h	210	2338	1043	154	2347	1285	191	0	0	311	0	0
V/C Ratio(X)	0.60	0.97	0.35	0.89	0.53	0.53	1.70	0.00	0.00	0.64	0.00	0.00
Avail Cap(c_a), veh/h	305	2338	1043	272	2347	1285	191	0	0	311	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	15.7	34.4	15.8	83.5	15.7	15.7	96.1	0.0	0.0	85.0	0.0	0.0
Incr Delay (d2), s/veh	2.7	12.7	0.9	16.1	0.9	1.6	337.9	0.0	0.0	4.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	57.9	8.3	8.4	14.8	16.5	29.1	0.0	0.0	11.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.4	47.0	16.8	99.6	16.6	17.3	434.1	0.0	0.0	89.2	0.0	0.0
LnGrp LOS	B	D	B	F	B	B	F	A	A	F	A	A
Approach Vol, veh/h		2761			2062			326			198	
Approach Delay, s/veh		41.7			22.3			434.1			89.2	
Approach LOS		D			C			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.1	160.9		45.0	21.2	153.8		45.0				
Change Period (Y+Rc), s	6.8	6.8		* 6.6	6.8	6.8		* 6.6				
Max Green Setting (Gmax), s	19.2	142.2		* 38	29.2	132.2		* 38				
Max Q Clear Time (g_c+I1), s	7.1	40.9		40.4	14.1	136.3		26.5				
Green Ext Time (p_c), s	0.2	41.3		0.0	0.3	0.0		0.9				

Intersection Summary		
HCM 6th Ctrl Delay		59.9
HCM 6th LOS		E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	1940	292	66	1867	4	106	4	47	2	2	6
Future Volume (veh/h)	7	1940	292	66	1867	4	106	4	47	2	2	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	7	2042	0	69	1965	4	112	4	49	2	2	6
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	4	4	4	2	2	2	2	2	2
Cap, veh/h	222	2805		179	2924	6	146	79	67	5	5	15
Arrive On Green	0.01	0.80	0.00	0.04	1.00	1.00	0.04	0.04	0.04	0.01	0.01	0.01
Sat Flow, veh/h	1753	3497	1560	1753	3581	7	3456	1870	1585	335	335	1004
Grp Volume(v), veh/h	7	2042	0	69	959	1010	112	4	49	10	0	0
Grp Sat Flow(s),veh/h/ln	1753	1749	1560	1753	1749	1839	1728	1870	1585	1673	0	0
Q Serve(g_s), s	0.2	61.1	0.0	1.6	0.0	0.0	7.1	0.5	6.7	1.3	0.0	0.0
Cycle Q Clear(g_c), s	0.2	61.1	0.0	1.6	0.0	0.0	7.1	0.5	6.7	1.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	0.20		0.60
Lane Grp Cap(c), veh/h	222	2805		179	1428	1502	146	79	67	24	0	0
V/C Ratio(X)	0.03	0.73		0.39	0.67	0.67	0.77	0.05	0.73	0.41	0.00	0.00
Avail Cap(c_a), veh/h	273	2805		205	1428	1502	250	135	115	81	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.66	0.66	0.66	1.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	4.0	10.4	0.0	15.9	0.0	0.0	104.3	101.1	104.1	107.5	0.0	0.0
Incr Delay (d2), s/veh	0.1	1.7	0.0	0.9	1.7	1.6	8.0	0.3	14.0	10.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	21.6	0.0	1.4	0.7	0.7	3.4	0.2	3.1	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.0	12.1	0.0	16.8	1.7	1.6	112.3	101.4	118.1	118.2	0.0	0.0
LnGrp LOS	A	B		B	A	A	F	F	F	F	A	A
Approach Vol, veh/h		2049			2038			165			10	
Approach Delay, s/veh		12.0			2.2			113.8			118.2	
Approach LOS		B			A			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.5	186.4		15.4	11.7	183.3		9.6				
Change Period (Y+Rc), s	6.8	6.8		* 6.1	6.8	6.8		6.4				
Max Green Setting (Gmax), s	8.2	159.2		* 16	8.2	159.2		10.6				
Max Q Clear Time (g_c+I1), s	2.2	2.0		9.1	3.6	63.1		3.3				
Green Ext Time (p_c), s	0.0	61.7		0.3	0.0	55.0		0.0				

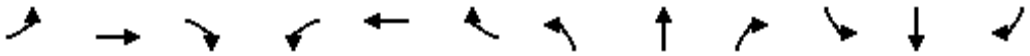
Intersection Summary	
HCM 6th Ctrl Delay	11.5
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	1830	139	127	1808	22	110	4	116	6	5	19
Future Volume (veh/h)	20	1830	139	127	1808	22	110	4	116	6	5	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	21	1926	146	134	1903	23	116	4	122	6	5	20
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	4	4	4	2	2	2	2	2	2
Cap, veh/h	192	2780	1240	184	2844	34	140	5	141	50	30	119
Arrive On Green	0.02	0.79	0.79	0.03	0.80	0.80	0.09	0.09	0.09	0.09	0.09	0.09
Sat Flow, veh/h	1753	3497	1560	1753	3539	43	1386	51	1542	1265	327	1308
Grp Volume(v), veh/h	21	1926	146	134	938	988	116	0	126	6	0	25
Grp Sat Flow(s),veh/h/ln	1753	1749	1560	1753	1749	1833	1386	0	1593	1265	0	1635
Q Serve(g_s), s	0.5	55.3	4.7	3.3	50.0	50.5	17.0	0.0	17.2	1.0	0.0	3.1
Cycle Q Clear(g_c), s	0.5	55.3	4.7	3.3	50.0	50.5	20.1	0.0	17.2	18.2	0.0	3.1
Prop In Lane	1.00		1.00	1.00		0.02	1.00		0.97	1.00		0.80
Lane Grp Cap(c), veh/h	192	2780	1240	184	1405	1473	140	0	146	50	0	149
V/C Ratio(X)	0.11	0.69	0.12	0.73	0.67	0.67	0.83	0.00	0.87	0.12	0.00	0.17
Avail Cap(c_a), veh/h	229	2780	1240	301	1405	1473	140	0	146	50	0	149
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.61	0.61	0.61	0.09	0.09	0.09	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.9	10.3	5.1	25.5	9.2	9.2	102.2	0.0	98.6	107.6	0.0	92.2
Incr Delay (d2), s/veh	0.2	0.9	0.1	0.5	0.2	0.2	32.4	0.0	38.5	1.1	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	19.6	1.5	5.0	17.2	18.2	8.0	0.0	8.8	0.4	0.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.0	11.2	5.2	26.0	9.4	9.4	134.5	0.0	137.1	108.7	0.0	92.8
LnGrp LOS	B	B	A	C	A	A	F	A	F	F	A	F
Approach Vol, veh/h		2093			2060			242			31	
Approach Delay, s/veh		10.8			10.5			135.9			95.8	
Approach LOS		B			B			F			F	

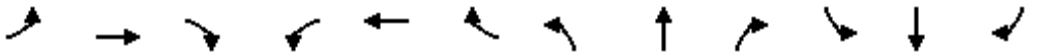
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.4	183.6		26.0	12.3	181.7		26.0				
Change Period (Y+Rc), s	6.8	6.8		* 5.9	6.8	6.8		* 5.9				
Max Green Setting (Gmax), s	8.2	172.2		* 20	20.2	160.2		* 20				
Max Q Clear Time (g_c+I1), s	2.5	52.5		22.1	5.3	57.3		20.2				
Green Ext Time (p_c), s	0.0	53.1		0.0	0.3	53.9		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		18.1	
HCM 6th LOS		B	

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	297	1213	522	262	1262	192	440	1082	337	553	1970	291
Future Volume (veh/h)	297	1213	522	262	1262	192	440	1082	337	553	1970	291
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	313	1277	549	276	1328	202	463	1139	355	582	2074	306
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	4	4	4	3	3	3	3	3	3
Cap, veh/h	351	1052	662	209	1108	1363	422	1398	621	616	1683	685
Arrive On Green	0.10	0.30	0.30	0.12	0.32	0.32	0.12	0.28	0.28	0.18	0.33	0.33
Sat Flow, veh/h	3401	3497	1560	1753	3497	2745	3428	5066	1572	3428	5066	1572
Grp Volume(v), veh/h	313	1277	549	276	1328	202	463	1139	355	582	2074	306
Grp Sat Flow(s),veh/h/ln	1700	1749	1560	1753	1749	1373	1714	1689	1572	1714	1689	1572
Q Serve(g_s), s	20.0	66.2	66.2	26.2	69.7	8.8	27.1	46.2	38.8	36.9	73.1	30.0
Cycle Q Clear(g_c), s	20.0	66.2	66.2	26.2	69.7	8.8	27.1	46.2	38.8	36.9	73.1	30.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	351	1052	662	209	1108	1363	422	1398	621	616	1683	685
V/C Ratio(X)	0.89	1.21	0.83	1.32	1.20	0.15	1.10	0.82	0.57	0.95	1.23	0.45
Avail Cap(c_a), veh/h	575	1052	662	209	1108	1363	422	1398	621	656	1683	685
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.62	0.62	0.62	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	97.5	76.9	56.3	96.9	75.1	30.1	96.5	74.4	52.0	89.2	73.4	43.5
Incr Delay (d2), s/veh	5.6	101.7	5.5	174.3	98.1	0.0	72.4	5.3	3.8	21.8	109.9	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.1	44.3	27.8	22.0	46.1	3.0	16.3	20.6	16.0	18.2	48.4	12.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	103.0	178.6	61.8	271.2	173.3	30.1	168.9	79.7	55.8	110.9	183.3	45.6
LnGrp LOS	F	F	E	F	F	C	F	E	E	F	F	D
Approach Vol, veh/h		2139			1806			1957			2962	
Approach Delay, s/veh		137.6			172.2			96.5			154.9	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	46.4	67.6	33.0	73.0	34.0	80.0	29.5	76.5
Change Period (Y+Rc), s	6.9	6.9	6.8	6.8	6.9	6.9	6.8	6.8
Max Green Setting (Gmax), s	42.1	58.1	26.2	66.2	27.1	73.1	37.2	55.2
Max Q Clear Time (g_c+I1), s	38.9	48.2	28.2	68.2	29.1	75.1	22.0	71.7
Green Ext Time (p_c), s	0.6	5.8	0.0	0.0	0.0	0.0	0.7	0.0

Intersection Summary	
HCM 6th Ctrl Delay	141.3
HCM 6th LOS	F

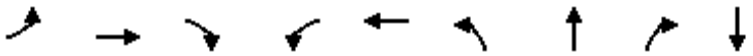
Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	126	2116	304	63	2251	433	151
v/c Ratio	0.90	0.97	0.30	0.56	0.73	1.83	0.37
Control Delay	103.1	50.0	12.4	66.7	14.9	427.1	42.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	103.1	50.0	12.4	66.7	14.9	427.1	42.2
Queue Length 50th (ft)	113	1413	119	41	437	~903	104
Queue Length 95th (ft)	#258	#1704	191	m64	529	#1148	185
Internal Link Dist (ft)		1344			1120	374	306
Turn Bay Length (ft)	200		200	320			
Base Capacity (vph)	143	2183	1014	185	3078	237	408
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.88	0.97	0.30	0.34	0.73	1.83	0.37

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

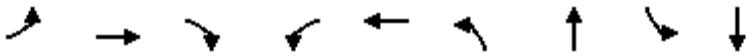
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBT
Lane Group Flow (vph)	8	1851	234	96	2180	152	2	49	12
v/c Ratio	0.07	0.71	0.19	0.49	0.77	0.64	0.02	0.22	0.19
Control Delay	8.4	23.1	8.6	24.3	3.3	106.9	89.0	2.2	80.8
Queue Delay	0.0	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0
Total Delay	8.4	23.1	8.6	24.3	3.4	106.9	89.0	2.2	80.8
Queue Length 50th (ft)	2	679	67	12	18	107	3	0	11
Queue Length 95th (ft)	m4	m768	m102	m52	230	150	14	0	39
Internal Link Dist (ft)		1135			608		310		253
Turn Bay Length (ft)	200		350	200		170		200	
Base Capacity (vph)	135	2624	1213	237	2836	472	256	324	91
Starvation Cap Reductn	0	0	0	0	89	0	0	0	0
Spillback Cap Reductn	0	73	0	0	0	0	0	2	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.73	0.19	0.41	0.79	0.32	0.01	0.15	0.13

Intersection Summary

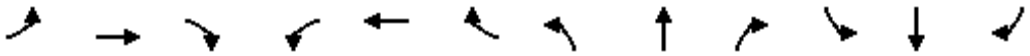
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	26	1856	23	49	2125	134	52	9	26
v/c Ratio	0.22	0.70	0.02	0.29	0.80	0.81	0.22	0.06	0.12
Control Delay	4.2	3.8	0.0	8.5	48.1	122.4	22.8	78.7	28.8
Queue Delay	0.0	0.0	0.0	0.0	2.9	0.0	0.0	0.0	0.0
Total Delay	4.2	3.8	0.0	8.5	51.0	122.4	22.8	78.7	28.8
Queue Length 50th (ft)	1	721	0	18	1592	184	6	11	4
Queue Length 95th (ft)	m2	48	m0	m26	m1454	265	54	32	39
Internal Link Dist (ft)		608			1417		308		295
Turn Bay Length (ft)	240		510	305		140		200	
Base Capacity (vph)	135	2659	1210	280	2669	217	293	212	273
Starvation Cap Reductn	0	19	0	0	424	0	0	0	0
Spillback Cap Reductn	0	0	0	0	3	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.70	0.02	0.17	0.95	0.62	0.18	0.04	0.10

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	282	1061	622	278	1372	497	524	2238	247	333	1366	283
v/c Ratio	1.03	1.29	0.82	0.90	1.18	0.38	0.83	1.24	0.27	1.02	1.02	0.42
Control Delay	145.6	196.5	60.2	114.6	149.1	30.4	93.3	167.4	17.6	145.2	101.3	28.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	12.4	0.0	0.0	0.0	0.0	3.3
Total Delay	145.6	196.5	60.2	114.6	149.1	30.4	105.6	167.4	17.6	145.2	101.3	31.7
Queue Length 50th (ft)	~210	~1008	639	381	~1192	206	368	~1402	129	~251	700	156
Queue Length 95th (ft)	#319	#1224	849	492	#1328	261	416	#1471	176	#366	#934	269
Internal Link Dist (ft)		1417			2711			1246			920	
Turn Bay Length (ft)	440		790	330		175	550		435	275		800
Base Capacity (vph)	275	825	820	365	1160	1312	778	1800	964	325	1342	676
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	233	0	0	0	0	294
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.03	1.29	0.76	0.76	1.18	0.38	0.96	1.24	0.26	1.02	1.02	0.74

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

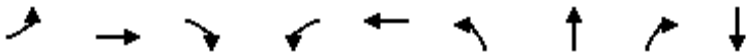
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBT	SBT
Lane Group Flow (vph)	126	2266	369	137	1925	326	198
v/c Ratio	0.68	1.00	0.35	0.78	0.57	1.99	0.68
Control Delay	38.1	56.4	12.9	63.7	29.9	502.6	82.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.1	56.4	12.9	63.7	29.9	502.6	82.6
Queue Length 50th (ft)	43	~1693	158	148	619	~728	227
Queue Length 95th (ft)	122	#1983	248	223	708	#955	336
Internal Link Dist (ft)		1344			1120	374	306
Turn Bay Length (ft)	200		200	320			
Base Capacity (vph)	246	2261	1051	261	3393	164	290
Starvation Cap Reductn	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0
Reduced v/c Ratio	0.51	1.00	0.35	0.52	0.57	1.99	0.68

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

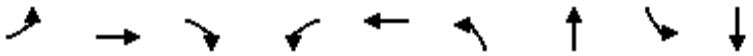
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBT
Lane Group Flow (vph)	7	2042	307	69	1969	112	4	49	10
v/c Ratio	0.04	0.74	0.24	0.47	0.68	0.57	0.04	0.29	0.16
Control Delay	1.1	1.6	0.0	25.3	1.8	112.5	97.0	4.7	70.4
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
Total Delay	1.1	1.6	0.0	25.3	1.9	112.5	97.0	4.7	70.4
Queue Length 50th (ft)	0	58	0	6	22	83	6	0	6
Queue Length 95th (ft)	m0	m62	m0	m42	146	122	21	3	32
Internal Link Dist (ft)		1135			608		310		253
Turn Bay Length (ft)	200		350	200		170		200	
Base Capacity (vph)	176	2757	1286	156	2902	248	134	192	87
Starvation Cap Reductn	0	0	0	0	127	0	0	0	0
Spillback Cap Reductn	0	37	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.04	0.75	0.24	0.44	0.71	0.45	0.03	0.26	0.11

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

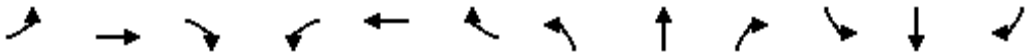


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	21	1926	146	134	1926	116	126	6	25
v/c Ratio	0.13	0.72	0.12	0.69	0.68	0.94	0.51	0.10	0.15
Control Delay	1.6	4.4	0.2	61.1	6.8	159.5	26.1	96.0	40.0
Queue Delay	0.0	0.4	0.0	0.0	1.3	0.0	0.0	0.0	0.0
Total Delay	1.6	4.8	0.2	61.1	8.1	159.5	26.1	96.0	40.0
Queue Length 50th (ft)	1	223	0	87	144	171	19	8	7
Queue Length 95th (ft)	m1	377	m0	m77	m72	#318	100	28	44
Internal Link Dist (ft)		608			1417		308		295
Turn Bay Length (ft)	240		510	305		140		200	
Base Capacity (vph)	183	2664	1226	256	2830	126	247	61	167
Starvation Cap Reductn	0	288	0	0	632	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.81	0.12	0.52	0.88	0.92	0.51	0.10	0.15

Intersection Summary

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

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	313	1277	549	276	1328	202	463	1139	355	582	2074	306
v/c Ratio	0.81	1.22	0.73	1.34	1.25	0.14	1.11	0.83	0.48	0.94	1.24	0.39
Control Delay	100.4	181.9	51.9	246.7	180.5	15.7	159.1	81.9	32.0	110.9	170.3	31.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	100.4	181.9	51.9	246.7	180.5	15.7	159.1	81.9	32.0	110.9	170.3	31.0
Queue Length 50th (ft)	245	~1183	416	~518	~1261	46	~392	583	251	431	~1360	235
Queue Length 95th (ft)	303	#1325	577	#734	#1468	79	#519	644	359	#531	#1431	305
Internal Link Dist (ft)		1417			2711			1246			920	
Turn Bay Length (ft)	440		790	330		175	550		435	275		800
Base Capacity (vph)	569	1044	754	206	1059	1482	418	1370	732	650	1673	860
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.55	1.22	0.73	1.34	1.25	0.14	1.11	0.83	0.48	0.90	1.24	0.36

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Arterial Level of Service: EB Gibsonton Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Fern Hill Dr	II	45	28.0	50.0	78.0	0.27	12.4	F
Mathog Rd	II	45	41.6	23.1	64.7	0.46	25.4	C
Park Pl Ave	II	45	14.2	3.8	18.0	0.13	26.1	C
US 301	II	45	28.1	196.5	224.6	0.28	4.5	F
Total	II		111.9	273.4	385.3	1.14	10.7	F

Arterial Level of Service: WB Gibsonton Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
US 301	II	45	42.3	149.1	191.4	0.53	9.9	F
Alafia Trace Blvd	II	45	28.1	48.1	76.2	0.28	13.4	E
Mathog Rd	II	45	14.2	3.3	17.5	0.13	26.8	C
Fern Hill Dr	II	45	41.6	14.9	56.5	0.46	29.1	B
Total	II		126.2	215.4	341.6	1.40	14.8	E

Arterial Level of Service: EB Gibsonton Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Fern Hill Dr	II	45	28.0	56.4	84.4	0.27	11.5	F
Mathog Rd	II	45	41.6	1.6	43.2	0.46	38.1	A
Park Pl Ave	II	45	14.2	4.4	18.6	0.13	25.2	C
US 301	II	45	28.1	181.9	210.0	0.28	4.9	F
Total	II		111.9	244.3	356.2	1.14	11.5	F

Arterial Level of Service: WB Gibsonton Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
US 301	II	45	42.3	180.5	222.8	0.53	8.5	F
Alafia Trace Blvd	II	45	28.1	6.8	34.9	0.28	29.2	B
Mathog Rd	II	45	14.2	1.8	16.0	0.13	29.3	B
Fern Hill Dr	II	45	41.6	29.9	71.5	0.46	23.0	C
Total	II		126.2	219.0	345.2	1.40	14.6	E

APPENDIX E Crash Data

REPORT_NUMBER	CRASH_YEAR	CRASH_DATE_AND_TIME	REPORT_DATE_AND_TIME	INVESTIGATING_AGENCY_REPORT_NUMBER	FORM_TYPE	TOTAL_NUMBER_OF_VEHICLES	TOTAL_NUMBER_OF_PERSONS	COUNTY_CODE	CITY_CODE
88155843	2019	8/2/2019 10:43	8/2/2019 11:15	FHPC19OFF084444	S	2	2	3	0
89428848	2019	12/20/2019 13:15	12/20/2019 13:56	19-908858	L	2	3	3	0
89126484	2019	4/2/2019 6:53	4/2/2019 7:10	19-226615	S	2	2	3	0
89129993	2019	6/18/2019 18:15	6/18/2019 18:36	19-428214	S	4	8	3	0
88057497	2019	1/10/2019 16:18	1/10/2019 16:51	FHPC19OFF003562	L	2	4	3	0
88689913	2019	1/9/2019 8:40	1/9/2019 8:59	19-020057	S	2	2	3	0
87371528	2017	12/13/2017 14:10	12/13/2017 14:37	17-883007	L	3	1	3	0
88690547	2019	2/1/2019 7:05	2/1/2019 7:44	19-75813	S	3	4	3	0
88692826	2019	3/25/2019 13:18	3/25/2019 13:37	19-207595	L	2	1	3	0
89428928	2019	12/19/2019 6:21	12/19/2019 6:43	19-904999	L	2	2	3	0
88144997	2019	6/14/2019 19:43	6/14/2019 20:15	FHPC19OFF065374	S	2	5	3	0
87716929	2018	12/15/2018 20:02	12/15/2018 20:17	18-866230	L	2	2	3	0
89439690	2020	10/9/2020 7:46	11/2/2020 16:24	20-648426	L	2	2	3	0
89131856	2019	8/2/2019 9:00	8/2/2019 10:16	19-546289	L	1	1	3	0
87102111	2017	11/1/2017 16:21	11/1/2017 17:42	FHPC17OFF114469	S	3	3	3	0
88180199	2019	7/23/2019 23:57	7/24/2019 0:30	FHPC19OFF080789	S	1	1	3	0
85514109	2017	4/20/2017 15:40	4/20/2017 15:59	FHPC17OFF040683	L	3	4	3	0
88131699	2019	5/29/2019 8:50	5/29/2019 9:35	FHPC19OFF058761	S	2	4	3	0
85467373	2017	2/16/2017 15:24	5/20/2017 8:45	FHPC17OFF016426	L	2	2	3	0
86920412	2017	8/24/2017 13:10	8/24/2017 13:26	17-606386	L	2	4	3	0
88201871	2019	10/4/2019 16:15	10/4/2019 16:38	FHPC19OFF109794	L	4	7	3	0
85583883	2017	9/29/2017 11:06	12/22/2017 11:23	FHPC17OFF102043	L	2	2	3	0
87203706	2018	5/15/2018 15:55	5/15/2018 16:51	FHPC18OFF052130	S	2	3	3	0
87263106	2021	4/10/2021 14:20	4/10/2021 16:04	FHPC21OFF036603	S	2	3	3	0
87708103	2018	4/11/2018 7:35	4/11/2018 8:32	18-249562	S	2	2	3	0
87707321	2018	2/12/2018 8:25	2/12/2018 9:06	18-104033	L	2	4	3	0
89431042	2020	1/28/2020 16:43	1/28/2020 17:15	20-73557	S	2	2	3	0
89431938	2020	2/18/2020 7:28	2/18/2020 16:03	20-129828	S	2	6	3	0
88686432	2019	4/19/2019 15:08	4/19/2019 15:37	19-272368	L	2	2	3	0
89438118	2020	9/8/2020 17:50	9/8/2020 18:26	20-578692	L	2	3	3	0
86919330	2017	9/22/2017 8:25	9/22/2017 9:07	17-679014	L	2	2	3	0
88688839	2018	12/14/2018 16:42	12/14/2018 18:20	18-863950	L	2	2	3	0
89428969	2020	2/26/2020 15:39	2/26/2020 16:14	20-153404	L	2	5	3	0
88688492	2018	12/17/2018 17:08	12/17/2018 17:33	18-870877	S	2	2	3	0
89428169	2019	12/5/2019 16:41	12/5/2019 17:27	19-871048	L	3	6	3	0
87714859	2018	6/22/2018 6:41	6/28/2018 8:49	18-430764	L	2	2	3	0
24627539	2021	9/9/2021 18:28	9/9/2021 18:55	21-605030	L	2	2	3	0
86914226	2017	3/18/2017 21:05	3/18/2017 22:08	17-194103	L	2	3	3	0
87373370	2017	12/14/2017 7:49	12/14/2017 8:08	17-884720	L	2	2	3	0
87717001	2018	8/13/2018 8:05	8/13/2018 9:04	18-558212	L	2	1	3	0
87716818	2018	8/9/2018 8:07	8/9/2018 8:29	18-548939	L	2	2	3	0
87707972	2018	1/19/2018 14:24	1/19/2018 15:05	18-45268	L	2	2	3	0
89428799	2019	12/10/2019 10:53	12/10/2019 10:57	19-882714	S	2	2	3	0
87714924	2018	6/29/2018 13:32	6/29/2018 14:25	18-449032	L	2	4	3	0
87369422	2018	6/21/2018 15:38	6/21/2018 16:19	18-429403	L	2	2	3	0
89442468	2021	4/8/2021 18:00	4/8/2021 18:17	21-227160	S	2	2	3	0
89431944	2020	2/21/2020 16:57	2/21/2020 17:26	20-140222	L	2	2	3	0
89449751	2021	7/9/2021 7:36	7/9/2021 8:05	21-453505	S	3	4	3	0
89434588	2020	6/3/2020 12:15	6/3/2020 12:47	20-366460	L	3	4	3	0
87716924	2018	10/15/2018 19:30	10/15/2018 19:55	18-720339	L	2	5	3	0
86917153	2017	6/1/2017 17:05	6/1/2017 17:29	17-389556	L	2	1	3	0
88688073	2018	12/8/2018 14:20	12/8/2018 14:45	18-848619	L	2	2	3	0
88688673	2021	11/23/2021 12:20	11/23/2021 13:13	21-785553	S	2	2	3	0
86911621	2017	1/25/2017 7:59	1/25/2017 9:12	17-059078	L	2	5	3	0
89446836	2021	4/23/2021 13:03	4/29/2021 13:29	21-263372	L	2	5	3	0
88535904	2021	9/10/2021 11:57	9/10/2021 14:21	FHPC21OFF094245	L	2	2	3	0
88429599	2020	12/29/2020 10:58	12/29/2020 11:36	FHPC20OFF121045	S	2	2	3	0
84877549	2018	10/10/2018 16:30	10/10/2018 17:10	FHPC18OFF111122	S	2	6	3	0
87146520	2018	2/10/2018 7:04	2/10/2018 8:17	FHPC18OFF014080	L	2	2	3	0
87228434	2018	6/5/2018 16:40	6/5/2018 17:38	FHPC18OFF060613	S	2	2	3	0
88687159	2018	11/8/2018 17:18	11/8/2018 18:00	18-778766	S	2	4	3	0
87707427	2018	1/13/2018 11:31	1/13/2018 12:02	18-030536	L	3	4	3	0
87143144	2018	3/15/2018 14:10	3/15/2018 15:15	FHPC18OFF027308	L	2	5	3	39
87234290	2018	7/10/2018 18:05	7/10/2018 18:43	FHPC18OFF074557	S	2	3	3	0
24628289	2021	10/6/2021 9:41	10/6/2021 10:12	21-668509	S	2	3	3	0
89431380	2020	2/8/2020 13:32	2/8/2020 14:08	20-103592	L	3	5	3	0
88343915	2020	6/23/2020 15:50	6/23/2020 20:25	FHPC20OFF056042	S	2	5	3	0

REPORT_NUMBER	CRASH_YEAR	CRASH_DATE_AND_TIME	REPORT_DATE_AND_TIME	INVESTIGATING_AGENCY_REPORT_NUMBER	FORM_TYPE	TOTAL_NUMBER_OF_VEHICLES	TOTAL_NUMBER_OF_PERSONS	COUNTY_CODE	CITY_CODE
89434958	2020	6/9/2020 10:26	6/9/2020 10:31	20-378907	S	3	3	3	0
86916833	2017	9/28/2017 3:05	9/28/2017 3:23	17-693861	L	2	3	3	0
87102110	2017	11/1/2017 16:20	11/1/2017 17:33	FHPC17OFF114435	S	2	2	3	0
88109349	2019	3/29/2019 11:40	3/29/2019 12:23	FHPC19OFF034066	S	2	3	3	0
87189253	2018	4/5/2018 19:35	4/5/2018 20:28	FHPC18OFF035876	L	2	5	3	0
87180349	2018	2/21/2018 6:00	2/21/2018 6:35	FHPC18OFF018377	S	2	2	3	0
87187522	2018	4/7/2018 14:50	4/17/2018 18:12	FHPC18OFF036662	L	2	3	3	38
87201369	2018	4/6/2018 18:13	4/6/2018 18:46	FHPC18OFF036299	S	2	2	3	0
88142410	2019	7/17/2019 18:48	7/17/2019 19:30	FHPC19OFF078374	S	2	2	3	0
87999670	2018	10/30/2018 15:10	10/30/2018 15:55	FHPC18OFF118789	L	2	2	3	0
85553189	2017	7/3/2017 12:45	7/3/2017 13:09	FHPC17OFF068107	S	2	2	3	0
89592053	2021	12/27/2021 15:17	12/27/2021 15:50	FHP21ON0063982	L	2	5	3	0
88269112	2020	2/3/2020 7:50	2/3/2020 8:47	FHPC20OFF012488	S	2	2	3	0
88577276	2021	11/17/2021 19:00	11/17/2021 19:37	FHPC21OFF119778	S	2	3	3	0
89449846	2021	7/4/2021 11:19	7/4/2021 11:47	21-442079	S	2	2	3	0
88355930	2020	7/22/2020 8:41	7/22/2020 9:04	FHPC20OFF065023	L	2	3	3	0
88488162	2021	4/17/2021 13:30	4/17/2021 14:49	FHPC21OFF039478	L	2	2	3	39
87180363	2018	2/22/2018 16:10	2/22/2018 16:53	FHPC18OFF019030	S	2	2	3	0
89130772	2019	7/10/2019 17:17	7/10/2019 17:32	19-487776	S	2	3	3	0
89134113	2020	7/5/2020 22:33	7/5/2020 22:58	20-437997	L	3	5	3	0
87708793	2018	2/8/2018 13:08	2/8/2018 13:39	18-95326	S	2	2	3	0
88140347	2019	8/22/2019 17:59	8/22/2019 18:52	FHPC19OFF092698	S	2	2	3	0
87272103	2018	8/21/2018 18:48	8/21/2018 19:22	FHPC18OFF091713	S	2	3	3	0
86915594	2017	5/4/2017 7:48	5/4/2017 8:27	17-314645	L	2	2	3	0
89438903	2020	10/24/2020 22:49	10/24/2020 23:19	20-687377	L	2	1	3	0
89442719	2020	12/21/2020 16:44	12/21/2020 17:12	20-822683	S	2	1	3	0
89445036	2021	3/5/2021 6:02	3/5/2021 6:38	21-144684	L	2	2	3	0
86914254	2017	3/15/2017 22:40	3/15/2017 23:32	17-186854	L	2	3	3	0
89128069	2019	5/7/2019 17:58	5/7/2019 18:16	19-319364	S	4	5	3	0
89127291	2019	4/18/2019 13:25	4/18/2019 14:02	19-269557	L	2	3	3	0
89127753	2019	4/25/2019 20:13	4/25/2019 21:10	19-289029	S	2	2	3	0
89445145	2021	3/3/2021 14:15	3/3/2021 14:38	21-141000	L	3	5	3	0
89433480	2020	3/30/2020 16:52	3/30/2020 17:09	20-230233	S	2	2	3	0
89127549	2019	7/24/2019 8:35	7/24/2019 10:22	19-523099	L	4	8	3	0
89131685	2019	7/24/2019 8:35	7/24/2019 9:15	19-523179	S	4	7	3	0
88684492	2018	9/14/2018 18:26	9/14/2018 19:03	18-642215	L	2	2	3	0
88685985	2018	10/17/2018 8:50	10/17/2018 9:03	18-724208	S	2	2	3	0
89128274	2019	5/4/2019 17:30	5/4/2019 18:05	19-311622	L	2	1	3	0
89427647	2019	11/22/2019 6:48	11/22/2019 7:00	19-838273	L	2	2	3	0
89131370	2019	7/12/2019 17:00	7/12/2019 17:32	19-493177	L	2	2	3	0
87708419	2018	2/1/2018 16:40	2/1/2018 17:17	18-77959	L	2	2	3	0
89428059	2019	11/22/2019 12:10	11/22/2019 12:49	19-839027	L	2	2	3	0
86917508	2017	9/15/2017 17:40	9/15/2017 18:14	17-663206	L	2	5	3	0
86920506	2017	8/25/2017 18:26	8/25/2017 18:44	17-609952	L	2	2	3	0
87369528	2017	9/19/2017 13:58	9/19/2017 14:24	17-671998	L	2	3	3	0
85469845	2017	5/27/2017 22:00	5/27/2017 22:17	FHPC17OFF055080	S	2	2	3	0
85533657	2017	8/13/2017 10:20	8/13/2017 10:38	FHPC17OFF083355	L	5	16	3	45
88689865	2019	1/11/2019 17:00	1/11/2019 17:32	19-026365	L	2	2	3	0
88080396	2019	3/12/2019 12:05	3/12/2019 12:48	FHPC19OFF027301	S	2	3	3	0
88203688	2019	11/11/2019 18:43	11/11/2019 19:45	FHPC19OFF125118	L	3	5	3	0
88245196	2019	12/18/2019 9:40	12/18/2019 10:02	FHPC19OFF139652	S	2	3	3	0
85546789	2017	7/28/2017 16:10	7/28/2017 16:38	FHPC17OFF077431	L	2	2	3	0
88684749	2018	9/23/2018 16:25	9/23/2018 16:45	18-664333	L	3	3	3	0
87373648	2017	12/23/2017 14:20	12/23/2017 14:47	17-908689	L	2	3	3	0
87374197	2018	1/25/2018 18:40	1/25/2018 19:13	18-60777	L	2	2	3	0
87712625	2018	5/8/2018 7:40	5/8/2018 8:11	18-318641	L	2	3	3	0
89442107	2021	4/8/2021 8:22	4/8/2021 8:40	21-225652	L	2	2	3	0
24630567	2021	11/15/2021 6:30	11/15/2021 7:26	21-765152	L	2	2	3	0
86914198	2017	5/2/2017 6:40	5/2/2017 8:36	17-308885	L	2	1	3	0
87707466	2018	1/9/2018 8:37	1/9/2018 9:42	18-19536	L	2	3	3	0
87712004	2018	4/24/2018 6:43	4/24/2018 7:06	18-282439	L	3	4	3	0
88686932	2018	11/3/2018 13:06	11/3/2018 13:30	18-765708	S	2	6	3	0
87715293	2018	7/6/2018 18:09	7/6/2018 18:37	18-466958	L	2	2	3	0
86918693	2017	7/24/2017 18:34	7/24/2017 18:56	17-525952	L	2	4	3	0
24626700	2021	8/24/2021 13:30	8/24/2021 13:44	21-566167	S	2	2	3	0
88689131	2019	1/7/2019 16:55	1/7/2019 17:27	19-15856	S	2	3	3	0
87709743	2018	3/2/2018 8:47	3/2/2018 9:36	18-150955	L	2	1	3	0

REPORT_NUMBER	CRASH_YEAR	CRASH_DATE_AND_TIME	REPORT_DATE_AND_TIME	INVESTIGATING_AGENCY_REPORT_NUMBER	FORM_TYPE	TOTAL_NUMBER_OF_VEHICLES	TOTAL_NUMBER_OF_PERSONS	COUNTY_CODE	CITY_CODE
87372183	2017	11/28/2017 7:17	11/28/2017 7:55	17-843439	S	2	2	3	0
87710011	2019	4/16/2019 7:19	4/16/2019 7:41	19-262986	L	2	2	3	0
89427648	2019	11/22/2019 7:44	11/22/2019 8:12	19-838393	L	2	2	3	0
86918994	2017	7/22/2017 22:28	7/22/2017 22:50	17-521539	L	2	2	3	0
89132115	2019	7/26/2019 16:25	7/26/2019 17:03	19-529517	S	2	5	3	0
89134268	2019	9/5/2019 7:45	9/5/2019 8:22	19-635909	S	2	2	3	0
88690091	2019	1/15/2019 16:47	1/15/2019 17:09	19-35584	L	1	2	3	0
86920704	2017	9/4/2017 19:52	9/4/2017 21:11	17-634188	L	2	2	3	0
88692038	2019	3/6/2019 6:58	3/6/2019 7:40	19-159284	S	2	2	3	0
89134203	2019	9/10/2019 10:25	9/10/2019 10:54	19-649677	L	2	2	3	0
88684388	2018	9/21/2018 10:53	9/21/2018 11:20	18-659041	L	2	3	3	0
88182251	2019	10/12/2019 14:23	10/12/2019 15:29	FHPC19OFF113062	S	2	3	3	0
86912969	2017	3/1/2017 8:21	3/1/2017 8:47	17-148653	L	2	3	3	0
88692450	2019	4/10/2019 8:38	4/10/2019 9:17	19-248041	L	2	2	3	0
24628153	2021	9/26/2021 14:30	9/26/2021 19:29	21-645552	L	2	1	3	0
89440660	2020	11/3/2020 14:10	11/3/2020 14:42	20-710697	L	2	3	3	0
24628119	2021	9/25/2021 11:40	9/25/2021 12:16	21-642805	L	2	3	3	0
24631471	2021	12/6/2021 16:05	12/6/2021 16:27	21-816255	S	2	3	3	0
89442666	2020	12/17/2020 13:09	12/17/2020 13:33	20-813031	L	1	2	3	0
89134110	2020	3/16/2020 0:27	3/16/2020 1:34	20-199620	S	2	4	3	0
89126112	2020	2/9/2020 15:35	2/9/2020 16:01	20-106089	S	3	6	3	0
87710441	2021	8/5/2021 14:53	8/5/2021 15:11	21-519084	L	2	4	3	0
89433313	2020	8/14/2020 2:00	8/14/2020 2:23	20-522356	L	2	2	3	0
89130743	2019	12/18/2019 18:50	12/18/2019 20:06	19-904140	L	2	2	3	0
89448251	2021	10/16/2021 19:50	10/17/2021 20:34	21-694774	L	2	3	3	0
89128025	2019	5/8/2019 13:45	5/8/2019 14:17	19-321518	S	2	4	3	0
87708706	2018	8/23/2018 8:40	8/31/2018 9:27	18-584594	L	2	2	3	0
24628155	2021	9/29/2021 16:00	9/29/2021 17:19	21-652748	S	2	5	3	0
87717165	2018	8/24/2018 7:12	8/24/2018 7:25	18-587064	S	2	2	3	0
87707973	2018	1/19/2018 16:36	1/19/2018 17:05	18-45559	L	2	2	3	0
88242514	2019	11/18/2019 9:09	11/18/2019 9:44	FHPC19OFF127640	S	2	2	3	0
85552284	2017	6/22/2017 13:25	6/22/2017 14:23	FHPC17OFF063997	S	2	2	3	0
89432389	2020	2/27/2020 10:03	2/27/2020 10:42	20-155212	L	2	3	3	0
88402028	2020	10/5/2020 22:40	10/5/2020 23:28	FHPC20OFF091344	S	2	2	3	0
88488164	2021	4/18/2021 12:25	4/18/2021 13:05	FHPC21OFF039844	L	2	4	3	45
87713385	2018	5/19/2018 17:28	5/19/2018 18:20	18-347213	L	1	2	3	0
89428432	2021	5/4/2021 14:50	5/4/2021 15:13	21-291202	S	2	3	3	0
85463854	2017	2/14/2017 20:43	2/14/2017 21:22	FHPC17OFF015762	L	2	3	3	0
87709018	2018	2/16/2018 17:30	2/16/2018 18:37	18-116443	L	2	5	3	0
88688310	2018	12/3/2018 16:34	12/3/2018 16:54	18-836496	S	2	5	3	0
88688885	2018	12/16/2018 0:31	12/16/2018 1:01	18-866872	L	2	3	3	0
87176069	2018	2/20/2018 20:22	2/20/2018 21:11	FHPC18OFF018310	L	2	1	3	0
89434295	2020	5/23/2020 13:45	5/23/2020 14:25	20-341271	L	2	1	3	0
89435549	2021	8/14/2021 16:10	8/14/2021 16:52	21-541718	L	2	2	3	0
88293746	2020	2/18/2020 16:10	2/18/2020 17:04	FHPC20OFF018587	L	2	3	3	0
88292922	2020	2/25/2020 13:40	2/25/2020 14:13	FHPC20OFF021179	L	2	2	3	0
89432072	2020	2/28/2020 11:15	2/28/2020 11:32	20-157926	L	2	4	3	0
89442375	2020	12/17/2020 9:30	12/17/2020 10:02	20-812501	L	2	3	3	0
88488544	2021	6/21/2021 20:00	6/21/2021 21:48	FHPC21OFF064939	S	2	2	3	0
89431704	2020	2/27/2020 10:28	2/27/2020 10:50	20-155277	S	2	6	3	0
89439520	2020	10/2/2020 16:36	10/2/2020 17:15	20-633228	S	2	3	3	0
87241914	2018	6/11/2018 22:07	6/11/2018 22:34	FHPC18OFF063025	L	2	2	3	0
87223107	2018	6/26/2018 17:15	6/26/2018 18:08	FHPC18OFF069053	L	2	2	3	0
88169782	2019	11/3/2019 15:50	11/3/2019 16:37	FHPC19OFF122153	L	3	5	3	38
87281713	2018	9/10/2018 13:20	9/10/2018 14:10	FHPC18OFF099280	L	3	2	3	0
88692493	2019	3/4/2019 23:38	3/5/2019 0:34	19-156259	L	2	3	3	0
85539992	2017	6/1/2017 14:15	6/1/2017 15:05	FHPC17OFF056645	L	2	2	3	0
85430433	2017	1/21/2017 22:54	1/21/2017 23:47	FHPC17OFF007374	L	2	4	3	0
86915670	2017	4/26/2017 11:15	4/26/2017 11:58	17-294120	L	2	1	3	0
88116027	2019	5/10/2019 4:06	5/10/2019 5:13	FHPC19OFF051116	L	1	4	3	0
87114110	2017	12/11/2017 19:27	12/11/2017 20:55	FHPC17OFF128945	S	1	1	3	0
88044850	2018	11/28/2018 15:50	11/28/2018 16:10	FHPC18OFF130006	L	2	2	3	0
88684905	2018	9/29/2018 14:33	9/29/2018 15:10	18-679757	L	2	5	3	0
88122858	2019	4/6/2019 14:30	4/6/2019 15:19	FHPC19OFF037677	S	2	3	3	45
88008699	2018	10/18/2018 21:15	10/18/2018 21:56	FHPC18OFF114381	L	3	3	3	0
88033080	2019	11/15/2019 11:45	11/15/2019 14:06	FHPC19OFF126659	L	2	1	3	0
87270867	2018	8/14/2018 7:40	8/14/2018 8:39	FHPC18OFF088608	S	3	3	3	0

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87228512	2018	6/1/2018 14:03	6/1/2018 14:35	FHPC18OFF059003	L	2	4	3	0
87708704	2018	2/4/2018 16:25	8/31/2018 9:25	18-85136	L	4	8	3	0
87198749	2018	5/4/2018 6:15	5/4/2018 6:49	FHPC18OFF047404	L	2	3	3	45
89431451	2020	2/6/2020 12:45	2/6/2020 13:08	20-98278	L	2	3	3	0
89445537	2021	3/15/2021 8:50	3/15/2021 9:32	21-168097	L	2	4	3	0
89566999	2021	10/31/2021 13:30	11/9/2021 10:28	FHPC21OFF113221	L	2	8	3	0
88256967	2020	1/17/2020 19:32	1/17/2020 20:57	FHPC20OFF006351	S	2	6	3	0
88436386	2021	1/15/2021 12:56	1/15/2021 14:00	FHPC21OFF004633	L	2	4	3	0
88141114	2019	6/21/2019 21:35	6/21/2019 22:09	FHPC19OFF068216	L	2	2	3	0
88488184	2021	4/30/2021 14:50	4/30/2021 15:26	FHPC21OFF044421	L	2	4	3	45
89127199	2019	4/25/2019 14:54	4/25/2019 15:25	19-288391	S	2	2	3	0
89439319	2021	7/3/2021 23:34	7/4/2021 0:01	21-441230	L	3	5	3	0
87714392	2018	6/8/2018 13:46	6/8/2018 14:23	18-396525	S	2	2	3	0
86917503	2017	7/7/2017 17:00	7/7/2017 18:39	17-483265	L	2	3	3	0
86918244	2017	7/7/2017 16:10	7/7/2017 16:34	17-482976	L	2	2	3	0
88686426	2019	1/16/2019 16:20	1/16/2019 16:39	19-38142	L	2	2	3	0
88493760	2021	8/9/2021 19:03	8/9/2021 19:41	FHPC21OFF082869	S	2	2	3	0
88213504	2019	10/7/2019 15:40	10/7/2019 16:32	FHPC19OFF110971	L	2	2	3	0
88689343	2019	1/4/2019 16:37	1/4/2019 17:28	19-009245	L	1	1	3	0
87373023	2017	12/12/2017 16:56	12/12/2017 17:20	17-880532	S	2	2	3	0
86918125	2017	9/8/2017 0:26	9/8/2017 0:51	17-642346	L	2	1	3	0
87707423	2018	1/9/2018 9:37	1/9/2018 10:01	18-019715	L	2	3	3	0
89428815	2019	12/13/2019 21:04	12/13/2019 21:34	19-891849	L	2	2	3	0
88690544	2019	1/28/2019 14:25	1/28/2019 14:45	19-66256	L	3	3	3	0
88690373	2019	1/25/2019 7:40	1/25/2019 8:20	19-58636	S	2	3	3	0
87713158	2018	5/15/2018 6:59	5/15/2018 9:45	18-335856	L	2	2	3	0
89133132	2019	8/21/2019 19:04	8/21/2019 19:48	19-597644	L	2	4	3	0
89127610	2020	2/27/2020 6:21	2/27/2020 7:01	20-154622	S	2	2	3	0
86914230	2017	4/12/2017 7:50	4/12/2017 8:47	17-256563	L	3	8	3	0
86917172	2017	6/5/2017 16:57	6/5/2017 17:46	17-399343	L	2	3	3	0
86914795	2017	4/12/2017 12:28	4/12/2017 12:50	17-257367	L	2	4	3	0
87708594	2018	2/10/2018 16:46	2/10/2018 17:20	18-100533	L	2	2	3	0
87371629	2017	11/14/2017 11:33	11/14/2017 11:58	17-810702	L	2	2	3	0
89126113	2020	7/20/2020 16:40	7/20/2020 17:02	20-469978	S	2	2	3	0
86912517	2017	2/17/2017 12:37	2/17/2017 13:44	17-118516	L	3	4	3	0
89449405	2021	6/26/2021 11:16	6/26/2021 12:29	21-423040	L	3	5	3	0
86919688	2017	8/8/2017 7:18	8/8/2017 7:51	17-562879	L	2	2	3	0
86920750	2017	9/1/2017 17:20	9/1/2017 17:33	17-627568	L	2	2	3	0
89128658	2019	5/14/2019 9:47	5/14/2019 10:12	19-335554	L	2	4	3	0
88155837	2019	7/20/2019 12:38	7/20/2019 13:22	FHPC19OFF079410	L	2	2	3	0
86918845	2017	7/15/2017 7:46	7/15/2017 8:14	17-501785	L	2	1	3	0
87373644	2017	12/19/2017 8:45	12/19/2017 9:10	17-897052	S	2	2	3	0
88080332	2019	1/23/2019 10:50	3/27/2019 9:50	FHPC19OFF007979	L	2	2	3	0
86913969	2017	3/13/2017 9:00	3/13/2017 9:40	17-179613	L	1	1	3	0
87369837	2017	10/3/2017 8:04	10/3/2017 8:33	17-706243	L	2	2	3	0
87712966	2018	5/31/2018 12:38	5/31/2018 13:25	18-375691	S	2	3	3	0
86566197	2017	1/18/2017 19:44	1/18/2017 20:28	17-043335	L	2	8	3	0
87239658	2018	8/7/2018 19:14	8/7/2018 19:49	FHPC18OFF086032	L	2	3	3	0
89432820	2020	3/12/2020 6:56	3/12/2020 7:10	20-191163	S	2	3	3	0
87716357	2018	9/12/2018 8:20	9/12/2018 8:49	18-635204	S	3	2	3	0
89450155	2021	7/14/2021 8:04	7/14/2021 8:29	21-465008	S	2	2	3	0
88203133	2019	8/27/2019 18:40	8/27/2019 19:00	FHPC19OFF094800	L	3	4	3	0
89135068	2019	10/3/2019 15:15	10/3/2019 15:25	19-711195	L	2	2	3	0
89131041	2019	7/3/2019 7:18	7/3/2019 7:44	19-467243	L	2	1	3	0
87710054	2018	3/9/2018 6:36	3/9/2018 7:12	18-167794	L	2	2	3	0
87708844	2018	2/12/2018 8:30	2/12/2018 8:46	18-104038	L	2	2	3	0
86567708	2017	1/12/2017 8:10	1/12/2017 8:30	17-027061	L	2	3	3	0
87707457	2018	1/22/2018 7:30	1/22/2018 8:12	18-50962	L	2	2	3	0
87711107	2018	5/3/2018 7:20	5/3/2018 7:58	18-305851	L	2	2	3	0
87711404	2018	4/10/2018 6:35	4/10/2018 7:12	18-246932	S	2	2	3	0
88686884	2018	11/5/2018 19:55	2/20/2019 12:04	18-771123	L	2	3	3	0
85171597	2020	10/29/2020 6:30	10/29/2020 7:05	FHPC20OFF099402	L	2	2	3	0
88686490	2019	1/4/2019 12:12	1/4/2019 12:37	19-8593	L	2	2	3	0
88689163	2019	1/3/2019 18:28	1/3/2019 19:10	19-006829	L	5	7	3	0
86562514	2017	3/24/2017 23:20	3/24/2017 23:20	17-209907	L	3	4	3	0
89427491	2019	11/18/2019 15:15	12/7/2019 10:42	19-828561	S	2	2	3	0
86920703	2017	9/4/2017 19:52	9/4/2017 20:47	17-634094	L	2	2	3	0

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89132686	2019	8/22/2019 7:12	8/22/2019 7:22	19-598745	S	2	2	3	0
88691080	2019	2/3/2019 16:05	2/3/2019 16:39	19-81587	L	2	4	3	0
89426159	2019	10/11/2019 15:15	10/11/2019 15:55	19-731659	L	4	4	3	0
89431219	2020	10/17/2020 19:30	10/17/2020 20:17	20-669456	L	3	4	3	0
87374338	2018	1/2/2018 9:58	1/2/2018 10:27	18-2768	L	2	6	3	0
88683837	2018	9/7/2018 14:25	9/7/2018 14:56	18-623742	L	2	4	3	0
87716899	2018	8/16/2018 7:26	8/16/2018 7:50	18-566229	S	2	2	3	0
87180362	2018	2/22/2018 15:40	2/22/2018 16:31	FHPC18OFF019010	S	2	2	3	0
89443606	2021	1/17/2021 22:00	1/17/2021 22:56	21-37224	L	2	10	3	0
89435211	2020	6/12/2020 18:52	6/12/2020 18:59	20-387058	L	2	2	3	0
89436632	2020	7/26/2020 16:06	7/26/2020 16:30	20-482555	L	2	3	3	0
24628250	2021	9/27/2021 8:02	9/27/2021 8:34	21-646595	L	2	2	3	0
89126108	2019	3/27/2019 17:17	3/27/2019 17:53	19-213378	L	2	2	3	0
24628617	2021	10/9/2021 17:45	10/9/2021 17:57	21-677089	L	2	3	3	0
88689376	2019	1/3/2019 19:01	1/3/2019 19:26	19-6895	L	2	2	3	0
89436769	2020	8/6/2020 12:47	8/6/2020 13:21	20-505882	S	2	2	3	0
86920422	2017	8/30/2017 15:12	8/30/2017 15:40	17-621605	L	2	3	3	0
89131577	2020	12/27/2020 20:30	12/27/2020 21:35	20-835362	L	2	2	3	0
86914199	2017	5/4/2017 7:05	5/4/2017 8:26	17-314529	L	2	3	3	0
89132493	2019	8/16/2019 16:11	8/16/2019 16:35	19-584009	L	2	2	3	0
83942609	2017	2/23/2017 15:30	2/23/2017 15:52	17-134177	L	2	2	3	0
88691041	2019	2/15/2019 17:09	2/15/2019 17:34	19-112924	L	2	2	3	0
89447531	2021	5/4/2021 9:25	5/4/2021 9:48	21-290426	L	2	3	3	0
87717046	2018	8/14/2018 7:49	8/14/2018 8:12	18-560886	S	2	3	3	0
89433915	2020	5/3/2020 16:19	5/3/2020 16:46	20-296627	L	1	1	3	0
87371674	2017	11/14/2017 17:05	11/14/2017 17:31	17-811415	L	2	4	3	0
89131750	2019	7/18/2019 15:48	7/18/2019 16:21	19-508837	L	2	5	3	0
87715958	2018	7/21/2018 14:03	7/21/2018 14:17	18-503846	S	2	3	3	0
88035174	2018	11/9/2018 11:45	11/9/2018 12:31	FHPC18OFF122630	S	2	3	3	0
89442464	2020	12/12/2020 19:06	12/12/2020 19:27	20-801706	S	2	2	3	0
88264597	2020	5/18/2020 10:10	5/18/2020 11:35	FHPC20OFF044331	L	2	2	3	0
89443157	2021	1/8/2021 6:27	1/8/2021 7:03	21-015939	L	2	3	3	0
88357825	2020	6/16/2020 10:39	6/16/2020 11:14	FHPC20OFF053630	S	2	5	3	0
89431443	2020	2/6/2020 15:42	2/6/2020 16:18	20-098741	L	2	3	3	0
89431604	2020	2/13/2020 8:25	2/21/2020 8:46	20-116820	L	2	2	3	0
88105797	2019	5/7/2019 15:20	5/7/2019 16:16	FHPC19OFF050076	S	2	4	3	0
87180396	2018	3/16/2018 6:40	3/16/2018 7:03	FHPC18OFF027542	S	2	2	3	0
86919648	2017	8/6/2017 16:31	8/6/2017 16:51	17-558947	L	2	5	3	0
88581173	2021	10/9/2021 15:23	10/9/2021 16:42	FHPC21OFF105161	S	2	3	3	0
85452149	2017	3/2/2017 10:05	3/2/2017 11:07	FHPC17OFF021490	L	2	3	3	45
86567549	2017	1/4/2017 20:06	1/4/2017 20:27	17-009235	L	3	5	3	0
85599291	2017	11/5/2017 20:50	11/5/2017 21:26	FHPC17OFF115973	S	2	3	3	0
89127888	2019	4/30/2019 16:56	4/30/2019 17:05	19-301184	S	2	2	3	0
89129271	2019	5/25/2019 15:35	5/25/2019 16:12	19-365296	S	2	5	3	0
88242511	2019	11/14/2019 7:20	11/14/2019 8:11	FHPC19OFF126071	L	2	3	3	0
87712466	2018	5/1/2018 6:08	5/1/2018 6:23	18-300074	L	2	2	3	0
88063776	2019	2/8/2019 4:35	2/8/2019 5:03	FHPC19OFF013581	L	2	2	3	0
88021519	2018	11/27/2018 11:20	11/27/2018 12:04	FHPC18OFF129520	L	2	3	3	38
87148448	2017	12/28/2017 6:28	12/28/2017 7:13	FHPC17OFF134766	L	2	2	3	0
87716317	2018	8/3/2018 5:31	8/3/2018 6:06	18-534293	L	1	2	3	0
86200309	2021	7/30/2021 15:23	7/30/2021 16:08	21-504800	S	2	2	3	0
88446316	2021	2/3/2021 15:08	2/18/2021 11:30	FHPC21OFF011138	L	2	2	3	0
89444082	2021	8/9/2021 18:58	8/9/2021 19:19	21-529289	S	2	5	3	0
88380284	2020	9/11/2020 6:44	9/11/2020 7:24	FHPC20OFF082786	L	1	4	3	0
89429159	2020	2/14/2020 7:45	2/14/2020 8:28	20-119449	S	2	2	3	0
88408824	2020	10/19/2020 7:35	10/19/2020 8:31	FHPC20OFF095926	S	2	3	3	0
89429262	2020	3/17/2020 17:00	3/17/2020 17:26	20-203527	L	3	5	3	0
24630737	2021	11/20/2021 21:30	11/20/2021 21:34	21-779677	L	2	2	3	0
88488201	2021	5/16/2021 12:40	5/16/2021 13:09	FHPC21OFF050694	L	2	2	3	39
87163590	2018	3/26/2018 6:23	3/26/2018 8:26	FHPC18OFF031469	L	2	2	3	0
87206362	2018	6/3/2018 22:57	6/3/2018 23:00	FHPC18OFF059943	S	2	6	3	0
87211121	2018	4/29/2018 21:55	4/29/2018 22:30	FHPC18OFF045638	S	2	4	3	0
89447638	2021	10/12/2021 5:53	10/12/2021 6:22	21-682763	L	2	2	3	0
88015262	2018	11/20/2018 12:48	11/20/2018 13:21	FHPC18OFF127067	S	2	3	3	0
89440721	2020	11/10/2020 18:04	11/10/2020 18:45	20-727656	L	2	4	3	0
89433184	2020	3/26/2020 20:53	3/26/2020 21:25	20-222061	S	2	1	3	0
24628226	2021	9/30/2021 15:30	9/30/2021 15:30	21-655153	S	2	5	3	0

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89426161	2019	10/12/2019 8:53	10/12/2019 9:13	19-733305	L	2	4	3	0
87716766	2018	8/15/2018 6:42	8/15/2018 7:03	18-563407	S	2	2	3	0
88122024	2019	6/6/2019 18:21	6/6/2019 18:33	FHPC19OFF062165	L	2	2	3	50
88049286	2019	2/13/2019 17:20	2/13/2019 19:17	FHPC19OFF015935	S	2	2	3	0
86913235	2017	5/1/2017 8:32	5/1/2017 8:48	17-306468	L	2	2	3	0
24631249	2021	12/27/2021 18:10	12/27/2021 18:48	21-867496	L	3	3	3	0
87716358	2018	10/10/2018 12:35	10/10/2018 13:05	18-707754	L	2	2	3	0
89437630	2020	9/1/2020 7:38	9/1/2020 8:11	20-561691	L	2	2	3	0
89429211	2019	12/27/2019 11:56	12/27/2019 12:13	19-924690	S	3	8	3	0
87713820	2018	6/29/2018 14:07	6/29/2018 14:46	18-449110	L	2	2	3	0
89428354	2019	12/1/2019 13:23	12/1/2019 13:52	19-860010	L	2	3	3	0
89449334	2021	6/29/2021 11:01	6/29/2021 11:49	21-429855	L	2	3	3	0
86914216	2017	3/18/2017 13:35	3/18/2017 14:14	17-193178	L	2	3	3	0
89446571	2021	4/9/2021 13:10	4/9/2021 14:32	21-229171	S	2	4	3	0
89428353	2019	11/30/2019 23:18	12/1/2019 0:04	19-858891	L	2	3	3	0
83785463	2019	10/22/2019 17:23	10/22/2019 17:28	FHPC19OFF117213	L	2	2	3	0
88193435	2019	8/18/2019 1:45	8/18/2019 2:23	FHPC19OFF090890	L	1	1	3	0
87370427	2017	10/12/2017 7:55	10/12/2017 8:07	17-728857	L	2	4	3	0
87711762	2018	4/17/2018 8:12	4/17/2018 8:40	18-264965	S	2	2	3	0
89128541	2019	5/16/2019 5:37	5/20/2019 9:55	19-340355	L	4	4	3	0
87370431	2017	10/17/2017 7:57	10/17/2017 8:23	17-740510	L	4	4	3	0
89126346	2019	3/29/2019 8:20	3/29/2019 8:48	19-217436	L	2	2	3	0
88689882	2019	1/17/2019 8:25	1/17/2019 8:52	19-39636	S	2	2	3	0
89433418	2020	4/23/2020 9:10	4/23/2020 9:42	20-276567	L	2	3	3	0
89441096	2020	11/16/2020 17:00	11/16/2020 17:47	20-741440	S	2	2	3	0
87714575	2018	6/16/2018 19:20	6/16/2018 20:03	18-417160	L	2	3	3	0
87709048	2018	2/13/2018 17:11	2/13/2018 17:32	18-108118	S	2	2	3	0
89127010	2019	4/23/2019 15:15	4/23/2019 15:40	19-282802	S	2	2	3	0
88686331	2018	10/26/2018 9:35	10/31/2018 12:57	18-745855	S	2	2	3	0
88693041	2019	6/28/2019 16:35	6/28/2019 16:48	19-455475	S	2	3	3	0
86567158	2017	1/4/2017 6:57	1/4/2017 7:26	17-007324	L	2	2	3	0
88691548	2019	2/18/2019 10:55	2/18/2019 11:18	19-119119	L	2	5	3	0
89131434	2019	7/24/2019 16:53	8/7/2019 14:14	19-524269	S	2	2	3	0
88148266	2019	5/24/2019 15:55	5/24/2019 16:19	FHPC19OFF056958	L	2	2	3	0
85507301	2017	4/28/2017 16:26	4/28/2017 17:58	FHPC17OFF043767	S	2	2	3	0
85486084	2017	3/26/2017 16:32	3/26/2017 16:51	FHPC17OFF030924	L	2	4	3	0
89134117	2019	12/16/2019 9:32	12/16/2019 9:58	19-897429	L	2	2	3	0
87373484	2017	12/25/2017 17:20	12/25/2017 17:53	17-913114	L	2	4	3	0
85583784	2017	9/27/2017 7:42	9/27/2017 8:11	FHPC17OFF101223	L	2	3	3	0
85534450	2017	6/27/2017 16:15	6/27/2017 17:07	FHPC17OFF065887	S	2	4	3	0
89426070	2019	10/10/2019 15:26	10/10/2019 15:49	19-729093	S	2	2	3	0
89445444	2021	7/1/2021 15:55	7/1/2021 16:26	21-435666	L	2	3	3	0
86919125	2017	8/2/2017 7:45	8/2/2017 8:05	17-547691	L	2	3	3	0
86915837	2017	6/13/2017 8:10	6/13/2017 8:31	17-418464	L	2	2	3	0
86917002	2017	5/25/2017 6:46	5/25/2017 7:05	17-370039	L	3	3	3	0
89443471	2021	1/9/2021 13:37	1/9/2021 14:00	21-019112	S	2	3	3	0
87369408	2018	6/26/2018 23:02	6/26/2018 23:42	18-442376	L	1	2	3	0
87716359	2018	12/1/2018 16:20	12/1/2018 16:20	18-831628	L	2	3	3	0
89432498	2020	3/10/2020 6:55	3/10/2020 7:33	20-185529	L	2	2	3	0
87711381	2018	4/5/2018 8:44	4/5/2018 9:26	18-234756	L	2	6	3	0
87711403	2018	4/9/2018 14:20	4/9/2018 14:42	18-245404	L	2	2	3	0
87708728	2018	2/22/2018 7:25	2/22/2018 8:04	18-130276	L	4	4	3	0
88687752	2019	4/12/2019 13:45	4/12/2019 14:21	19-254067	S	2	4	3	0
88689129	2019	1/3/2019 6:54	1/3/2019 7:22	19-5251	L	3	3	3	0
86913894	2017	3/8/2017 15:35	3/8/2017 16:11	17-168118	L	2	2	3	0
89132685	2019	8/22/2019 6:23	8/22/2019 6:36	19-598647	L	2	2	3	0
89428063	2019	11/24/2019 9:15	11/24/2019 9:44	19-843449	L	2	3	3	0
88686726	2018	11/16/2018 6:50	11/16/2018 7:08	18-796157	L	2	2	3	0
89442108	2021	4/8/2021 10:22	4/8/2021 10:37	21-225992	L	2	2	3	0
86920926	2017	9/9/2017 13:40	9/9/2017 14:15	17-645663	L	2	2	3	0
89426261	2019	10/18/2019 12:05	10/18/2019 12:29	19-748441	L	2	4	3	0
88684591	2018	9/22/2018 22:48	9/22/2018 23:13	18-662889	L	2	2	3	0
87708846	2018	2/8/2018 8:15	2/8/2018 8:51	18-94553	S	2	2	3	0
86921049	2017	9/12/2017 13:46	9/12/2017 14:09	17-654037	L	2	7	3	0
87709951	2018	3/4/2018 18:20	3/4/2018 18:45	18-156475	S	2	3	3	0
89128279	2019	5/9/2019 11:15	5/9/2019 11:36	19-323807	S	2	3	3	0
89433366	2020	4/11/2020 15:40	4/11/2020 16:18	20-253843	S	2	4	3	0

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89444764	2021	2/24/2021 10:05	2/24/2021 10:25	21-123240	S	2	2	3	0
24630219	2021	11/5/2021 14:10	11/5/2021 14:27	21-742901	S	2	2	3	0
89433861	2021	4/14/2021 7:30	4/14/2021 7:54	21-240486	S	2	2	3	0
89435208	2020	6/26/2020 17:14	6/26/2020 17:26	20-418081	L	2	2	3	0
89449958	2021	7/4/2021 15:10	7/4/2021 15:52	21-442447	L	2	1	3	0
89126185	2019	3/26/2019 5:56	3/26/2019 6:10	19-209179	L	2	2	3	0
87257166	2018	9/17/2018 17:19	9/17/2018 18:04	FHPC18OFF102143	S	2	2	3	0
88241190	2019	11/14/2019 7:45	11/14/2019 8:19	FHPC19OFF126100	S	2	2	3	0
88688163	2019	11/9/2019 20:19	11/9/2019 20:57	19-807432	L	1	2	3	0
89127763	2019	4/26/2019 16:33	4/26/2019 16:56	19-291395	L	2	2	3	0
89430327	2020	1/18/2020 12:04	1/18/2020 12:33	20-046333	S	2	5	3	0
87710757	2018	3/23/2018 18:32	3/23/2018 19:35	18-202831	L	2	5	3	0
89434966	2020	11/24/2020 13:05	11/24/2020 13:07	20-760363	S	2	4	3	0
89439033	2021	3/31/2021 8:28	3/31/2021 8:59	21-206236	S	2	3	3	0
89439120	2020	9/28/2020 15:36	9/28/2020 15:53	20-623574	L	1	1	3	0
89430653	2020	1/22/2020 17:14	1/22/2020 17:42	20-57129	L	2	2	3	0
86917590	2017	6/12/2017 15:53	6/12/2017 16:07	17-417034	L	2	4	3	0
89127892	2019	5/4/2019 12:48	5/4/2019 13:26	19-311140	S	2	4	3	0
87226705	2018	5/17/2018 18:05	5/17/2018 20:18	FHPC18OFF053073	S	2	2	3	45
88685202	2018	10/1/2018 16:54	10/1/2018 17:39	18-684701	L	2	3	3	0
89131311	2019	7/12/2019 6:54	7/12/2019 17:06	19-493067	L	1	2	3	0
87715546	2018	7/9/2018 7:04	7/9/2018 7:18	18-472496	S	2	2	3	0
87713797	2018	9/20/2018 16:45	9/20/2018 18:07	18-657256	S	3	5	3	0
87709745	2018	3/2/2018 15:00	3/2/2018 15:26	18-151957	L	2	3	3	0
88513322	2021	6/17/2021 20:08	6/17/2021 21:39	FHPC21OFF063367	L	2	3	3	0
89431599	2020	2/9/2020 11:43	2/9/2020 12:17	20-105641	L	2	4	3	0
89432883	2020	3/13/2020 10:14	3/13/2020 10:35	20-194267	L	2	3	3	0
89432033	2020	2/25/2020 21:32	2/25/2020 22:49	20-151341	L	2	2	3	0
88378604	2020	9/4/2020 7:48	9/4/2020 8:43	FHPC20OFF080265	L	2	4	3	0
89448837	2021	6/7/2021 19:15	6/7/2021 19:30	21-376985	S	2	2	3	0
88408999	2020	11/3/2020 22:30	11/3/2020 23:13	FHPC20OFF101663	S	2	2	3	0
88576628	2021	11/6/2021 13:13	11/6/2021 14:32	FHPC21OFF115634	L	3	3	3	0
24626674	2021	8/19/2021 10:43	8/19/2021 10:44	21-553397	L	2	2	3	0
88363473	2020	7/28/2020 19:21	7/28/2020 20:41	FHPC20OFF067241	L	2	3	3	0
24627971	2021	9/24/2021 11:55	9/24/2021 12:17	21-640392	S	2	3	3	0
88363493	2020	8/11/2020 17:45	8/11/2020 18:26	FHPC20OFF071924	S	2	2	3	0
89439728	2020	10/16/2020 14:05	10/16/2020 14:30	20-666505	L	2	2	3	0
87209307	2018	4/30/2018 11:03	4/30/2018 11:45	FHPC18OFF045800	L	2	3	3	0
88357055	2020	7/21/2020 15:45	7/21/2020 16:28	FHPC20OFF064875	L	2	2	3	0
85466870	2017	4/23/2017 14:55	4/23/2017 16:06	FHPC17OFF041820	L	2	3	3	38
87151658	2018	3/18/2018 16:32	3/18/2018 16:42	FHPC18OFF028536	S	2	2	3	39
85556447	2017	7/16/2017 20:56	7/16/2017 21:24	FHPC17OFF073142	L	3	5	3	0
87246058	2018	8/3/2018 17:10	8/3/2018 18:17	FHPC18OFF084340	S	2	2	3	0
85607829	2017	10/15/2017 13:55	10/15/2017 14:22	FHPC17OFF108164	S	2	4	3	0
87270528	2018	9/6/2018 18:20	9/6/2018 18:46	FHPC18OFF097885	S	2	2	3	0
85525027	2017	5/26/2017 23:13	5/27/2017 0:14	FHPC17OFF054705	L	2	2	3	50
88428814	2020	12/5/2020 16:09	12/5/2020 17:01	FHPC20OFF112737	S	2	2	3	0
89431830	2020	2/15/2020 14:32	2/16/2020 10:24	20-123087	L	2	2	3	0
88350832	2020	6/30/2020 11:28	6/30/2020 12:27	FHPC20OFF058195	S	2	2	3	0
24630793	2021	11/24/2021 13:10	11/24/2021 13:21	21-788307	L	2	2	3	0
89445271	2021	3/12/2021 13:49	3/12/2021 14:11	21-162232	S	2	2	3	0
88193133	2019	9/27/2019 16:30	9/27/2019 17:21	FHPC19OFF106954	S	2	3	3	0
86912868	2017	4/14/2017 0:54	4/14/2017 1:09	17-261818	L	2	2	3	0
88058581	2019	1/23/2019 17:25	1/23/2019 18:27	FHPC19OFF008122	S	2	2	3	45
88080362	2019	2/17/2019 11:15	2/17/2019 12:49	FHPC19OFF017538	L	2	2	3	0
88499625	2021	5/28/2021 14:00	5/28/2021 15:18	FHPC21OFF055258	L	2	2	3	45
89130192	2019	6/22/2019 17:54	6/22/2019 18:11	19-438914	L	2	2	3	0
88689739	2019	1/24/2019 13:54	1/24/2019 14:08	19-57009	S	2	3	3	0
89132575	2019	8/15/2019 8:14	8/15/2019 8:56	19-579947	L	2	3	3	0
88012317	2018	11/9/2018 19:35	11/9/2018 20:03	FHPC18OFF122870	S	2	4	3	0
87196407	2018	3/14/2018 17:25	3/14/2018 18:20	FHPC18OFF026961	S	2	2	3	0
87197849	2018	4/29/2018 4:20	4/29/2018 4:45	FHPC18OFF045381	L	2	2	3	0
86921051	2017	9/12/2017 21:18	9/12/2017 21:36	17-655246	L	2	5	3	0
88684586	2018	9/18/2018 20:53	9/18/2018 21:20	18-652193	S	2	3	3	0
87369757	2017	10/4/2017 12:28	10/4/2017 13:01	17-709735	L	1	1	3	0
89426252	2019	12/5/2019 9:00	12/5/2019 9:33	19-869876	L	2	2	3	0

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86917006	2017	5/29/2017 10:48	5/29/2017 11:04	17-380334	L	2	2	3	0
86919647	2017	8/9/2017 15:09	8/9/2017 15:28	17-566898	L	2	4	3	0
88689044	2018	12/24/2018 15:10	12/28/2018 8:11	18-886653	L	2	5	3	0
87714397	2018	6/9/2018 12:00	6/9/2018 12:48	18-398747	S	3	3	3	0
89442304	2020	12/11/2020 19:59	12/11/2020 20:07	20-799745	L	2	1	3	0
87707716	2018	1/17/2018 10:58	1/17/2018 11:43	18-039545	L	2	3	3	0
89449084	2021	6/18/2021 13:35	6/18/2021 14:17	21-404118	L	2	2	3	0
24630276	2021	12/24/2021 20:02	12/24/2021 20:19	21-861824	L	2	2	3	0
88685154	2018	10/13/2018 18:18	10/13/2018 18:48	18-715642	L	2	3	3	0
87371266	2017	11/3/2017 6:49	11/3/2017 8:17	17-783262	L	5	4	3	0
86913719	2017	4/10/2017 7:30	4/10/2017 7:54	17-250798	L	3	3	3	0
86914618	2017	4/4/2017 6:53	4/4/2017 7:48	17-235699	L	2	2	3	0
86914617	2017	4/4/2017 6:40	4/4/2017 7:09	17-235682	L	2	3	3	0
87710761	2018	5/18/2018 23:05	5/18/2018 23:23	18-345633	L	2	7	3	0
89444875	2021	2/25/2021 7:57	2/25/2021 8:53	21-125561	L	5	6	3	0
86919358	2017	8/7/2017 12:35	8/7/2017 13:08	17-561038	L	2	7	3	0
87372236	2017	12/22/2017 10:37	12/22/2017 11:12	17-905730	S	2	2	3	0
85599253	2017	9/23/2017 21:58	9/23/2017 22:23	FHPC17OFF100145	L	2	2	3	0
86911415	2017	1/20/2017 13:20	1/20/2017 14:28	17-47900	L	2	2	3	0
89134521	2019	9/19/2019 17:03	9/19/2019 17:49	19-674942	L	3	5	3	0
87714306	2019	2/28/2019 18:01	2/28/2019 18:28	19-146195	L	2	2	3	0
85511738	2017	4/25/2017 10:25	4/25/2017 11:14	FHPC17OFF042433	L	2	2	3	0
86912917	2017	9/11/2017 20:11	9/11/2017 20:33	17-651923	L	2	2	3	0
88237332	2019	11/19/2019 22:15	11/19/2019 22:55	FHPC19OFF128379	L	1	1	3	0
88110012	2019	3/24/2019 14:06	3/24/2019 15:01	FHPC19OFF032048	L	2	2	3	50
89130597	2019	6/27/2019 18:24	6/27/2019 18:47	19-452775	L	2	2	3	0
87715279	2018	6/28/2018 14:48	6/28/2018 14:57	18-446689	S	2	4	3	0
88481511	2021	4/14/2021 15:51	4/14/2021 16:46	FHPC21OFF038365	L	2	2	3	0
87106593	2017	12/30/2017 13:15	12/30/2017 13:32	FHPC17OFF135523	S	2	6	3	0
88165771	2019	8/20/2019 14:45	8/20/2019 15:50	FHPC19OFF091784	L	2	2	3	0
88550003	2021	7/30/2021 11:58	7/30/2021 12:34	FHPC21OFF078994	S	2	4	3	0
89444594	2021	2/13/2021 9:55	2/13/2021 10:21	21-98016	L	3	7	3	0
87716927	2018	12/6/2018 18:30	12/6/2018 20:52	18-844655	L	2	2	3	0
88495226	2021	5/21/2021 16:10	5/21/2021 17:37	FHPC21OFF052656	L	2	2	3	0
89427644	2019	11/18/2019 6:20	11/18/2019 6:42	19-827102	S	2	2	3	0
88685585	2018	10/25/2018 14:45	10/25/2018 15:01	18-744091	S	2	2	3	0
89130698	2019	6/28/2019 12:32	6/28/2019 12:57	19-454908	S	2	2	3	0
86915090	2017	4/11/2017 13:06	4/11/2017 13:37	17-254647	L	2	2	3	0
86916743	2017	5/23/2017 8:15	5/23/2017 8:27	17-364882	L	2	2	3	0
89127611	2020	3/2/2020 16:58	3/2/2020 17:14	20-166020	L	2	2	3	0
87373556	2018	1/22/2018 7:58	1/22/2018 8:14	18-51019	L	3	8	3	0
87708729	2018	2/27/2018 8:20	2/27/2018 8:28	18-142732	L	2	2	3	0
87711102	2018	4/9/2018 15:00	4/9/2018 15:08	18-245469	L	2	2	3	0
89430436	2020	1/16/2020 12:25	1/16/2020 12:55	20-40987	L	3	5	3	0
88690326	2019	1/24/2019 6:18	1/24/2019 6:48	19-55946	L	2	2	3	0
89450478	2021	7/22/2021 7:46	7/22/2021 8:05	21-484438	L	2	3	3	0
89426574	2019	11/4/2019 8:07	11/4/2019 8:38	19-792373	S	2	6	3	0
89128398	2019	5/9/2019 8:12	5/9/2019 8:49	19-323290	L	2	2	3	0
88685080	2018	10/8/2018 17:00	10/8/2018 17:26	18-702949	L	2	2	3	0
87373245	2017	12/12/2017 21:55	12/12/2017 22:57	17-881183	L	1	0	3	0
86917167	2017	5/31/2017 17:52	5/31/2017 18:17	17-386563	L	3	4	3	0
87713166	2018	5/18/2018 16:48	5/18/2018 17:09	18-344944	L	2	2	3	0
89131372	2019	7/17/2019 9:40	7/17/2019 10:13	19-505151	S	2	2	3	0
87715728	2018	7/13/2018 7:56	7/14/2018 12:20	18-483353	L	2	5	3	0
89432100	2020	2/25/2020 8:01	2/25/2020 8:43	20-149284	L	2	4	3	0
88692819	2019	3/11/2019 15:03	3/11/2019 15:24	19-172867	L	2	2	3	0
88692290	2019	3/31/2019 19:39	3/31/2019 19:58	19-223317	S	2	3	3	0
88107468	2019	5/17/2019 8:00	5/17/2019 8:45	FHPC19OFF053875	L	2	3	3	0
86918378	2017	7/5/2017 8:10	7/5/2017 8:35	17-475759	L	3	4	3	0
88691039	2019	2/2/2019 11:39	2/2/2019 11:55	19-079087	S	2	2	3	0
89127543	2019	8/2/2019 1:40	8/2/2019 2:12	19-545655	L	1	2	3	0
89441301	2020	11/15/2020 12:16	11/15/2020 12:36	20-738224	L	2	4	3	0
87713152	2018	5/15/2018 9:11	5/15/2018 9:43	18-336154	S	2	2	3	0
87716893	2018	8/10/2018 16:44	8/10/2018 17:12	18-552707	L	2	6	3	0
87374127	2018	1/15/2018 13:17	1/15/2018 13:50	18-34569	S	2	3	3	0
87708104	2018	4/21/2018 10:50	4/21/2018 11:18	18-276001	L	2	2	3	0
87711109	2018	5/15/2018 8:06	5/15/2018 8:41	18-336007	L	2	2	3	0

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88279395	2020	1/31/2020 6:27	1/31/2020 7:19	FHPC20OFF011342	L	2	2	3	0
89435949	2020	7/9/2020 18:20	7/9/2020 19:09	20-446539	L	2	2	3	0
89445758	2021	3/22/2021 15:15	3/22/2021 15:49	21-184995	S	2	4	3	0
88415015	2020	11/27/2020 13:15	11/27/2020 14:20	FHPC20OFF109930	L	2	6	3	0
88415054	2021	1/28/2021 10:00	1/28/2021 11:14	FHPC21OFF008900	L	2	2	3	0
85523950	2017	6/16/2017 8:55	6/16/2017 10:06	FHPC17OFF061687	L	2	2	3	0
88205803	2019	10/22/2019 18:30	10/22/2019 19:36	FHPC19OFF117248	S	2	3	3	0
88191727	2019	8/30/2019 16:25	8/30/2019 16:43	FHPC19OFF096032	L	2	4	3	50
87106587	2017	12/29/2017 7:25	12/29/2017 8:24	FHPC17OFF135078	S	2	3	3	0
87180372	2018	2/27/2018 8:40	2/27/2018 9:19	FHPC18OFF020834	L	2	4	3	0
89426941	2019	10/28/2019 11:59	10/28/2019 12:28	19-773856	L	2	3	3	0
88358328	2020	6/24/2020 1:19	6/24/2020 1:51	FHPC20OFF056168	L	2	3	3	0
88406377	2020	11/6/2020 12:13	11/6/2020 12:37	FHPC20OFF102494	S	2	3	3	0
88340754	2020	5/9/2020 14:57	5/9/2020 15:51	FHPC20OFF041838	S	2	2	3	0
88357867	2020	7/31/2020 10:57	7/31/2020 11:37	FHPC20OFF067985	L	2	3	3	0
89449367	2021	7/28/2021 14:00	7/28/2021 16:58	21-499792	S	2	3	3	0
89428972	2020	5/11/2020 15:56	5/22/2020 16:25	20-313596	S	2	3	3	0
88357027	2020	6/27/2020 22:45	6/28/2020 1:49	FHPC20OFF057512	L	2	2	3	0
88126670	2021	1/22/2021 18:10	1/23/2021 0:03	FHPC21OFF007128	L	2	3	3	0
89426633	2019	10/31/2019 13:56	10/31/2019 14:21	19-783099	S	2	3	3	0
88241184	2019	11/13/2019 6:40	11/13/2019 7:34	FHPC19OFF125674	L	2	2	3	0
88369175	2020	10/16/2020 12:39	10/16/2020 13:26	FHPC20OFF094978	S	2	2	3	0
88311034	2020	4/2/2020 11:27	4/2/2020 12:05	FHPC20OFF033279	S	2	3	3	0
89443809	2021	1/21/2021 7:00	1/21/2021 7:34	21-44240	L	2	3	3	0
85432680	2017	1/25/2017 18:51	1/25/2017 19:22	FHPC17OFF008642	S	2	2	3	0
87372647	2017	12/6/2017 14:20	12/6/2017 14:56	17-865191	S	2	3	3	0
89442140	2020	12/4/2020 10:58	12/4/2020 11:47	20-782631	L	1	1	3	0
87711236	2018	4/23/2018 16:58	4/23/2018 17:21	18-281339	L	2	2	3	0
88692686	2021	2/12/2021 18:52	2/12/2021 19:36	21-96738	S	2	2	3	0
87372489	2017	11/25/2017 13:05	11/25/2017 13:26	17-837168	S	2	3	3	0
85545269	2017	9/9/2017 17:33	9/9/2017 18:03	FHPC17OFF094449	L	2	5	3	0
88107972	2019	10/25/2019 17:55	10/25/2019 21:05	FHPC19OFF118505	S	2	4	3	50
89127509	2019	6/9/2019 12:00	6/9/2019 13:05	19-403745	L	1	2	3	0
89443775	2021	1/20/2021 15:53	1/20/2021 16:15	21-42975	L	2	2	3	0
89437360	2021	3/31/2021 21:30	3/31/2021 21:49	21-208142	S	2	7	3	0
86917509	2017	6/9/2017 12:51	6/9/2017 13:21	17-409728	L	2	4	3	0
87710670	2018	3/21/2018 8:40	3/21/2018 8:56	18-196596	S	2	2	3	0
89438643	2020	9/11/2020 13:17	9/11/2020 13:49	20-585282	L	1	4	3	0
89434234	2020	5/15/2020 14:57	5/15/2020 14:57	20-322700	L	3	2	3	0
24628168	2021	9/30/2021 6:50	9/30/2021 7:29	21-653952	L	2	1	3	0
89129734	2019	6/9/2019 8:50	6/9/2019 9:19	19-403451	L	2	3	3	0
89130839	2019	7/1/2019 7:48	7/1/2019 9:00	19-461395	S	3	3	3	0
89440316	2020	10/22/2020 19:15	10/22/2020 19:37	20-682082	S	2	2	3	0
86918212	2019	12/17/2019 18:42	12/17/2019 20:16	19-901443	L	3	3	3	0
86920054	2018	10/22/2018 19:20	10/22/2018 19:52	18-737138	L	2	3	3	0
86564596	2017	4/13/2017 17:30	4/13/2017 17:30	17-260967	L	2	4	3	0
87712852	2018	5/12/2018 11:37	5/12/2018 11:44	18-329869	L	2	2	3	0
86918128	2017	10/24/2017 18:36	10/24/2017 19:30	17-759324	L	2	1	3	0
89432109	2020	10/20/2020 17:53	10/20/2020 18:17	20-676749	L	2	2	3	0
86918663	2017	8/10/2017 8:37	8/10/2017 10:10	17-568771	L	2	3	3	0
88073953	2019	1/19/2019 13:40	1/19/2019 14:10	FHPC19OFF006735	S	2	2	3	0
87113170	2017	12/17/2017 18:55	12/17/2017 19:21	FHPC17OFF131120	L	2	3	3	0
89129083	2019	5/30/2019 16:35	5/30/2019 16:55	19-378274	L	2	2	3	0
88690829	2019	3/27/2019 17:38	3/27/2019 18:27	19-213416	L	2	2	3	0
85438279	2017	1/16/2017 12:32	1/16/2017 13:11	FHPC17OFF005335	L	2	2	3	0
88219636	2019	10/31/2019 12:23	10/31/2019 12:57	FHPC19OFF120750	S	2	3	3	0
85589034	2017	8/28/2017 7:08	8/28/2017 10:34	FHPC17OFF089062	L	2	2	3	0
88134459	2019	5/3/2019 15:51	5/3/2019 16:30	FHPC19OFF048460	S	2	3	3	0
88154075	2019	7/8/2019 17:35	7/8/2019 18:19	FHPC19OFF074836	S	2	4	3	0
88265561	2020	2/21/2020 15:22	2/21/2020 15:51	FHPC20OFF019708	L	2	5	3	38
88690250	2019	1/22/2019 6:53	1/22/2019 7:12	19-50532	L	2	3	3	0
89434846	2020	6/13/2020 9:26	6/13/2020 10:11	20-388213	L	1	2	3	0
89127765	2019	4/28/2019 11:04	4/28/2019 11:23	19-295243	L	2	2	3	0
86911917	2017	10/20/2017 6:29	10/20/2017 6:59	17-748427	L	2	1	3	0
86562816	2017	1/25/2017 21:29	1/25/2017 21:44	17-061016	L	2	3	3	0
89426981	2020	1/26/2020 11:40	1/26/2020 12:38	20-67276	S	2	4	3	0
87716900	2018	8/16/2018 8:49	8/16/2018 9:18	18-566453	S	2	3	3	0

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89434293	2020	5/18/2020 15:29	5/18/2020 15:50	20-329234	L	2	2	3	0
89126704	2019	4/11/2019 6:16	4/11/2019 7:00	19-250324	S	2	4	3	0
87712271	2018	4/27/2018 6:33	5/3/2018 9:37	18-291119	L	1	0	3	0
89439373	2021	2/24/2021 14:10	2/24/2021 14:58	21-123841	L	2	2	3	0
89129084	2019	6/3/2019 6:48	6/3/2019 7:08	19-387066	L	3	2	3	0
86912001	2017	2/11/2017 14:37	2/11/2017 15:19	17-103579	L	2	3	3	0
89428210	2021	8/15/2021 3:03	8/15/2021 3:32	21-542842	L	1	2	3	0
86911916	2017	9/27/2017 6:44	9/27/2017 7:06	17-691306	L	2	2	3	0
86916056	2017	5/25/2017 9:24	5/25/2017 10:14	17-370461	L	2	6	3	0
86919882	2017	8/19/2017 12:46	8/19/2017 13:32	17-593044	L	3	5	3	0
88687062	2018	11/9/2018 9:48	11/9/2018 10:21	18-780242	L	2	2	3	0
87709604	2018	5/5/2018 21:20	5/5/2018 21:28	18-312925	S	2	2	3	0
89446897	2021	10/25/2021 19:45	10/25/2021 20:41	21-716436	L	2	3	3	0
87713276	2018	5/16/2018 17:25	2/9/2021 13:55	18-339822	L	2	1	3	0
24630794	2021	11/24/2021 17:00	11/24/2021 17:12	21-788839	L	4	9	3	0
84058574	2021	7/26/2021 16:55	7/26/2021 17:27	21-495088	L	2	4	3	0
89430163	2020	1/26/2020 13:53	1/26/2020 14:24	20-067485	L	2	2	3	0
89444380	2021	2/15/2021 13:33	2/15/2021 14:11	21-102628	L	2	1	3	0
87715289	2018	9/13/2018 12:20	9/13/2018 12:30	18-638648	S	2	5	3	0
88120506	2019	5/28/2019 16:43	5/28/2019 17:48	FHPC19OFF058549	L	2	2	3	39
89127792	2019	5/7/2019 7:50	5/7/2019 9:10	19-317807	L	2	4	3	0
87713970	2019	11/14/2019 18:15	11/14/2019 18:48	19-819278	L	2	2	3	0
89128024	2019	5/7/2019 8:45	5/7/2019 9:12	19-317934	L	2	2	3	0
87709053	2018	2/17/2018 14:10	2/17/2018 14:36	18-118270	S	2	2	3	0
89437234	2020	8/13/2020 16:09	8/13/2020 16:40	20-521407	L	2	2	3	0
88684058	2018	9/6/2018 16:09	9/6/2018 16:24	18-621291	L	2	2	3	0
87715808	2018	9/10/2018 11:20	9/10/2018 12:01	18-630340	S	2	3	3	0
88684321	2018	9/11/2018 7:55	9/11/2018 8:22	18-632434	L	2	3	3	0
89443463	2021	7/28/2021 20:00	7/28/2021 20:49	21-500193	S	2	3	3	0
87371541	2017	11/7/2017 11:40	11/7/2017 11:57	17-793621	L	2	3	3	0
87714831	2018	6/17/2018 11:32	6/17/2018 12:06	18-418502	S	2	5	3	0
88688316	2018	12/7/2018 12:25	12/7/2018 12:49	18-846167	L	3	4	3	0
87199884	2018	3/21/2018 12:20	3/21/2018 13:00	FHPC18OFF029602	L	3	4	3	0
87223067	2018	5/19/2018 22:30	5/19/2018 23:28	FHPC18OFF053911	L	3	3	3	0
88685796	2018	10/13/2018 11:05	10/23/2018 14:10	18-714959	L	2	3	3	0
89432001	2020	2/21/2020 17:26	2/21/2020 17:52	20-140294	L	2	4	3	0
89577006	2021	12/1/2021 16:45	12/1/2021 17:17	FHP21ON0015552	S	2	2	3	0
24630269	2021	11/13/2021 7:23	11/13/2021 8:17	21-760888	L	2	3	3	0
89435933	2020	7/13/2020 5:42	7/13/2020 6:32	20-453542	L	3	3	3	0
88112122	2019	4/24/2019 15:40	4/24/2019 17:39	FHPC19OFF045016	L	2	2	3	0
88155869	2019	8/18/2019 14:03	8/18/2019 14:26	FHPC19OFF091045	L	2	5	3	0
89130195	2019	6/15/2019 17:20	6/15/2019 17:45	19-420335	L	2	5	3	0
87262214	2018	7/25/2018 11:15	7/25/2018 11:50	FHPC18OFF080407	S	2	2	3	0
85560162	2017	7/27/2017 12:49	7/27/2017 13:20	FHPC17OFF076883	L	1	3	3	0
84058277	2021	3/13/2021 17:25	3/13/2021 17:56	21-164975	S	2	2	3	0
88358333	2020	7/2/2020 17:58	7/2/2020 19:10	FHPC20OFF058941	S	2	4	3	0
88318927	2020	7/17/2020 17:26	7/17/2020 18:53	FHPC20OFF063620	S	2	3	3	0
89433856	2020	11/20/2020 18:49	11/20/2020 20:14	20-751852	S	2	2	3	0
88512729	2021	5/29/2021 14:06	5/29/2021 14:42	FHPC21OFF055682	S	2	2	3	0
89132173	2020	1/6/2020 16:00	1/6/2020 19:14	20-14288	L	2	1	3	0
89441515	2020	12/31/2020 18:20	12/31/2020 19:17	20-845025	L	2	6	3	0
88400549	2020	11/6/2020 9:58	11/6/2020 10:53	FHPC20OFF102447	L	2	2	3	0
89439719	2020	10/7/2020 17:25	10/7/2020 17:59	20-644787	L	1	3	3	0
88387370	2020	9/19/2020 13:06	9/19/2020 16:25	FHPC20OFF085792	L	2	3	3	0
24631208	2021	11/29/2021 14:53	11/29/2021 15:22	21-798981	L	2	2	3	0
88532576	2021	7/24/2021 21:00	7/24/2021 21:49	FHPC21OFF077188	S	2	6	3	0
89439633	2020	10/10/2020 14:30	10/10/2020 15:33	20-651814	L	2	3	3	0
87109745	2017	11/13/2017 15:45	11/13/2017 16:59	FHPC17OFF118810	L	2	2	3	0
88166395	2019	7/11/2019 9:40	7/11/2019 10:51	FHPC19OFF075759	L	2	2	3	0
89448855	2021	7/6/2021 13:15	7/6/2021 13:25	21-447001	S	2	2	3	0
87715954	2018	7/17/2018 12:35	7/17/2018 12:49	18-493485	L	2	4	3	0
89435924	2020	7/9/2020 13:50	7/9/2020 14:25	20-445953	L	2	2	3	0
88293227	2020	12/21/2020 14:00	12/21/2020 16:34	FHPC20OFF118410	S	2	2	3	0
86914684	2017	3/28/2017 17:50	3/28/2017 18:24	17-219128	L	2	7	3	0
88043703	2019	2/13/2019 10:20	2/13/2019 10:56	FHPC19OFF015760	L	2	3	3	38
88410071	2020	11/18/2020 16:05	11/18/2020 16:32	FHPC20OFF106854	L	2	3	3	0
89446054	2021	3/29/2021 16:46	3/29/2021 17:20	21-202307	S	2	4	3	0

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88311008	2020	3/1/2020 12:42	3/1/2020 14:07	FHPC20OFF023172	S	2	6	3	0
86567714	2017	1/17/2017 6:46	1/17/2017 7:19	17-038510	L	2	5	3	0
87711804	2018	4/16/2018 5:27	4/16/2018 6:05	18-262039	L	2	2	3	0
89438937	2020	9/18/2020 17:47	9/18/2020 18:07	20-601672	L	2	0	3	0
89435040	2021	8/12/2021 17:00	8/12/2021 18:50	21-537184	L	2	1	3	0
89439692	2020	10/10/2020 11:03	10/10/2020 11:09	20-651463	L	2	4	3	0
89437156	2020	8/6/2020 16:17	8/6/2020 16:34	20-506282	S	2	3	3	0
86911406	2017	1/20/2017 8:28	1/20/2017 9:30	17-047096	L	3	3	3	0
87369420	2018	4/30/2018 11:10	4/30/2018 11:55	18-298230	S	2	3	3	0
89129621	2019	6/6/2019 13:40	6/6/2019 13:58	19-396779	L	2	7	3	0
24627402	2021	9/13/2021 8:22	9/13/2021 8:38	21-612580	L	2	2	3	0
84610565	2017	5/31/2017 7:56	5/31/2017 8:40	17-384952	L	2	2	3	0
89426264	2019	10/14/2019 8:45	10/14/2019 9:14	19-737505	S	2	3	3	0
87371626	2017	11/8/2017 11:40	11/8/2017 12:11	17-796410	L	2	3	3	0
87714152	2018	6/2/2018 22:48	6/2/2018 23:20	18-381939	S	2	3	3	0
89447158	2021	5/4/2021 17:52	5/4/2021 18:22	21-291598	L	2	2	3	0
86560842	2017	4/26/2017 8:14	4/26/2017 8:17	17-293548	L	3	3	3	0
88241173	2019	11/5/2019 16:40	11/5/2019 16:53	FHPC19OFF122723	S	2	2	3	0
86917202	2018	4/1/2018 19:15	4/1/2018 19:37	18-224834	S	2	2	3	0
86913720	2017	7/18/2017 6:00	7/18/2017 6:42	17-508476	L	2	2	3	0
24631910	2021	12/14/2021 6:14	12/14/2021 6:33	21-835339	L	2	2	3	0
89135041	2019	9/24/2019 16:02	9/24/2019 16:20	19-687572	L	2	4	3	0
89134119	2019	10/30/2019 13:49	10/30/2019 14:04	19-780100	S	3	3	3	0
89428578	2019	12/5/2019 11:25	12/5/2019 11:51	19-870281	L	1	1	3	0
88207317	2019	9/20/2019 9:25	9/20/2019 9:59	FHPC19OFF103899	L	2	2	3	0
86916745	2017	5/26/2017 6:23	5/26/2017 6:43	17-372840	L	2	2	3	0
89128797	2019	5/20/2019 11:40	5/20/2019 12:42	19-351122	L	2	5	3	0
89126827	2019	4/9/2019 8:05	4/9/2019 8:56	19-245216	L	2	3	3	0
89426664	2019	10/28/2019 18:28	10/28/2019 18:46	19-774790	L	2	2	3	0
87371258	2017	11/6/2017 15:22	11/6/2017 15:33	17-791386	L	2	2	3	0
89426661	2019	10/28/2019 9:43	10/28/2019 10:14	19-773447	L	2	2	3	0
85514125	2017	4/29/2017 13:26	5/9/2017 13:54	FHPC17OFF044119	L	2	4	3	0
88129045	2019	6/8/2019 12:41	6/8/2019 13:27	FHPC19OFF062856	S	2	2	3	0
86919616	2019	1/27/2019 9:16	1/27/2019 9:30	19-63454	S	2	3	3	0
88082675	2019	4/13/2019 7:07	4/13/2019 7:41	FHPC19OFF040459	L	2	2	3	0
83790509	2017	3/19/2017 14:35	3/19/2017 15:19	FHPC17OFF028190	S	2	2	3	0
85553333	2017	8/15/2017 17:06	8/15/2017 17:55	FHPC17OFF084190	L	2	4	3	0
86912547	2017	2/10/2017 16:35	2/10/2017 19:21	17-101588	L	2	1	3	0
88269415	2020	2/12/2020 18:42	2/12/2020 19:43	FHPC20OFF016222	S	2	2	3	0
88456533	2021	2/14/2021 18:58	2/14/2021 19:49	FHPC21OFF015609	S	2	2	3	0
88688797	2018	12/14/2018 10:17	12/14/2018 10:48	18-863115	L	2	2	3	0
87716823	2018	8/14/2018 6:14	8/14/2018 6:35	18-560676	S	2	2	3	0
88687974	2018	12/1/2018 9:23	12/1/2018 9:43	18-830904	L	2	3	3	0
89427620	2019	11/20/2019 6:32	11/20/2019 6:59	19-832670	S	2	2	3	0
89127766	2019	4/28/2019 16:04	4/28/2019 16:30	19-295734	S	2	2	3	0
89130196	2019	6/16/2019 11:15	6/16/2019 11:45	19-421932	L	2	5	3	0
88690797	2019	3/14/2019 16:20	3/14/2019 16:57	19-181337	L	2	2	3	0
89126188	2019	3/29/2019 7:36	3/29/2019 7:58	19-217334	L	2	2	3	0
89131687	2019	8/14/2019 9:25	8/14/2019 9:58	19-577481	S	2	2	3	0
87713150	2018	5/15/2018 6:39	5/15/2018 6:54	18-335797	L	3	2	3	0
89129565	2021	8/9/2021 8:05	8/9/2021 8:27	21-527671	L	2	3	3	0
89131948	2019	7/24/2019 7:40	7/24/2019 8:23	19-522939	S	2	2	3	0
87708731	2018	3/6/2018 6:35	3/6/2018 7:02	18-159793	S	2	3	3	0
89426170	2019	10/16/2019 14:46	10/16/2019 15:23	19-743954	S	2	3	3	0
87713653	2018	12/21/2018 13:00	12/21/2018 13:29	18-880340	L	2	3	3	0
87716732	2018	8/7/2018 18:23	8/7/2018 18:48	18-545128	S	2	2	3	0
87707702	2018	1/22/2018 18:48	1/22/2018 19:18	18-52677	L	2	1	3	0
86562933	2018	1/9/2018 9:45	1/9/2018 10:07	18-19738	S	2	2	3	0
87707722	2018	1/23/2018 6:27	1/23/2018 6:40	18-53499	S	2	2	3	0
86919350	2017	7/28/2017 15:34	7/28/2017 16:03	17-536616	L	2	2	3	0
86920062	2017	12/5/2017 15:51	12/5/2017 15:58	17-862698	S	2	2	3	0
89125959	2019	3/28/2019 7:15	3/28/2019 7:58	19-214505	S	2	2	3	0
89428402	2019	12/8/2019 12:51	12/8/2019 13:27	19-877806	S	2	4	3	0
89128569	2019	7/10/2019 10:42	7/10/2019 11:16	19-486811	L	3	3	3	0
88685284	2018	10/3/2018 6:00	10/3/2018 6:55	18-688716	L	3	3	3	0
87709607	2018	7/1/2018 0:33	7/1/2018 1:19	18-452713	S	2	3	3	0
86563164	2017	8/31/2017 18:20	8/31/2017 18:46	17-624789	L	2	3	3	0

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87711826	2018	4/13/2018 12:09	4/13/2018 12:34	18-255770	S	2	5	3	0
88408997	2020	11/2/2020 18:37	11/2/2020 19:40	FHPC20OFF101241	S	2	2	3	0
89443156	2021	1/5/2021 6:44	1/5/2021 7:23	21-008851	L	2	2	3	0
86916474	2017	5/11/2017 7:37	5/11/2017 8:15	17-333072	L	2	3	3	0
89447398	2021	7/1/2021 15:05	7/1/2021 15:59	21-435544	L	4	6	3	0
89443415	2021	1/15/2021 20:35	1/15/2021 21:40	21-33344	L	2	2	3	0
86920002	2017	8/16/2017 6:58	8/16/2017 7:21	17-584067	L	2	3	3	0
86913764	2017	3/9/2017 7:59	3/9/2017 8:47	17-169772	L	2	3	3	0
89126187	2019	3/26/2019 15:48	3/26/2019 16:17	19-210641	S	2	2	3	0
88689128	2019	1/2/2019 11:03	1/2/2019 11:21	19-3186	L	2	4	3	0
24631810	2021	12/26/2021 10:51	12/26/2021 11:29	21-864797	L	2	6	3	0
87125336	2018	1/3/2018 8:30	1/3/2018 9:01	FHPC18OFF000641	L	2	4	3	0
88574528	2021	10/29/2021 12:45	10/29/2021 13:09	FHPC21OFF112473	L	2	2	3	50
87140804	2018	1/23/2018 15:05	1/23/2018 16:00	FHPC18OFF007510	L	2	2	3	0
88233491	2019	10/17/2019 13:58	10/17/2019 14:37	FHPC19OFF114971	S	2	3	3	0
88340160	2020	8/7/2020 13:20	8/7/2020 13:55	FHPC20OFF070403	L	2	2	3	0
83786150	2021	8/3/2021 18:20	8/3/2021 18:45	FHPC21OFF080635	S	2	2	3	0
87712579	2018	5/7/2018 14:35	5/7/2018 14:55	18-317013	L	2	6	3	0
86917313	2017	6/7/2017 10:25	6/13/2017 12:37	17-404016	L	2	2	3	0
87125675	2017	12/8/2017 16:30	12/8/2017 16:54	FHPC17OFF127767	S	2	3	3	0
88029468	2018	12/5/2018 13:37	12/5/2018 14:28	FHPC18OFF132644	L	2	3	3	50
88021491	2018	11/13/2018 15:40	11/13/2018 16:55	FHPC18OFF124267	L	3	3	3	45
87716489	2018	7/30/2018 15:50	7/30/2018 16:33	18-525540	L	2	7	3	0
87708797	2018	2/12/2018 17:32	2/12/2018 17:51	18-105491	L	2	4	3	0
89445000	2021	2/24/2021 14:18	2/24/2021 14:38	21-123858	S	2	2	3	0
89431585	2020	2/17/2020 10:07	2/17/2020 10:31	20-127539	L	2	2	3	0
88477404	2021	3/14/2021 14:06	3/14/2021 15:02	FHPC21OFF025890	S	2	2	3	0
87708662	2018	2/7/2018 6:32	2/7/2018 7:01	18-91628	L	1	2	3	0
86921290	2017	12/6/2017 15:30	12/6/2017 15:49	17-865354	L	2	1	3	0
86913895	2017	3/8/2017 16:35	3/8/2017 17:13	17-168245	L	2	4	3	0
85440927	2017	2/2/2017 6:45	2/2/2017 7:12	FHPC17OFF011098	L	3	10	3	0
87229491	2018	8/9/2018 10:52	8/9/2018 11:14	FHPC18OFF086632	L	2	3	3	0
85548541	2017	8/19/2017 12:22	8/19/2017 13:13	FHPC17OFF085646	S	2	3	3	0
88083619	2019	2/27/2019 15:30	2/27/2019 16:02	FHPC19OFF021786	L	2	3	3	50
88063758	2019	1/20/2019 20:35	1/20/2019 21:30	FHPC19OFF007149	S	2	2	3	0
88019450	2018	11/10/2018 12:18	11/10/2018 12:52	FHPC18OFF123080	S	2	3	3	0
88343148	2020	5/11/2020 16:53	5/11/2020 17:24	FHPC20OFF042384	L	2	4	3	0
89445820	2021	3/30/2021 12:18	3/30/2021 12:57	21-204231	S	2	3	3	0
89431373	2020	2/4/2020 14:53	2/4/2020 15:27	20-092573	L	2	2	3	0
89445065	2021	2/26/2021 14:17	2/26/2021 14:49	21-129008	S	2	2	3	0
88576585	2021	9/30/2021 14:39	9/30/2021 15:33	FHPC21OFF101725	S	2	6	3	0
85564086	2017	9/18/2017 18:51	9/18/2017 19:32	FHPC17OFF098018	S	2	4	3	0
89435951	2020	8/2/2020 19:10	8/2/2020 21:22	20-497730	L	2	1	3	0
88400004	2020	10/28/2020 8:30	10/28/2020 9:23	FHPC20OFF099055	S	2	3	3	0
89437214	2020	8/18/2020 12:26	8/18/2020 13:01	20-531627	L	2	2	3	0
86921103	2019	11/17/2019 18:02	11/17/2019 18:35	19-826181	L	3	3	3	0
88690330	2019	1/24/2019 15:08	1/24/2019 15:22	19-57215	S	2	2	3	0
88355332	2020	5/30/2020 13:36	5/30/2020 14:10	FHPC20OFF048108	L	2	3	3	0
88691046	2021	1/20/2021 8:25	1/20/2021 9:03	21-41969	L	2	3	3	0
87261230	2018	8/25/2018 12:34	8/25/2018 12:59	FHPC18OFF093150	S	2	3	3	0
87123553	2017	11/29/2017 17:00	11/29/2017 18:27	FHPC17OFF124455	S	2	3	3	0
88112125	2019	4/25/2019 17:10	8/24/2019 6:09	FHPC19OFF045391	L	2	4	3	0
88111273	2019	5/20/2019 15:50	5/20/2019 16:20	FHPC19OFF055234	S	2	2	3	0
89441556	2020	11/25/2020 12:45	11/25/2020 13:20	20-762763	L	2	2	3	0
89131477	2019	7/17/2019 16:52	7/17/2019 17:20	19-506223	L	2	3	3	0
88687256	2019	2/26/2019 18:18	2/26/2019 18:46	19-141119	L	2	6	3	0
88686053	2019	1/15/2019 7:02	1/15/2019 7:07	19-34139	L	2	2	3	0
86912373	2017	2/7/2017 18:40	2/7/2017 19:04	17-093554	L	2	3	3	0
88241210	2019	11/23/2019 14:30	11/23/2019 15:39	FHPC19OFF129894	S	2	3	3	0
86913503	2017	3/8/2017 9:25	3/8/2017 18:27	17-167107	L	3	3	3	0
86918599	2017	7/8/2017 15:36	7/8/2017 15:57	17-485124	L	2	4	3	0
89442466	2021	1/22/2021 20:00	2/16/2021 0:43	21-47551	L	2	5	3	0
89432492	2020	3/4/2020 14:33	3/4/2020 15:04	20-171235	L	2	2	3	0
86920266	2017	8/20/2017 10:37	8/20/2017 11:04	17-595138	L	2	2	3	0
86914058	2017	3/18/2017 8:55	3/18/2017 9:14	17-192769	L	2	2	3	0
89431327	2020	2/20/2020 21:22	2/20/2020 21:50	20-138030	L	2	3	3	0
89428178	2019	12/4/2019 15:38	12/4/2019 16:05	19-868163	L	1	1	3	0

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89130508	2019	6/24/2019 17:10	6/24/2019 17:25	19-443700	L	2	2	3	0
86912192	2017	2/6/2017 7:41	2/6/2017 7:51	17-088939	L	2	2	3	0
89135202	2019	10/3/2019 16:05	10/3/2019 16:32	19-711305	L	2	2	3	0
89132154	2019	8/1/2019 9:07	8/1/2019 9:35	19-543764	S	2	5	3	0
87123599	2017	11/12/2017 12:15	11/12/2017 12:51	FHPC17OFF118395	S	2	5	3	0
87369965	2017	11/30/2017 18:34	11/30/2017 19:19	17-850473	L	2	3	3	0
86920464	2017	9/29/2017 13:40	9/29/2017 14:01	17-697823	L	2	2	3	0
88080377	2019	3/1/2019 12:00	3/1/2019 12:42	FHPC19OFF022597	S	2	3	3	0
88690931	2019	10/10/2019 17:50	10/10/2019 19:36	19-729507	L	2	1	3	0
88212116	2019	10/10/2019 20:21	10/10/2019 20:58	FHPC19OFF112388	L	2	3	3	0
89426715	2019	10/28/2019 15:57	10/28/2019 16:35	19-774481	S	2	3	3	0
86916306	2017	5/10/2017 8:53	5/10/2017 9:29	17-330471	L	2	6	3	0
86567223	2017	5/3/2017 16:40	5/3/2017 17:32	17-313197	L	2	2	3	0
89127871	2019	5/3/2019 17:16	5/3/2019 18:29	19-309367	S	2	3	3	0
89427485	2019	11/9/2019 12:10	11/9/2019 12:53	19-806569	L	2	4	3	0
86915888	2017	5/2/2017 7:34	5/2/2017 8:01	17-309017	L	2	4	3	0
88148265	2019	5/24/2019 15:05	5/24/2019 15:40	FHPC19OFF056930	S	2	4	3	0
88214800	2019	12/18/2019 22:09	12/18/2019 23:29	FHPC19OFF139791	L	2	2	3	0
89126054	2019	3/28/2019 15:06	3/28/2019 15:44	19-215751	S	2	5	3	0
88241208	2019	11/23/2019 11:10	11/23/2019 11:54	FHPC19OFF129821	S	2	3	3	0
85554126	2017	7/25/2017 20:00	7/25/2017 20:36	FHPC17OFF076354	S	2	3	3	0
87109771	2017	12/7/2017 7:50	12/7/2017 10:08	FHPC17OFF127188	S	2	2	3	0
87112064	2017	10/21/2017 16:32	10/21/2017 17:10	FHPC17OFF110449	L	2	4	3	0
88689156	2019	2/20/2019 12:45	2/20/2019 13:18	19-125193	L	2	2	3	0
89129979	2019	6/15/2019 0:20	6/15/2019 1:04	19-418873	L	2	2	3	0
88197438	2019	8/29/2019 15:52	8/29/2019 16:38	FHPC19OFF095573	L	2	3	3	0
87106552	2017	11/13/2017 12:25	11/13/2017 13:20	FHPC17OFF118728	L	2	4	3	0
88338895	2020	7/1/2020 12:20	7/1/2020 13:56	FHPC20OFF058525	S	2	2	3	0
88477452	2021	5/3/2021 14:48	5/3/2021 15:28	FHPC21OFF045685	L	2	2	3	0
86913972	2017	3/14/2017 7:25	3/14/2017 8:00	17-182166	L	2	2	3	0
89431043	2020	1/31/2020 6:02	1/31/2020 7:47	20-80690	L	2	2	3	0
89443953	2021	2/2/2021 7:57	2/5/2021 6:11	21-070978	L	3	4	3	0
89431450	2020	2/6/2020 7:11	2/6/2020 7:51	20-97243	L	2	3	3	0
87715294	2018	7/6/2018 23:50	7/7/2018 1:27	18-467686	L	2	1	3	0
88688493	2018	12/18/2018 7:14	12/18/2018 7:53	18-871968	L	3	4	3	0
87715516	2019	2/12/2019 6:55	3/12/2019 7:34	19-174369	L	3	3	3	0
87371884	2017	11/17/2017 17:20	11/17/2017 20:25	17-819148	L	2	2	3	0
89437356	2020	11/20/2020 20:40	11/20/2020 21:23	20-751958	L	1	1	3	0
86915449	2017	4/24/2017 6:03	4/25/2017 17:18	17-287783	L	2	2	3	0
89131613	2019	7/15/2019 11:25	7/15/2019 12:14	19-499434	L	2	3	3	0
89428814	2019	12/13/2019 17:02	12/13/2019 17:26	19-891346	L	2	3	3	0
86914037	2017	3/21/2017 7:10	3/21/2017 7:29	17-199575	L	2	2	3	0
87370661	2017	10/21/2017 23:07	10/21/2017 23:41	17-752630	L	2	2	3	0
86913718	2017	4/6/2017 15:57	4/6/2017 16:39	17-242407	L	2	2	3	0
86912299	2017	2/18/2017 15:44	2/18/2017 16:10	17-121391	L	2	3	3	0
88684791	2018	9/23/2018 12:30	9/26/2018 8:32	18-663971	L	2	2	3	0
87369531	2017	9/22/2017 8:51	9/22/2017 9:23	17-679078	L	3	3	3	0
87713157	2018	5/18/2018 15:12	5/18/2018 15:40	18-344723	L	2	5	3	0
87713860	2018	6/6/2018 7:23	6/6/2018 7:37	18-390115	L	2	2	3	0
89442910	2020	12/29/2020 15:50	12/29/2020 16:32	20-839835	L	2	2	3	0
89435448	2020	6/29/2020 19:40	6/29/2020 20:33	20-424547	L	2	3	3	0
89443108	2021	1/14/2021 19:20	1/14/2021 19:36	21-30816	L	2	3	3	0
88687008	2020	2/23/2020 19:50	2/23/2020 20:35	20-145272	L	2	1	3	0
89431936	2020	2/17/2020 11:32	2/17/2020 12:04	20-127821	L	2	1	3	0
89430434	2020	1/15/2020 16:05	1/15/2020 16:45	20-38774	L	2	4	3	0
24628480	2021	10/2/2021 16:29	10/2/2021 16:51	21-659871	L	2	2	3	0
89435499	2021	8/13/2021 9:07	8/13/2021 9:30	21-538488	S	2	3	3	0
24626761	2021	8/25/2021 6:36	8/25/2021 6:59	21-567675	S	2	2	3	0
89439726	2020	10/13/2020 17:25	10/13/2020 17:56	20-659192	S	2	4	3	0
89126099	2019	3/22/2019 17:45	3/22/2019 18:18	19-201507	S	2	4	3	0
89444081	2021	1/31/2021 10:34	1/31/2021 11:14	21-67053	L	3	4	3	0
89431714	2020	2/11/2020 14:29	2/11/2020 15:02	20-111865	S	2	4	3	0
88686332	2018	10/26/2018 10:20	10/26/2018 10:32	18-745964	S	2	2	3	0
88291854	2020	2/3/2020 9:05	2/3/2020 9:18	FHPC20OFF012523	S	2	4	3	0
88691047	2021	2/9/2021 14:58	2/9/2021 15:28	21-88599	S	2	2	3	0
89437939	2020	8/29/2020 14:40	8/29/2020 15:14	20-556278	L	2	5	3	0
87177268	2018	5/24/2018 20:22	6/2/2018 0:15	FHPC18OFF055981	L	2	2	3	0

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87370693	2017	11/7/2017 9:18	11/7/2017 9:46	17-793222	L	2	2	3	0
86912350	2017	2/15/2017 8:12	3/23/2017 8:07	17-112786	L	2	2	3	0
88258387	2019	11/25/2019 1:05	11/25/2019 1:43	FHPC19OFF130435	S	2	1	3	0
87122199	2017	12/11/2017 14:30	12/11/2017 14:55	FHPC17OFF128822	L	2	3	3	45
24632451	2021	12/26/2021 13:22	12/26/2021 14:05	21-865068	L	2	3	3	0
89435455	2020	6/24/2020 9:52	6/24/2020 10:41	20-412556	L	2	1	3	0
89434884	2020	6/5/2020 15:59	6/5/2020 16:24	20-371260	S	2	3	3	0
89433292	2020	4/4/2020 11:39	4/4/2020 12:16	20-239639	L	1	1	3	0
87373909	2018	3/1/2018 19:45	3/1/2018 20:14	18-149832	L	2	3	3	0
87374177	2018	6/9/2018 23:13	6/9/2018 23:35	18-400025	L	2	4	3	0
87372793	2018	2/23/2018 16:45	2/23/2018 18:46	18-134219	L	2	3	3	0
87710264	2018	3/30/2018 17:35	3/30/2018 18:30	18-220401	L	2	3	3	0
87713384	2018	5/19/2018 17:28	5/19/2018 18:04	18-347162	L	2	4	3	0
88687505	2018	11/23/2018 20:00	11/23/2018 20:36	18-813316	L	3	5	3	0
88532964	2021	7/8/2021 13:51	7/8/2021 14:33	FHPC21OFF071098	S	2	3	3	0
88279428	2020	2/15/2020 15:52	2/15/2020 16:41	FHPC20OFF017468	L	2	2	3	0
89585149	2021	11/29/2021 15:02	11/29/2021 16:38	FHPC21OFF124034	S	2	2	3	0
89445360	2021	3/19/2021 18:27	3/19/2021 19:35	21-178883	L	2	5	3	0
87371015	2020	10/28/2020 13:20	10/28/2020 13:53	20-695849	S	2	3	3	0
88289185	2020	5/6/2020 14:45	5/6/2020 15:11	FHPC20OFF040942	L	2	2	3	38
88690541	2019	1/24/2019 15:40	1/24/2019 16:06	19-57296	L	2	1	3	0
86919613	2017	11/22/2017 19:11	11/22/2017 19:36	17-831778	L	2	3	3	0
85552476	2017	10/31/2017 17:15	10/31/2017 19:01	FHPC17OFF114071	L	2	3	3	0
88134427	2019	6/4/2019 14:33	6/4/2019 15:19	FHPC19OFF061228	S	2	3	3	0
85583783	2017	9/27/2017 5:59	9/27/2017 7:19	FHPC17OFF101203	L	3	3	3	0
87174885	2018	2/11/2018 13:10	2/11/2018 13:46	FHPC18OFF014540	L	2	5	3	0
88008686	2018	10/11/2018 18:20	10/11/2018 18:53	FHPC18OFF111606	S	2	4	3	0
87201362	2018	3/28/2018 20:42	3/28/2018 21:22	FHPC18OFF032624	L	2	2	3	0
87234302	2018	7/18/2018 18:22	7/18/2018 19:05	FHPC18OFF077632	S	2	2	3	0
88039929	2018	12/21/2018 15:10	12/21/2018 18:46	FHPC18OFF139611	S	2	3	3	0
87715307	2018	12/17/2018 16:37	12/21/2018 16:41	18-870807	S	2	2	3	0
85605025	2017	11/5/2017 13:10	11/5/2017 13:40	FHPC17OFF115857	L	2	2	3	38
89575505	2021	11/24/2021 21:30	11/24/2021 22:19	FHPC21OFF122604	S	2	2	3	0
89585159	2021	12/3/2021 16:02	12/3/2021 16:35	FHP21ON0019215	S	2	4	3	0
88224662	2019	12/8/2019 18:13	12/8/2019 18:53	FHPC19OFF135683	S	2	4	3	0
88267127	2019	12/20/2019 10:13	12/20/2019 11:07	FHPC19OFF140403	S	2	2	3	0
89444935	2021	2/22/2021 13:33	2/22/2021 14:02	21-119123	S	2	4	3	0
86920307	2017	8/24/2017 17:49	8/24/2017 18:12	17-607120	L	2	2	3	0
89126256	2019	4/2/2019 13:20	4/2/2019 14:07	19-227671	L	2	4	3	0
89447049	2021	4/24/2021 21:00	4/24/2021 22:38	21-266628	L	2	2	3	0
86912913	2017	4/28/2017 4:09	4/28/2017 5:12	17-298616	L	2	2	3	0
87370253	2017	10/16/2017 15:03	10/16/2017 15:36	17-739048	L	2	4	3	0
87716069	2018	7/27/2018 22:40	7/27/2018 23:11	18-519746	L	2	1	3	0
88559466	2021	10/2/2021 10:21	10/2/2021 11:21	FHPC21OFF102351	S	2	2	3	0
88006007	2018	12/23/2018 12:15	12/23/2018 13:00	FHPC18OFF140420	S	2	2	3	0
89439619	2020	10/6/2020 13:05	10/6/2020 13:47	20-641855	L	2	2	3	0
87370840	2017	10/19/2017 19:43	10/19/2017 20:30	17-747597	L	2	2	3	0
24630329	2021	11/5/2021 12:35	11/5/2021 13:12	21-742678	S	2	3	3	0
86912919	2018	1/5/2018 18:15	1/5/2018 19:49	18-11748	S	2	2	3	0
87712299	2019	2/17/2019 19:24	2/17/2019 19:55	19-117632	L	4	5	3	0
88686139	2018	12/18/2018 18:10	12/18/2018 18:33	18-873624	L	3	4	3	0
86920055	2018	12/4/2018 18:47	12/4/2018 18:53	18-839469	L	2	2	3	0
89446373	2021	4/6/2021 14:20	4/6/2021 14:41	21-221375	S	2	3	3	0
88685992	2018	12/13/2018 6:40	12/13/2018 7:23	18-859941	L	4	4	3	0
88690618	2019	2/10/2019 3:07	2/10/2019 3:36	19-98222	L	1	1	3	0
89431446	2020	2/10/2020 17:24	2/10/2020 18:06	20-109240	L	2	3	3	0
87715551	2018	7/13/2018 8:18	7/13/2018 9:10	18-483402	L	2	2	3	0
87715120	2021	8/9/2021 22:35	8/9/2021 22:43	21-529660	S	2	4	3	0
89129679	2019	6/10/2019 16:49	1/25/2020 20:24	19-406730	L	3	5	3	0
86917707	2017	6/14/2017 14:33	6/14/2017 14:58	17-422368	L	2	2	3	0
89426332	2019	10/18/2019 14:01	10/18/2019 14:21	19-748705	S	2	4	3	0
86912120	2017	1/31/2017 18:27	1/31/2017 19:25	17-075445	L	3	4	3	0
87373729	2017	12/29/2017 11:53	12/29/2017 12:13	17-921991	L	2	1	3	0

FLHSMV
FLORIDA HIGHWAY SAFETY AND MOTOR VEHICLES

Traffic Crash Facts

Annual Report 2020

Providing Highway Safety and Security through Excellence in Service, Education, and Enforcement

FLHSMV
FLORIDA HIGHWAY SAFETY AND MOTOR VEHICLES

Environmental Factors & Injury Levels

Note: *The environmental factor titled "Road Contributing Circumstance" can be listed on the crash report with more than one value per crash event. Therefore injury totals may differ from the true count of fatalities and injuries found in the summary on pages 8 & 9.*

		Fatal	Incapacitating	Non-Incapacitating	Possible	No Injuries
Weather Conditions	Blowing Sand, Soil, Dirt	0	3	0	3	12
	Clear	2,524	12,025	47,419	100,650	439,938
	Cloudy	514	2,308	9,221	19,382	74,233
	Fog, Smog, Smoke	31	67	186	315	1,273
	Not Specified	0	0	1	3	92
	Other, Explain in Narrative	13	12	51	152	1,119
	Rain	250	1,197	5,851	13,547	56,889
	Severe Crosswinds	0	1	7	24	68
	Sleet/Hail/Freezing Rain	0	1	2	4	25
	Unknown	0	0	0	0	0
	Total	**3,332**	**15,614**	**62,738**	**134,080**	**573,649**
Road Surface Condition	Dry	2,875	13,515	53,165	112,672	485,085
	Ice/Frost	0	0	0	7	10
	Mud, Dirt, Gravel	6	62	153	143	751
	Not Specified	0	0	1	3	92
	Oil	0	4	9	17	25
	Other, Explain in Narrative	6	21	40	46	248
	Sand	0	20	28	39	208
	Unknown	9	10	41	154	1,295
	Water (standing/moving)	2	2	18	24	260
	Wet	434	1,980	9,283	20,975	85,675
	Total	**3,332**	**15,614**	**62,738**	**134,080**	**573,649**

14.99%

FLHSMV
FLORIDA HIGHWAY SAFETY AND MOTOR VEHICLES

Environmental Factors & Injury Levels

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		Fatal	Incapacitating	Non-Incapacitating	Possible	No Injuries
Lighting Condition	Dark-Lighted	996	3,341	13,041	27,101	112,157
	Dark-Not Lighted	809	2,150	5,373	7,868	31,426
	Dark-Unknown Lighting	19	23	97	213	1,290
	Dawn	62	303	1,188	2,298	9,624
	Daylight	1,309	9,206	40,721	91,158	398,016
	Dusk	127	569	2,271	5,249	19,119
	Not Specified	0	0	1	3	91
	Other, Explain in Narrative	4	11	23	44	290
	Unknown	6	11	23	146	1,636
	Total	**3,332**	**15,614**	**62,738**	**134,080**	**573,649**
Road Contributing Circumstance	Debris	4	17	70	109	1,120
	None	3,152	14,853	59,313	127,002	543,539
	Non-Highway Work	0	1	2	16	90
	Obstruction in Roadway	4	29	178	316	1,458
	Other, Explain in Narrative	11	80	398	785	3,653
	Road Surface Condition (wet, icy, snow, slush, etc.)	113	491	2,491	5,296	20,435
	Ruts, Holes, Bumps	5	38	85	85	325
	Shoulders (none, low, soft, high)	5	9	30	39	180
	Traffic Control Device Inoperative, Missing or Obscured	0	18	80	154	577
	Unknown	40	73	216	587	3,126
	Work Zone (construction/ maintenance/utility)	77	303	1,083	2,442	10,583
	Worn, Travel-Polished Surface	0	7	15	27	100
	Total	**3,411**	**15,919**	**63,961**	**136,858**	**585,186**

25.88%

FLHSMV
FLORIDA HIGHWAY SAFETY AND MOTOR VEHICLES

Environmental Factors & Injury Levels

Note: *The environmental factor titled "Road Contributing Circumstance" can be listed on the crash report with more than one value per crash event. Therefore injury totals may differ from the true count of fatalities and injuries found in the summary on pages 8 & 9.*

		Fatal	Incapacitating	Non-Incapacitating	Possible	No Injuries
Roadway Type	County	597	2,943	12,004	25,138	95,525
	Forest Road	0	11	29	17	103
	Interstate	360	1,576	5,781	12,319	60,450
	Local	789	4,356	19,228	42,663	182,489
	Not Specified	0	0	10	3	105
	Other, Explain in Narrative	6	87	263	509	2,875
	Parking Lot	26	385	1,935	4,523	40,985
	Private Roadway	13	119	454	667	4,261
	State	904	3,689	14,839	31,893	122,468
	Turnpike/Toll	50	264	981	1,673	11,553
	U.S.	587	2,184	7,214	14,675	52,835
	Unknown	0	0	0	0	0
	Total	**3,332**	**15,614**	**62,738**	**134,080**	**573,649**
First Harmful Event	Animal	7	31	168	361	2,463
	Bridge Overhead Structure	0	5	13	18	109
	Bridge Pier or Support	1	6	10	17	62
	Bridge Rail	2	10	28	54	166
	Cable Barrier	1	2	16	47	338
	Cargo/Equipment Loss or Shift	0	8	40	38	645
	Concrete Traffic Barrier	30	165	748	1,282	5,302
	Cross Centerline	0	0	0	0	0
	Cross Median	0	0	0	0	4
	Culvert	19	58	122	110	331

FLHSMV
FLORIDA HIGHWAY SAFETY AND MOTOR VEHICLES

Environmental Factors & Injury Levels

Note: *The environmental factor titled "Road Contributing Circumstance" can be listed on the crash report with more than one value per crash event. Therefore injury totals may differ from the true count of fatalities and injuries found in the summary on pages 8 & 9.*

		Fatal	Incapacitating	Non-Incapacitating	Possible	No Injuries
First Harmful Event	Curb	119	339	788	912	3,945
	Ditch	18	153	427	618	1,898
	Downhill Runaway	0	0	0	0	0
	Embankment	20	32	85	96	267
	Equipment Failure (blown tire, brake failure, etc.)	0	0	0	0	0
	Fell/Jumped From Motor Vehicle	23	101	257	98	279
	Fence	29	133	294	530	2,723
	Fire/Explosion	0	1	8	6	153
	Guardrail End	8	26	101	134	508
	Guardrail Face	53	210	668	1,131	4,366
	Immersion	2	1	5	19	86
	Impact Attenuator/Crash Cushion	4	31	89	140	441
	Jackknife	0	7	26	67	337
	Mailbox	12	57	135	274	1,760
	Motor Vehicle in Transport	1,522	9,962	46,993	114,441	476,700
	Not Specified	0	0	1	3	99
	Other Fixed Object (wall, building, tunnel, etc.)	48	187	731	1,094	6,090
	Other Non-Collision	96	264	760	934	3,565
	Other Non-Fixed Object	15	84	371	511	4,562
	Other Post, Pole, or Support	22	63	285	483	2,825
	Other Traffic Barrier	5	21	71	124	606
	Overturn/Rollover	165	760	1,710	1,628	3,765
	Parked Motor Vehicle	29	196	739	1,699	24,465

FLHSMV
FLORIDA HIGHWAY SAFETY AND MOTOR VEHICLES

Environmental Factors & Injury Levels

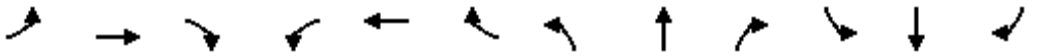
Note: *The environmental factor titled "Road Contributing Circumstance" can be listed on the crash report with more than one value per crash event. Therefore injury totals may differ from the true count of fatalities and injuries found in the summary on pages 8 & 9.*

		Fatal	Incapacitating	Non-Incapacitating	Possible	No Injuries
First Harmful Event	Pedalcycle	140	578	1,791	1,536	4,681
	Pedestrian	663	1,134	2,678	2,330	7,650
	Railway Vehicle (train, engine)	7	5	9	22	153
	Ran into Water/ Canal	10	10	65	85	515
	Ran Off Roadway, Left	0	1	1	0	0
	Ran Off Roadway, Right	0	0	1	1	4
	Struck By Falling, Shifting Cargo or Anything Set in Motion by Motor Vehicle	1	9	29	50	1,480
	Separation of Units	0	0	0	0	0
	Thrown or Falling Object	0	2	10	32	350
	Traffic Sign Support	23	99	217	337	1,829
	Traffic Signal Support	5	16	40	38	222
	Tree (standing)	186	598	1,455	1,734	4,419
	Unknown	0	0	0	0	0
	Utility Pole/Light Support	37	229	724	1,006	3,179
	Work Zone/Maintenance Equipment	10	20	29	40	307
	Total	**3,332**	**15,614**	**62,738**	**134,080**	**573,649**

APPENDIX F No-Build Alternative Operational Analysis

HCM 6th Signalized Intersection Summary
1: Fern Hill Dr & Gibsonton Dr

06/07/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	134	2074	298	74	2272	5	373	15	37	34	5	108
Future Volume (veh/h)	134	2074	298	74	2272	5	373	15	37	34	5	108
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	141	2183	314	78	2392	5	393	16	39	36	5	114
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	4	4	4	2	2	2	2	2	2
Cap, veh/h	161	2370	1057	108	3197	7	449	321	272	101	81	69
Arrive On Green	0.09	0.68	0.68	0.03	0.62	0.62	0.09	0.17	0.17	0.04	0.04	0.04
Sat Flow, veh/h	1753	3497	1560	3401	5178	11	5023	1870	1585	1349	1870	1585
Grp Volume(v), veh/h	141	2183	314	78	1547	850	393	16	39	36	5	114
Grp Sat Flow(s),veh/h/ln	1753	1749	1560	1700	1675	1839	1674	1870	1585	1349	1870	1585
Q Serve(g_s), s	13.5	91.0	6.6	3.9	55.8	55.9	13.1	1.2	3.6	4.5	0.4	7.4
Cycle Q Clear(g_c), s	13.5	91.0	6.6	3.9	55.8	55.9	13.1	1.2	3.6	4.5	0.4	7.4
Prop In Lane	1.00		1.00	1.00		0.01	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	161	2370	1057	108	2068	1135	449	321	272	101	81	69
V/C Ratio(X)	0.87	0.92	0.30	0.72	0.75	0.75	0.88	0.05	0.14	0.36	0.06	1.65
Avail Cap(c_a), veh/h	234	2370	1057	108	2068	1135	455	323	274	101	81	69
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(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
Uniform Delay (d), s/veh	76.2	23.5	2.5	81.5	23.1	23.1	76.5	58.8	59.8	79.9	78.0	81.3
Incr Delay (d2), s/veh	21.1	7.3	0.7	20.7	2.5	4.5	17.0	0.1	0.4	2.1	0.3	349.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	36.3	4.4	2.0	21.6	24.3	6.4	0.6	1.5	1.6	0.2	9.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	97.3	30.8	3.2	102.2	25.7	27.7	93.5	58.9	60.2	82.0	78.3	430.4
LnGrp LOS	F	C	A	F	C	C	F	E	E	F	E	F
Approach Vol, veh/h		2638			2475			448			155	
Approach Delay, s/veh		31.1			28.8			89.4			338.1	
Approach LOS		C			C			F			F	

Timer - Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.5	111.8		35.8	12.2	122.0	21.8	14.0
Change Period (Y+Rc), s	6.8	6.8		* 6.6	6.8	6.8	* 6.6	* 6.6
Max Green Setting (Gmax), s	22.7	97.7		* 29	5.2	115.2	* 15	* 7.4
Max Q Clear Time (g_c+I1), s	15.5	57.9		5.6	5.9	93.0	15.1	9.4
Green Ext Time (p_c), s	0.2	32.6		0.3	0.0	20.2	0.0	0.0

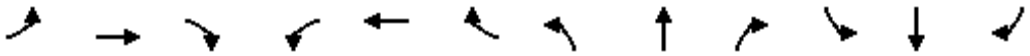
Intersection Summary		
HCM 6th Ctrl Delay		43.0
HCM 6th LOS		D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary
2: Mathog Rd & Gibsonton Dr

06/07/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	1851	231	97	2285	7	148	5	52	5	5	4
Future Volume (veh/h)	11	1851	231	97	2285	7	148	5	52	5	5	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	12	1948	0	102	2405	7	156	5	55	5	5	4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	4	4	4	2	2	2	2	2	2
Cap, veh/h	22	2331		143	2631	8	187	246	209	42	34	19
Arrive On Green	0.01	0.67	0.00	0.16	1.00	1.00	0.05	0.13	0.13	0.04	0.04	0.04
Sat Flow, veh/h	1753	3497	1560	1753	3577	10	3456	1870	1585	330	853	473
Grp Volume(v), veh/h	12	1948	0	102	1175	1237	156	5	55	14	0	0
Grp Sat Flow(s),veh/h/ln	1753	1749	1560	1753	1749	1839	1728	1870	1585	1656	0	0
Q Serve(g_s), s	1.2	71.3	0.0	9.4	0.0	0.0	7.6	0.4	5.3	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.2	71.3	0.0	9.4	0.0	0.0	7.6	0.4	5.3	1.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.01	1.00		1.00	0.36		0.29
Lane Grp Cap(c), veh/h	22	2331		143	1286	1353	187	246	209	95	0	0
V/C Ratio(X)	0.54	0.84		0.71	0.91	0.91	0.83	0.02	0.26	0.15	0.00	0.00
Avail Cap(c_a), veh/h	52	2331		143	1286	1353	187	256	217	97	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.29	0.29	0.29	1.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	83.4	21.3	0.0	69.2	0.0	0.0	79.6	64.3	66.4	79.0	0.0	0.0
Incr Delay (d2), s/veh	18.6	3.7	0.0	4.7	3.9	3.8	26.4	0.0	0.7	0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	28.0	0.0	4.1	1.4	1.4	4.1	0.2	2.2	0.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	102.1	25.1	0.0	73.9	3.9	3.8	106.1	64.3	67.1	79.7	0.0	0.0
LnGrp LOS	F	C		E	A	A	F	E	E	E	A	A
Approach Vol, veh/h		1960			2514			216			14	
Approach Delay, s/veh		25.6			6.7			95.2			79.7	
Approach LOS		C			A			F			E	

Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.0	131.8		29.2	20.7	120.1	16.0	13.2				
Change Period (Y+Rc), s	6.8	6.8		* 6.8	6.8	6.8	6.8	6.4				
Max Green Setting (Gmax), s	5.0	122.0		* 23	13.7	113.3	9.2	7.0				
Max Q Clear Time (g_c+I1), s	3.2	2.0		7.3	11.4	73.3	9.6	3.3				
Green Ext Time (p_c), s	0.0	91.6		0.1	0.0	29.2	0.0	0.0				

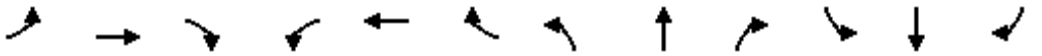
Intersection Summary			
HCM 6th Ctrl Delay		18.8	
HCM 6th LOS		B	

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	1838	33	49	2223	8	143	5	47	10	6	23
Future Volume (veh/h)	37	1838	33	49	2223	8	143	5	47	10	6	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	39	1935	35	52	2340	8	151	5	49	11	6	24
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	4	4	4	2	2	2	2	2	2
Cap, veh/h	50	2442	1089	110	2619	9	191	18	181	169	41	162
Arrive On Green	0.03	0.70	0.70	0.06	0.73	0.73	0.12	0.12	0.12	0.12	0.12	0.12
Sat Flow, veh/h	1753	3497	1560	1753	3575	12	1380	149	1459	1350	327	1308
Grp Volume(v), veh/h	39	1935	35	52	1144	1204	151	0	54	11	0	30
Grp Sat Flow(s),veh/h/ln	1753	1749	1560	1753	1749	1839	1380	0	1608	1350	0	1635
Q Serve(g_s), s	3.8	63.5	1.2	4.9	86.0	86.3	18.3	0.0	5.2	1.3	0.0	2.8
Cycle Q Clear(g_c), s	3.8	63.5	1.2	4.9	86.0	86.3	21.1	0.0	5.2	6.4	0.0	2.8
Prop In Lane	1.00		1.00	1.00		0.01	1.00		0.91	1.00		0.80
Lane Grp Cap(c), veh/h	50	2442	1089	110	1281	1347	191	0	200	169	0	203
V/C Ratio(X)	0.78	0.79	0.03	0.47	0.89	0.89	0.79	0.00	0.27	0.07	0.00	0.15
Avail Cap(c_a), veh/h	64	2442	1089	110	1281	1347	191	0	200	169	0	203
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.53	0.53	0.53	0.09	0.09	0.09	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	82.0	17.3	7.9	76.9	17.6	17.6	76.0	0.0	67.5	70.4	0.0	66.4
Incr Delay (d2), s/veh	21.6	1.5	0.0	0.3	1.0	1.0	19.8	0.0	0.7	0.2	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	23.7	0.4	2.2	30.4	32.0	7.7	0.0	2.2	0.5	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	103.7	18.8	7.9	77.2	18.6	18.6	95.7	0.0	68.2	70.6	0.0	66.8
LnGrp LOS	F	B	A	E	B	B	F	A	E	E	A	E
Approach Vol, veh/h		2009			2400			205			41	
Approach Delay, s/veh		20.3			19.9			88.5			67.8	
Approach LOS		C			B			F			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.6	131.4		27.0	17.5	125.5		27.0				
Change Period (Y+Rc), s	6.8	6.8		* 5.9	6.8	6.8		* 5.9				
Max Green Setting (Gmax), s	6.2	123.2		* 21	10.7	118.7		* 21				
Max Q Clear Time (g_c+I1), s	5.8	88.3		23.1	6.9	65.5		8.4				
Green Ext Time (p_c), s	0.0	31.4		0.0	0.0	35.7		0.1				

Intersection Summary		
HCM 6th Ctrl Delay		23.5
HCM 6th LOS		C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	297	1055	614	298	1473	534	536	2202	243	324	1330	275
Future Volume (veh/h)	297	1055	614	298	1473	534	536	2202	243	324	1330	275
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	313	1111	646	314	1551	562	564	2318	256	341	1400	289
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	4	4	4	3	3	3	3	3	3
Cap, veh/h	244	909	647	239	1136	1103	530	1850	789	264	1457	565
Arrive On Green	0.07	0.26	0.26	0.14	0.32	0.32	0.15	0.37	0.37	0.08	0.29	0.29
Sat Flow, veh/h	3401	3497	1560	1753	3497	2745	3428	5066	1572	3428	5066	1572
Grp Volume(v), veh/h	313	1111	646	314	1551	562	564	2318	256	341	1400	289
Grp Sat Flow(s),veh/h/ln	1700	1749	1560	1753	1749	1373	1714	1689	1572	1714	1689	1572
Q Serve(g_s), s	12.2	44.2	34.3	23.2	55.2	13.1	26.3	62.1	9.9	13.1	46.3	12.3
Cycle Q Clear(g_c), s	12.2	44.2	34.3	23.2	55.2	13.1	26.3	62.1	9.9	13.1	46.3	12.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	244	909	647	239	1136	1103	530	1850	789	264	1457	565
V/C Ratio(X)	1.28	1.22	1.00	1.31	1.37	0.51	1.06	1.25	0.32	1.29	0.96	0.51
Avail Cap(c_a), veh/h	244	909	647	239	1136	1103	530	1850	789	264	1457	565
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.55	0.55	0.55	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	78.9	62.9	25.7	73.4	57.4	38.3	71.8	53.9	10.5	78.4	59.6	42.7
Incr Delay (d2), s/veh	143.4	105.5	25.9	167.2	170.3	0.3	57.0	118.3	1.1	156.2	15.9	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.2	32.6	15.6	21.4	50.7	3.8	15.6	45.9	3.5	11.5	21.5	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	222.3	168.4	51.6	240.6	227.7	38.5	128.9	172.3	11.6	234.6	75.5	46.0
LnGrp LOS	F	F	D	F	F	D	F	F	B	F	E	D
Approach Vol, veh/h		2070			2427			3138			2030	
Approach Delay, s/veh		140.1			185.6			151.4			98.1	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	69.0	30.0	51.0	33.2	55.8	19.0	62.0
Change Period (Y+Rc), s	6.9	6.9	6.8	6.8	6.9	6.9	6.8	6.8
Max Green Setting (Gmax), s	13.1	62.1	23.2	44.2	26.3	48.9	12.2	55.2
Max Q Clear Time (g_c+I1), s	15.1	64.1	25.2	46.2	28.3	48.3	14.2	57.2
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0

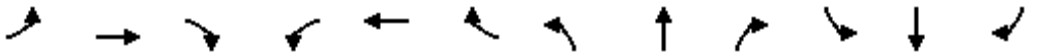
Intersection Summary	
HCM 6th Ctrl Delay	146.3
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
1: Fern Hill Dr & Gibsonton Dr

06/07/2023



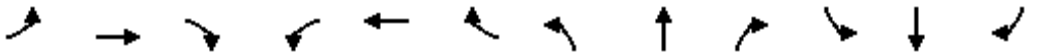
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	124	2273	362	138	1934	14	213	20	85	48	23	123
Future Volume (veh/h)	124	2273	362	138	1934	14	213	20	85	48	23	123
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	131	2393	381	145	2036	15	224	21	89	51	24	129
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	4	4	4	2	2	2	2	2	2
Cap, veh/h	149	2505	1117	165	3497	26	251	241	204	95	83	70
Arrive On Green	0.09	0.72	0.72	0.05	0.68	0.68	0.05	0.13	0.13	0.04	0.04	0.04
Sat Flow, veh/h	1753	3497	1560	3401	5146	38	5023	1870	1585	1283	1870	1585
Grp Volume(v), veh/h	131	2393	381	145	1325	726	224	21	89	51	24	129
Grp Sat Flow(s),veh/h/ln	1753	1749	1560	1700	1675	1834	1674	1870	1585	1283	1870	1585
Q Serve(g_s), s	14.0	116.8	10.0	8.1	39.8	39.9	8.4	1.9	9.8	7.5	2.4	8.4
Cycle Q Clear(g_c), s	14.0	116.8	10.0	8.1	39.8	39.9	8.4	1.9	9.8	7.5	2.4	8.4
Prop In Lane	1.00		1.00	1.00		0.02	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	149	2505	1117	165	2276	1246	251	241	204	95	83	70
V/C Ratio(X)	0.88	0.96	0.34	0.88	0.58	0.58	0.89	0.09	0.44	0.54	0.29	1.84
Avail Cap(c_a), veh/h	221	2505	1117	165	2276	1246	251	241	204	95	83	70
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(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
Uniform Delay (d), s/veh	85.9	24.2	3.3	89.9	16.1	16.1	89.7	72.9	76.4	90.4	87.9	90.8
Incr Delay (d2), s/veh	22.1	10.2	0.8	38.2	1.1	2.0	30.3	0.3	2.5	6.0	1.9	428.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.2	46.8	3.1	4.4	15.0	16.7	4.4	0.9	4.2	2.7	1.2	11.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	108.0	34.4	4.2	128.1	17.2	18.1	120.0	73.2	78.9	96.4	89.8	518.9
LnGrp LOS	F	C	A	F	B	B	F	E	E	F	F	F
Approach Vol, veh/h		2905			2196			334			204	
Approach Delay, s/veh		33.7			24.9			106.1			362.8	
Approach LOS		C			C			F			F	

Timer - Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.0	135.9		31.1	16.0	142.9	16.1	15.0
Change Period (Y+Rc), s	6.8	6.8		* 6.6	6.8	6.8	* 6.6	* 6.6
Max Green Setting (Gmax), s	24.0	121.3		* 25	9.2	136.1	* 9.5	* 8.4
Max Q Clear Time (g_c+I1), s	16.0	41.9		11.8	10.1	118.8	10.4	10.4
Green Ext Time (p_c), s	0.2	42.6		0.4	0.0	16.6	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	46.5
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	2081	301	71	2011	4	119	4	53	2	2	6
Future Volume (veh/h)	7	2081	301	71	2011	4	119	4	53	2	2	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	7	2191	0	75	2117	4	125	4	56	2	2	6
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	4	4	4	2	2	2	2	2	2
Cap, veh/h	60	2444		136	2658	5	161	217	184	28	18	35
Arrive On Green	0.03	0.70	0.00	0.16	1.00	1.00	0.05	0.12	0.12	0.04	0.04	0.04
Sat Flow, veh/h	1753	3497	1560	1753	3581	7	3456	1870	1585	152	502	981
Grp Volume(v), veh/h	7	2191	0	75	1033	1088	125	4	56	10	0	0
Grp Sat Flow(s),veh/h/ln	1753	1749	1560	1753	1749	1840	1728	1870	1585	1634	0	0
Q Serve(g_s), s	0.7	95.9	0.0	7.5	0.0	0.0	6.8	0.4	6.2	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.7	95.9	0.0	7.5	0.0	0.0	6.8	0.4	6.2	1.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	0.20		0.60
Lane Grp Cap(c), veh/h	60	2444		136	1298	1365	161	217	184	81	0	0
V/C Ratio(X)	0.12	0.90		0.55	0.80	0.80	0.78	0.02	0.30	0.12	0.00	0.00
Avail Cap(c_a), veh/h	60	2444		136	1298	1365	186	239	203	83	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.55	0.55	0.55	1.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	88.9	23.1	0.0	77.2	0.0	0.0	89.6	74.4	76.9	88.8	0.0	0.0
Incr Delay (d2), s/veh	0.8	5.7	0.0	2.6	2.9	2.8	16.5	0.0	0.9	0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	38.0	0.0	3.3	1.0	1.0	3.4	0.2	2.6	0.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	89.8	28.7	0.0	79.8	2.9	2.8	106.1	74.4	77.9	89.5	0.0	0.0
LnGrp LOS	F	C		E	A	A	F	E	E	F	A	A
Approach Vol, veh/h		2198			2196			185			10	
Approach Delay, s/veh		28.9			5.5			96.9			89.5	
Approach LOS		C			A			F			F	

Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.3	147.8		28.9	21.5	139.6	15.6	13.2				
Change Period (Y+Rc), s	6.8	6.8		* 6.8	6.8	6.8	6.8	6.4				
Max Green Setting (Gmax), s	5.0	141.0		* 24	13.2	132.8	10.2	7.0				
Max Q Clear Time (g_c+I1), s	2.7	2.0		8.2	9.5	97.9	8.8	3.1				
Green Ext Time (p_c), s	0.0	74.0		0.1	0.0	29.2	0.0	0.0				

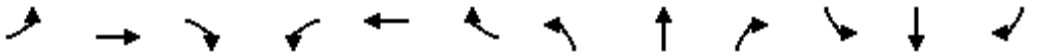
Intersection Summary			
HCM 6th Ctrl Delay		20.6	
HCM 6th LOS		C	

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	1946	169	136	1956	24	111	4	129	11	5	19
Future Volume (veh/h)	21	1946	169	136	1956	24	111	4	129	11	5	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	22	2048	178	143	2059	25	117	4	136	12	5	20
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	4	4	4	2	2	2	2	2	2
Cap, veh/h	75	2437	1087	161	2639	32	170	5	168	66	36	142
Arrive On Green	0.04	0.70	0.70	0.09	0.75	0.75	0.11	0.11	0.11	0.11	0.11	0.11
Sat Flow, veh/h	1753	3497	1560	1753	3539	43	1386	45	1547	1249	327	1308
Grp Volume(v), veh/h	22	2048	178	143	1015	1069	117	0	140	12	0	25
Grp Sat Flow(s),veh/h/ln	1753	1749	1560	1753	1749	1833	1386	0	1592	1249	0	1635
Q Serve(g_s), s	2.3	81.4	7.4	15.3	66.9	67.5	15.9	0.0	16.3	1.8	0.0	2.6
Cycle Q Clear(g_c), s	2.3	81.4	7.4	15.3	66.9	67.5	18.5	0.0	16.3	18.1	0.0	2.6
Prop In Lane	1.00		1.00	1.00		0.02	1.00		0.97	1.00		0.80
Lane Grp Cap(c), veh/h	75	2437	1087	161	1304	1367	170	0	173	66	0	178
V/C Ratio(X)	0.29	0.84	0.16	0.89	0.78	0.78	0.69	0.00	0.81	0.18	0.00	0.14
Avail Cap(c_a), veh/h	75	2437	1087	205	1304	1367	180	0	185	76	0	190
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.45	0.45	0.45	0.09	0.09	0.09	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	88.2	21.1	9.9	85.3	14.6	14.7	85.0	0.0	82.7	91.6	0.0	76.6
Incr Delay (d2), s/veh	1.0	1.7	0.1	3.9	0.4	0.4	10.0	0.0	21.6	1.3	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	31.4	2.5	7.1	24.0	25.5	6.2	0.0	7.9	0.6	0.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	89.1	22.8	10.0	89.2	15.1	15.1	95.0	0.0	104.3	92.9	0.0	77.0
LnGrp LOS	F	C	B	F	B	B	F	A	F	F	A	E
Approach Vol, veh/h		2248			2227			257			37	
Approach Delay, s/veh		22.4			19.9			100.1			82.1	
Approach LOS		C			B			F			F	

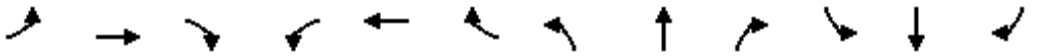
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.9	148.5		26.6	24.3	139.2		26.6				
Change Period (Y+Rc), s	6.8	6.8		* 5.9	6.8	6.8		* 5.9				
Max Green Setting (Gmax), s	6.7	141.7		* 22	22.2	126.2		* 22				
Max Q Clear Time (g_c+I1), s	4.3	69.5		20.5	17.3	83.4		20.1				
Green Ext Time (p_c), s	0.0	48.9		0.2	0.1	33.7		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		25.9	
HCM 6th LOS		C	

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



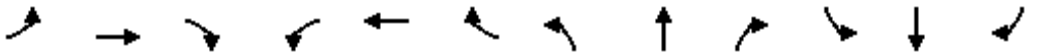
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	311	1272	589	275	1307	201	468	1120	349	567	1978	312
Future Volume (veh/h)	311	1272	589	275	1307	201	468	1120	349	567	1978	312
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	327	1339	620	289	1376	212	493	1179	367	597	2082	328
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	4	4	4	3	3	3	3	3	3
Cap, veh/h	254	998	618	214	1163	1403	381	1368	617	612	1709	648
Arrive On Green	0.07	0.29	0.29	0.12	0.33	0.33	0.11	0.27	0.27	0.18	0.34	0.34
Sat Flow, veh/h	3401	3497	1560	1753	3497	2745	3428	5066	1572	3428	5066	1572
Grp Volume(v), veh/h	327	1339	620	289	1376	212	493	1179	367	597	2082	328
Grp Sat Flow(s),veh/h/ln	1700	1749	1560	1753	1749	1373	1714	1689	1572	1714	1689	1572
Q Serve(g_s), s	14.2	54.2	54.2	23.2	63.2	7.8	21.1	42.1	12.4	32.9	64.1	18.4
Cycle Q Clear(g_c), s	14.2	54.2	54.2	23.2	63.2	7.8	21.1	42.1	12.4	32.9	64.1	18.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	254	998	618	214	1163	1403	381	1368	617	612	1709	648
V/C Ratio(X)	1.29	1.34	1.00	1.35	1.18	0.15	1.29	0.86	0.60	0.98	1.22	0.51
Avail Cap(c_a), veh/h	254	998	618	214	1163	1403	381	1368	617	612	1709	648
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.41	0.41	0.41	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	87.9	67.9	57.3	83.4	63.4	24.6	84.4	66.0	18.5	77.6	62.9	18.9
Incr Delay (d2), s/veh	140.9	156.8	23.9	185.1	91.3	0.0	151.0	7.4	4.2	30.2	103.8	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.2	45.6	23.9	21.4	42.3	2.6	17.3	18.8	7.1	16.9	43.4	7.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	228.8	224.7	81.2	268.5	154.7	24.6	235.4	73.3	22.7	107.9	166.7	21.7
LnGrp LOS	F	F	F	F	F	C	F	E	C	F	F	C
Approach Vol, veh/h		2286			1877			2039			3007	
Approach Delay, s/veh		186.4			157.5			103.4			139.2	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	40.8	58.2	30.0	61.0	28.0	71.0	21.0	70.0
Change Period (Y+Rc), s	6.9	6.9	6.8	6.8	6.9	6.9	6.8	6.8
Max Green Setting (Gmax), s	33.9	51.3	23.2	54.2	21.1	64.1	14.2	63.2
Max Q Clear Time (g_c+I1), s	34.9	44.1	25.2	56.2	23.1	66.1	16.2	65.2
Green Ext Time (p_c), s	0.0	4.7	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	146.7
HCM 6th LOS	F

HCM 6th Signalized Intersection Summary
1: Fern Hill Dr & Gibsonton Dr

06/07/2023



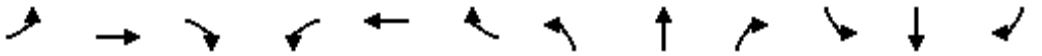
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	2591	361	107	3192	10	446	17	96	62	6	131
Future Volume (veh/h)	150	2591	361	107	3192	10	446	17	96	62	6	131
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	158	2727	380	113	3360	11	469	18	101	65	6	138
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	4	4	4	2	2	2	2	2	2
Cap, veh/h	174	3020	937	181	4701	15	523	382	323	122	131	111
Arrive On Green	0.10	0.60	0.60	0.10	0.60	0.60	0.10	0.20	0.20	0.07	0.07	0.07
Sat Flow, veh/h	1753	5025	1560	1753	7775	25	5023	1870	1585	1273	1870	1585
Grp Volume(v), veh/h	158	2727	380	113	2577	794	469	18	101	65	6	138
Grp Sat Flow(s),veh/h/ln	1753	1675	1560	1753	1491	1836	1674	1870	1585	1273	1870	1585
Q Serve(g_s), s	19.6	104.2	16.6	13.6	66.2	66.2	20.3	1.7	11.9	11.0	0.7	15.4
Cycle Q Clear(g_c), s	19.6	104.2	16.6	13.6	66.2	66.2	20.3	1.7	11.9	11.0	0.7	15.4
Prop In Lane	1.00		1.00	1.00		0.01	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	174	3020	937	181	3606	1110	523	382	323	122	131	111
V/C Ratio(X)	0.91	0.90	0.41	0.62	0.71	0.71	0.90	0.05	0.31	0.53	0.05	1.24
Avail Cap(c_a), veh/h	253	3020	937	181	3606	1110	580	403	342	122	131	111
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(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
Uniform Delay (d), s/veh	98.0	38.3	8.0	94.6	30.3	30.3	97.4	70.4	74.4	100.3	95.4	102.3
Incr Delay (d2), s/veh	25.6	5.0	1.3	6.6	1.2	3.9	15.7	0.1	0.9	4.4	0.1	164.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.2	42.8	6.1	6.5	23.7	30.0	9.7	0.8	5.0	3.8	0.3	11.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	123.6	43.3	9.3	101.1	31.5	34.2	113.1	70.4	75.4	104.7	95.6	267.1
LnGrp LOS	F	D	A	F	C	C	F	E	E	F	F	F
Approach Vol, veh/h		3265			3484			588			209	
Approach Delay, s/veh		43.2			34.4			105.3			211.7	
Approach LOS		D			C			F			F	

Timer - Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	28.7	139.8		51.5	29.5	139.0	29.5	22.0
Change Period (Y+Rc), s	6.8	6.8		* 6.6	6.8	6.8	* 6.6	* 6.6
Max Green Setting (Gmax), s	31.7	120.7		* 47	20.2	132.2	* 25	* 15
Max Q Clear Time (g_c+I1), s	21.6	68.2		13.9	15.6	106.2	22.3	17.4
Green Ext Time (p_c), s	0.3	49.8		0.8	0.1	24.9	0.6	0.0

Intersection Summary		
HCM 6th Ctrl Delay		48.6
HCM 6th LOS		D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	2521	303	104	3044	12	177	7	56	6	7	5
Future Volume (veh/h)	12	2521	303	104	3044	12	177	7	56	6	7	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	13	2654	0	109	3204	13	186	7	59	6	7	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	4	4	4	2	2	2	2	2	2
Cap, veh/h	40	2585		107	2777	11	160	200	170	33	27	14
Arrive On Green	0.02	0.74	0.00	0.12	1.00	1.00	0.05	0.11	0.11	0.03	0.03	0.03
Sat Flow, veh/h	1753	3497	1560	1753	3572	14	3456	1870	1585	345	847	458
Grp Volume(v), veh/h	13	2654	0	109	1567	1650	186	7	59	18	0	0
Grp Sat Flow(s),veh/h/ln	1753	1749	1560	1753	1749	1838	1728	1870	1585	1650	0	0
Q Serve(g_s), s	1.6	162.6	0.0	13.4	0.0	159.1	10.2	0.7	7.6	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.6	162.6	0.0	13.4	0.0	159.1	10.2	0.7	7.6	2.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.01	1.00		1.00	0.33		0.28
Lane Grp Cap(c), veh/h	40	2585		107	1359	1429	160	200	170	74	0	0
V/C Ratio(X)	0.32	1.03		1.02	1.15	1.15	1.16	0.03	0.35	0.24	0.00	0.00
Avail Cap(c_a), veh/h	40	2585		107	1359	1429	160	207	175	74	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.09	0.09	0.09	1.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	105.8	28.7	0.0	96.6	0.0	0.0	104.9	88.0	91.1	104.2	0.0	0.0
Incr Delay (d2), s/veh	4.6	24.9	0.0	30.6	69.8	70.5	120.9	0.1	1.2	1.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	70.3	0.0	6.6	26.3	28.0	7.3	0.4	3.2	1.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	110.4	53.6	0.0	127.2	69.8	70.5	225.8	88.1	92.3	105.9	0.0	0.0
LnGrp LOS	F	F		F	F	F	F	F	F	F	A	A
Approach Vol, veh/h		2667			3326			252			18	
Approach Delay, s/veh		53.9			72.0			190.7			105.9	
Approach LOS		D			E			F			F	

Timer - Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.8	177.8		30.4	20.2	169.4	17.0	13.4
Change Period (Y+Rc), s	6.8	6.8		* 6.8	6.8	6.8	6.8	6.4
Max Green Setting (Gmax), s	5.0	171.0		* 24	13.4	162.6	10.2	7.0
Max Q Clear Time (g_c+I1), s	3.6	161.1		9.6	15.4	164.6	12.2	4.2
Green Ext Time (p_c), s	0.0	9.9		0.1	0.0	0.0	0.0	0.0

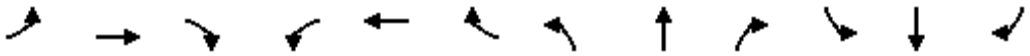
Intersection Summary		
HCM 6th Ctrl Delay		69.2
HCM 6th LOS		E

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



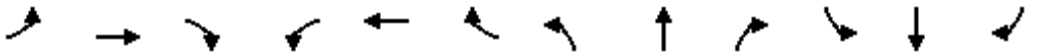
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	2490	44	64	2949	14	183	5	55	11	9	28
Future Volume (veh/h)	49	2490	44	64	2949	14	183	5	55	11	9	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	52	2621	46	67	3104	15	193	5	58	12	9	29
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	4	4	4	2	2	2	2	2	2
Cap, veh/h	49	2626	1171	73	2729	13	167	15	175	143	46	149
Arrive On Green	0.03	0.75	0.75	0.04	0.76	0.76	0.12	0.12	0.12	0.12	0.12	0.12
Sat Flow, veh/h	1753	3497	1560	1753	3569	17	1370	127	1477	1339	389	1255
Grp Volume(v), veh/h	52	2621	46	67	1520	1599	193	0	63	12	0	38
Grp Sat Flow(s),veh/h/ln	1753	1749	1560	1753	1749	1838	1370	0	1604	1339	0	1644
Q Serve(g_s), s	6.2	163.9	1.7	8.4	168.2	168.2	21.5	0.0	7.9	1.8	0.0	4.6
Cycle Q Clear(g_c), s	6.2	163.9	1.7	8.4	168.2	168.2	26.1	0.0	7.9	9.7	0.0	4.6
Prop In Lane	1.00		1.00	1.00		0.01	1.00		0.92	1.00		0.76
Lane Grp Cap(c), veh/h	49	2626	1171	73	1337	1405	167	0	190	143	0	195
V/C Ratio(X)	1.05	1.00	0.04	0.91	1.14	1.14	1.16	0.00	0.33	0.08	0.00	0.19
Avail Cap(c_a), veh/h	49	2626	1171	73	1337	1405	167	0	190	143	0	195
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.09	0.09	0.09	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	106.9	27.2	7.0	105.0	25.9	25.9	101.4	0.0	88.9	93.4	0.0	87.5
Incr Delay (d2), s/veh	53.0	4.8	0.0	14.7	62.4	63.2	118.6	0.0	1.0	0.2	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	62.9	0.6	4.1	84.8	89.4	15.2	0.0	3.4	0.7	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	159.9	32.1	7.0	119.7	88.3	89.1	219.9	0.0	89.9	93.7	0.0	88.0
LnGrp LOS	F	C	A	F	F	F	F	A	F	F	A	F
Approach Vol, veh/h		2719			3186			256			50	
Approach Delay, s/veh		34.1			89.4			187.9			89.3	
Approach LOS		C			F			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.0	175.0		32.0	16.0	172.0		32.0				
Change Period (Y+Rc), s	6.8	6.8		* 5.9	6.8	6.8		* 5.9				
Max Green Setting (Gmax), s	6.2	168.2		* 26	9.2	165.2		* 26				
Max Q Clear Time (g_c+I1), s	8.2	170.2		28.1	10.4	165.9		11.7				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	0.0		0.1				

Intersection Summary												
HCM 6th Ctrl Delay			69.3									
HCM 6th LOS			E									

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	427	1378	758	360	1951	646	661	2712	299	374	1536	318
Future Volume (veh/h)	427	1378	758	360	1951	646	661	2712	299	374	1536	318
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	449	1451	798	379	2054	680	696	2855	315	394	1617	335
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	4	4	4	3	3	3	3	3	3
Cap, veh/h	297	1068	676	233	1227	1177	438	1821	774	266	1568	624
Arrive On Green	0.09	0.31	0.31	0.13	0.35	0.35	0.13	0.36	0.36	0.08	0.31	0.31
Sat Flow, veh/h	3401	3497	1560	1753	3497	2745	3428	5066	1572	3428	5066	1572
Grp Volume(v), veh/h	449	1451	798	379	2054	680	696	2855	315	394	1617	335
Grp Sat Flow(s),veh/h/ln	1700	1749	1560	1753	1749	1373	1714	1689	1572	1714	1689	1572
Q Serve(g_s), s	19.2	67.2	56.7	29.2	77.2	28.3	28.1	79.1	28.0	17.1	68.1	16.7
Cycle Q Clear(g_c), s	19.2	67.2	56.7	29.2	77.2	28.3	28.1	79.1	28.0	17.1	68.1	16.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	297	1068	676	233	1227	1177	438	1821	774	266	1568	624
V/C Ratio(X)	1.51	1.36	1.18	1.63	1.67	0.58	1.59	1.57	0.41	1.48	1.03	0.54
Avail Cap(c_a), veh/h	297	1068	676	233	1227	1177	438	1821	774	266	1568	624
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	100.4	76.4	38.8	95.4	71.4	24.4	95.9	70.4	35.5	101.4	75.9	50.9
Incr Delay (d2), s/veh	232.3	161.8	83.0	301.8	306.7	0.6	275.9	258.1	1.6	234.5	31.2	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	18.1	53.9	35.9	32.8	86.4	9.3	29.3	77.3	11.2	16.3	33.7	6.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	332.7	238.2	121.7	397.2	378.1	25.0	371.9	328.5	37.0	336.0	107.1	54.1
LnGrp LOS	F	F	F	F	F	C	F	F	D	F	F	D
Approach Vol, veh/h		2698			3113			3866			2346	
Approach Delay, s/veh		219.5			303.3			312.6			138.0	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.0	86.0	36.0	74.0	35.0	75.0	26.0	84.0
Change Period (Y+Rc), s	6.9	6.9	6.8	6.8	6.9	6.9	6.8	6.8
Max Green Setting (Gmax), s	17.1	79.1	29.2	67.2	28.1	68.1	19.2	77.2
Max Q Clear Time (g_c+I1), s	19.1	81.1	31.2	69.2	30.1	70.1	21.2	79.2
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

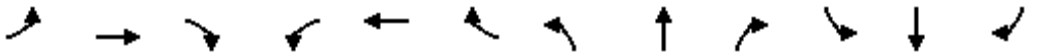
Intersection Summary	
HCM 6th Ctrl Delay	255.2
HCM 6th LOS	F

Notes

User approved pedestrian interval to be less than phase max green.

HCM 6th Signalized Intersection Summary
1: Fern Hill Dr & Gibsonton Dr

06/07/2023



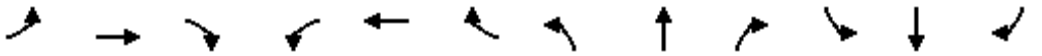
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	2902	439	194	2719	19	254	24	121	60	28	149
Future Volume (veh/h)	150	2902	439	194	2719	19	254	24	121	60	28	149
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	158	3055	462	204	2862	20	267	25	127	63	29	157
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	4	4	4	2	2	2	2	2	2
Cap, veh/h	174	3180	987	225	5120	36	306	275	233	102	105	89
Arrive On Green	0.10	0.63	0.63	0.13	0.66	0.66	0.06	0.15	0.15	0.06	0.06	0.06
Sat Flow, veh/h	1753	5025	1560	1753	7741	54	5023	1870	1585	1235	1870	1585
Grp Volume(v), veh/h	158	3055	462	204	2205	677	267	25	127	63	29	157
Grp Sat Flow(s),veh/h/ln	1753	1675	1560	1753	1491	1831	1674	1870	1585	1235	1870	1585
Q Serve(g_s), s	19.6	125.3	22.7	25.3	43.7	43.7	11.6	2.5	16.3	11.2	3.3	12.4
Cycle Q Clear(g_c), s	19.6	125.3	22.7	25.3	43.7	43.7	11.6	2.5	16.3	11.2	3.3	12.4
Prop In Lane	1.00		1.00	1.00		0.03	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	174	3180	987	225	3945	1211	306	275	233	102	105	89
V/C Ratio(X)	0.91	0.96	0.47	0.91	0.56	0.56	0.87	0.09	0.54	0.62	0.28	1.76
Avail Cap(c_a), veh/h	253	3180	987	225	3945	1211	306	275	233	102	105	89
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(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
Uniform Delay (d), s/veh	98.0	37.8	9.4	94.6	20.0	20.0	102.5	81.1	87.0	103.2	99.5	103.8
Incr Delay (d2), s/veh	25.6	9.1	1.6	36.1	0.6	1.9	23.0	0.2	3.8	10.5	1.4	382.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.2	51.7	8.4	13.7	15.1	19.0	5.8	1.3	7.0	3.9	1.7	14.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	123.6	47.0	11.0	130.7	20.6	21.9	125.5	81.3	90.8	113.8	100.9	486.3
LnGrp LOS	F	D	B	F	C	C	F	F	F	F	F	F
Approach Vol, veh/h		3675			3086			419			249	
Approach Delay, s/veh		45.8			28.1			112.3			347.1	
Approach LOS		D			C			F			F	

Timer - Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	28.7	152.3		39.0	35.0	146.0	20.0	19.0
Change Period (Y+Rc), s	6.8	6.8		* 6.6	6.8	6.8	* 6.6	* 6.6
Max Green Setting (Gmax), s	31.7	135.7		* 32	28.2	139.2	* 13	* 12
Max Q Clear Time (g_c+I1), s	21.6	45.7		18.3	27.3	127.3	13.6	14.4
Green Ext Time (p_c), s	0.3	72.6		0.7	0.1	11.8	0.0	0.0

Intersection Summary		
HCM 6th Ctrl Delay		52.3
HCM 6th LOS		D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	2783	423	99	2688	6	143	5	59	2	2	8
Future Volume (veh/h)	8	2783	423	99	2688	6	143	5	59	2	2	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	8	2929	0	104	2829	6	151	5	62	2	2	8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	4	4	4	2	2	2	2	2	2
Cap, veh/h	40	2620		98	2799	6	145	192	162	23	13	34
Arrive On Green	0.02	0.75	0.00	0.11	1.00	1.00	0.04	0.10	0.10	0.03	0.03	0.03
Sat Flow, veh/h	1753	3497	1560	1753	3580	8	3456	1870	1585	129	412	1082
Grp Volume(v), veh/h	8	2929	0	104	1381	1454	151	5	62	12	0	0
Grp Sat Flow(s),veh/h/ln	1753	1749	1560	1753	1749	1839	1728	1870	1585	1624	0	0
Q Serve(g_s), s	1.0	164.8	0.0	12.3	172.0	172.0	9.2	0.5	8.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.0	164.8	0.0	12.3	172.0	172.0	9.2	0.5	8.0	1.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.00	1.00		1.00	0.17		0.67
Lane Grp Cap(c), veh/h	40	2620		98	1367	1438	145	192	162	70	0	0
V/C Ratio(X)	0.20	1.12		1.06	1.01	1.01	1.04	0.03	0.38	0.17	0.00	0.00
Avail Cap(c_a), veh/h	40	2620		98	1367	1438	145	198	168	71	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.09	0.09	0.09	1.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	105.5	27.6	0.0	97.7	0.0	0.0	105.4	88.8	92.2	103.9	0.0	0.0
Incr Delay (d2), s/veh	2.4	59.0	0.0	46.4	10.0	10.0	87.3	0.1	1.5	1.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	82.9	0.0	6.5	3.8	4.0	5.9	0.3	3.4	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	107.9	86.6	0.0	144.1	10.0	10.0	192.7	88.9	93.7	105.0	0.0	0.0
LnGrp LOS	F	F		F	F	F	F	F	F	F	A	A
Approach Vol, veh/h		2937			2939			218			12	
Approach Delay, s/veh		86.6			14.8			162.2			105.0	
Approach LOS		F			B			F			F	

Timer - Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.9	178.8		29.3	19.1	171.6	16.0	13.3
Change Period (Y+Rc), s	6.8	6.8		* 6.8	6.8	6.8	6.8	6.4
Max Green Setting (Gmax), s	5.0	172.0		* 23	12.2	164.8	9.2	7.0
Max Q Clear Time (g_c+I1), s	3.0	174.0		10.0	14.3	166.8	11.2	3.5
Green Ext Time (p_c), s	0.0	0.0		0.1	0.0	0.0	0.0	0.0

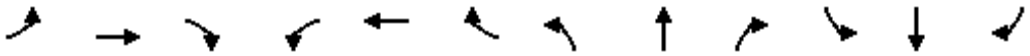
Intersection Summary	
HCM 6th Ctrl Delay	54.8
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	2591	225	170	2648	49	122	5	164	15	6	23
Future Volume (veh/h)	28	2591	225	170	2648	49	122	5	164	15	6	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	29	2727	237	179	2787	52	128	5	173	16	6	24
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	4	4	4	2	2	2	2	2	2
Cap, veh/h	37	2544	1134	171	2822	52	129	4	134	33	28	114
Arrive On Green	0.02	0.73	0.73	0.10	0.80	0.80	0.09	0.09	0.09	0.09	0.09	0.09
Sat Flow, veh/h	1753	3497	1560	1753	3512	65	1380	45	1547	1206	327	1308
Grp Volume(v), veh/h	29	2727	237	179	1383	1456	128	0	178	16	0	30
Grp Sat Flow(s),veh/h/ln	1753	1749	1560	1753	1749	1829	1380	0	1592	1206	0	1635
Q Serve(g_s), s	3.6	160.0	10.7	21.4	163.7	168.8	15.3	0.0	19.1	0.0	0.0	3.8
Cycle Q Clear(g_c), s	3.6	160.0	10.7	21.4	163.7	168.8	19.1	0.0	19.1	19.1	0.0	3.8
Prop In Lane	1.00		1.00	1.00		0.04	1.00		0.97	1.00		0.80
Lane Grp Cap(c), veh/h	37	2544	1134	171	1405	1469	129	0	138	33	0	142
V/C Ratio(X)	0.78	1.07	0.21	1.05	0.98	0.99	0.99	0.00	1.29	0.49	0.00	0.21
Avail Cap(c_a), veh/h	42	2544	1134	171	1405	1469	129	0	138	33	0	142
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.09	0.09	0.09	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	107.2	30.0	9.6	99.3	20.4	20.9	104.2	0.0	100.5	110.0	0.0	93.4
Incr Delay (d2), s/veh	7.3	33.4	0.0	35.1	4.5	5.3	76.9	0.0	173.2	10.9	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	72.9	3.7	11.4	57.7	62.6	10.2	0.0	14.7	1.0	0.0	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	114.5	63.4	9.7	134.4	24.8	26.1	181.1	0.0	273.6	120.9	0.0	94.2
LnGrp LOS	F	F	A	F	C	C	F	A	F	F	A	F
Approach Vol, veh/h		2993			3018			306			46	
Approach Delay, s/veh		59.6			31.9			234.9			103.5	
Approach LOS		E			C			F			F	

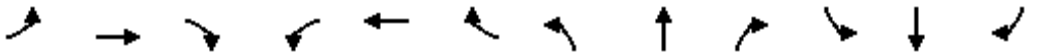
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.5	183.5		25.0	28.2	166.8		25.0				
Change Period (Y+Rc), s	6.8	6.8		* 5.9	6.8	6.8		* 5.9				
Max Green Setting (Gmax), s	5.3	176.1		* 19	21.4	160.0		* 19				
Max Q Clear Time (g_c+I1), s	5.6	170.8		21.1	23.4	162.0		21.1				
Green Ext Time (p_c), s	0.0	5.2		0.0	0.0	0.0		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		55.2
HCM 6th LOS		E

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	406	1699	732	389	1790	263	638	1380	431	655	2284	403
Future Volume (veh/h)	406	1699	732	389	1790	263	638	1380	431	655	2284	403
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	427	1788	771	409	1884	277	672	1453	454	689	2404	424
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	4	4	4	3	3	3	3	3	3
Cap, veh/h	281	1052	662	249	1259	1327	422	1568	710	422	1568	617
Arrive On Green	0.08	0.30	0.30	0.14	0.36	0.36	0.12	0.31	0.31	0.12	0.31	0.31
Sat Flow, veh/h	3401	3497	1560	1753	3497	2745	3428	5066	1572	3428	5066	1572
Grp Volume(v), veh/h	427	1788	771	409	1884	277	672	1453	454	689	2404	424
Grp Sat Flow(s),veh/h/ln	1700	1749	1560	1753	1749	1373	1714	1689	1572	1714	1689	1572
Q Serve(g_s), s	18.2	66.2	56.1	31.2	79.2	2.8	27.1	61.1	29.6	27.1	68.1	31.7
Cycle Q Clear(g_c), s	18.2	66.2	56.1	31.2	79.2	2.8	27.1	61.1	29.6	27.1	68.1	31.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	281	1052	662	249	1259	1327	422	1568	710	422	1568	617
V/C Ratio(X)	1.52	1.70	1.17	1.65	1.50	0.21	1.59	0.93	0.64	1.63	1.53	0.69
Avail Cap(c_a), veh/h	281	1052	662	249	1259	1327	422	1568	710	422	1568	617
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	100.9	76.9	39.4	94.4	70.4	15.8	96.5	73.5	20.7	96.5	75.9	26.6
Incr Delay (d2), s/veh	234.6	314.9	76.1	307.7	227.6	0.1	277.1	10.9	4.4	294.8	243.2	6.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.2	75.5	34.2	35.4	74.7	2.7	28.3	27.8	11.5	29.3	64.5	12.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	335.5	391.8	115.5	402.1	298.0	15.9	373.5	84.4	25.1	391.2	319.1	32.8
LnGrp LOS	F	F	F	F	F	B	F	F	C	F	F	C
Approach Vol, veh/h		2986			2570			2579			3517	
Approach Delay, s/veh		312.4			284.2			149.3			298.7	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	34.0	75.0	38.0	73.0	34.0	75.0	25.0	86.0
Change Period (Y+Rc), s	6.9	6.9	6.8	6.8	6.9	6.9	6.8	6.8
Max Green Setting (Gmax), s	27.1	68.1	31.2	66.2	27.1	68.1	18.2	79.2
Max Q Clear Time (g_c+I1), s	29.1	63.1	33.2	68.2	29.1	70.1	20.2	81.2
Green Ext Time (p_c), s	0.0	3.9	0.0	0.0	0.0	0.0	0.0	0.0

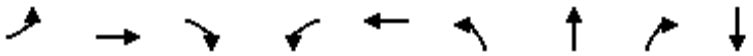
Intersection Summary	
HCM 6th Ctrl Delay	266.0
HCM 6th LOS	F

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	158	2727	380	113	3371	469	18	101	65	6	138
v/c Ratio	0.81	0.89	0.38	0.71	0.77	0.85	0.05	0.25	0.75	0.05	0.61
Control Delay	123.2	41.6	14.2	98.4	35.0	111.5	69.3	11.6	144.3	96.8	23.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	123.2	41.6	14.2	98.4	35.0	111.5	69.3	11.6	144.3	96.8	23.6
Queue Length 50th (ft)	228	1252	173	161	761	240	21	0	94	8	0
Queue Length 95th (ft)	316	1293	249	m144	m652	288	49	60	#175	28	82
Internal Link Dist (ft)		1349			850		374			306	
Turn Bay Length (ft)	420		200	450		200		250	150		150
Base Capacity (vph)	250	3060	1007	159	4380	576	401	420	97	130	239
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.89	0.38	0.71	0.77	0.81	0.04	0.24	0.67	0.05	0.58

Intersection Summary

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

m Volume for 95th percentile queue is metered by upstream signal.



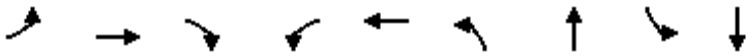
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBT
Lane Group Flow (vph)	13	2654	319	109	3217	186	7	59	18
v/c Ratio	0.33	1.03	0.26	1.04	1.16	0.79	0.03	0.24	0.33
Control Delay	126.2	40.7	0.3	113.9	83.6	115.9	88.1	6.1	97.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	126.2	40.7	0.3	113.9	83.7	115.9	88.1	6.1	97.6
Queue Length 50th (ft)	19	~2205	0	~168	~2950	~164	9	0	19
Queue Length 95th (ft)	m22	#2274	m0	m137	m#2189	#261	31	17	53
Internal Link Dist (ft)		1404			608		310		253
Turn Bay Length (ft)	200		359	200		170		200	
Base Capacity (vph)	39	2573	1208	105	2777	235	205	251	55
Starvation Cap Reductn	0	0	0	0	56	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	1.03	0.26	1.04	1.18	0.79	0.03	0.24	0.33

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	52	2621	46	67	3119	193	63	12	38
v/c Ratio	1.08	1.01	0.04	0.93	1.18	1.20	0.27	0.08	0.17
Control Delay	143.2	9.9	0.0	118.6	100.6	208.4	31.6	87.9	34.7
Queue Delay	0.0	5.2	0.0	0.0	0.4	0.0	0.0	0.0	0.0
Total Delay	143.2	15.2	0.0	118.6	101.1	208.4	31.6	87.9	34.7
Queue Length 50th (ft)	~84	~79	0	102	~2884	~336	20	16	12
Queue Length 95th (ft)	m#80	m36	m0	m75	m116	#528	76	43	56
Internal Link Dist (ft)		608			1417		308		295
Turn Bay Length (ft)	240			305		140		200	
Base Capacity (vph)	48	2606	1178	72	2651	161	232	151	221
Starvation Cap Reductn	0	44	0	0	481	0	0	0	0
Spillback Cap Reductn	0	0	0	0	240	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.08	1.02	0.04	0.93	1.44	1.20	0.27	0.08	0.17

Intersection Summary

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Queue shown is maximum after two cycles.

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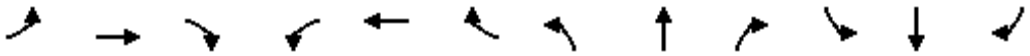
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	449	1451	798	379	2054	680	696	2855	315	394	1617	335
v/c Ratio	1.53	1.37	1.11	1.65	1.69	0.56	1.60	1.58	0.37	1.49	1.04	0.46
Control Delay	297.8	216.8	89.3	359.7	352.0	26.9	333.6	304.7	22.9	299.4	104.9	34.7
Queue Delay	0.0	0.0	0.0	0.0	1.5	0.0	0.0	0.0	0.0	0.0	0.0	1.1
Total Delay	297.8	216.8	89.3	359.7	353.6	26.9	333.6	304.7	22.9	299.4	104.9	35.7
Queue Length 50th (ft)	~466	~1454	~714	~792	~2282	268	~740	~2142	191	~405	~920	258
Queue Length 95th (ft)	m#466	m#1446	m#708	#1029	#2386	322	#878	#2181	272	#527	#1008	361
Internal Link Dist (ft)		1417			2712			1246			825	
Turn Bay Length (ft)	440		790	330		175	550		435	275		800
Base Capacity (vph)	293	1060	721	230	1218	1219	434	1810	862	264	1558	721
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	338	0	0	0	0	0	0	191
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.53	1.37	1.11	1.65	2.33	0.56	1.60	1.58	0.37	1.49	1.04	0.63

Intersection Summary

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

m Volume for 95th percentile queue is metered by upstream signal.

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	158	3055	462	204	2882	267	25	127	63	29	157
v/c Ratio	0.81	0.97	0.44	0.92	0.60	0.88	0.09	0.38	0.84	0.28	0.67
Control Delay	123.2	47.6	13.6	107.7	21.6	129.6	82.2	13.8	165.8	107.1	26.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	123.2	47.6	13.6	107.7	21.6	129.6	82.2	13.8	165.8	107.1	26.1
Queue Length 50th (ft)	228	1501	209	296	475	139	32	0	92	41	0
Queue Length 95th (ft)	316	1534	293	m306	m465	#197	68	72	#195	85	88
Internal Link Dist (ft)		1349			850		374			306	
Turn Bay Length (ft)	420		200	450		200		250	150		150
Base Capacity (vph)	250	3165	1045	222	4800	303	274	341	77	105	237
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.97	0.44	0.92	0.60	0.88	0.09	0.37	0.82	0.28	0.66

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
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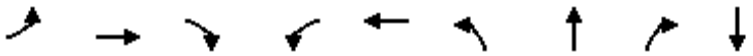

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBT
Lane Group Flow (vph)	8	2929	445	104	2835	151	5	62	12
v/c Ratio	0.21	1.11	0.36	1.08	0.99	0.79	0.03	0.27	0.21
Control Delay	114.9	69.1	0.3	133.3	15.2	123.0	88.8	7.8	66.3
Queue Delay	0.0	0.1	0.0	0.0	10.0	0.0	0.0	0.0	0.0
Total Delay	114.9	69.1	0.3	133.3	25.2	123.0	88.8	7.8	66.3
Queue Length 50th (ft)	11	~2617	0	~167	433	~122	7	0	6
Queue Length 95th (ft)	m13	#2668	m0	m#165	m#2273	#213	24	23	35
Internal Link Dist (ft)		1404			608		310		253
Turn Bay Length (ft)	200		359	200		170		200	
Base Capacity (vph)	39	2635	1248	96	2860	192	197	244	58
Starvation Cap Reductn	0	0	0	0	100	0	0	0	0
Spillback Cap Reductn	0	98	0	0	0	0	0	2	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	1.15	0.36	1.08	1.03	0.79	0.03	0.26	0.21

Intersection Summary

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Queue shown is maximum after two cycles.

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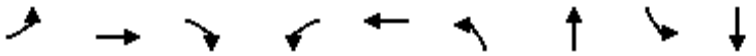
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	29	2727	237	179	2839	128	178	16	30
v/c Ratio	0.71	1.08	0.20	1.07	1.01	1.08	0.67	0.48	0.18
Control Delay	135.6	45.4	0.1	101.6	36.2	190.6	37.3	139.4	38.5
Queue Delay	0.0	8.5	0.0	0.0	10.3	3.2	0.0	0.0	0.0
Total Delay	135.6	53.9	0.1	101.6	46.5	193.7	37.3	139.4	38.5
Queue Length 50th (ft)	43	~2303	0	~280	~1361	~205	54	23	8
Queue Length 95th (ft)	m39	m54	m0	m189	m181	#370	154	#66	48
Internal Link Dist (ft)		608			1417		308		295
Turn Bay Length (ft)	240			305		140		200	
Base Capacity (vph)	41	2524	1159	168	2808	119	265	33	164
Starvation Cap Reductn	0	134	0	0	27	0	0	0	0
Spillback Cap Reductn	0	0	0	0	80	1	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.71	1.14	0.20	1.07	1.04	1.08	0.67	0.48	0.18

Intersection Summary

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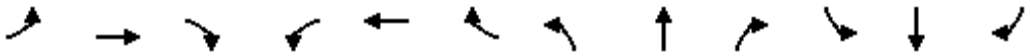


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	427	1788	771	409	1884	277	672	1453	454	689	2404	424
v/c Ratio	1.54	1.71	1.09	1.66	1.51	0.21	1.61	0.93	0.62	1.65	1.54	0.63
Control Delay	302.2	354.5	66.6	364.0	277.3	15.9	335.8	84.9	26.1	352.1	293.2	29.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Total Delay	302.2	354.5	66.6	364.0	277.3	15.9	335.8	84.9	26.1	352.1	293.2	29.2
Queue Length 50th (ft)	~443	~2001	~876	~858	~1988	73	~715	757	286	~741	~1785	274
Queue Length 95th (ft)	m#411	m#1818	m#746	#1101	#2102	100	#853	820	373	#879	#1843	366
Internal Link Dist (ft)		1417			2712			1246			825	
Turn Bay Length (ft)	440		790	330		175	550		435	275		800
Base Capacity (vph)	278	1044	708	246	1249	1346	418	1558	737	418	1558	668
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	10	0	0	0	0	0	0	27
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.54	1.71	1.09	1.66	1.52	0.21	1.61	0.93	0.62	1.65	1.54	0.66

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

m Volume for 95th percentile queue is metered by upstream signal.

Arterial Level of Service: EB Gibsonton Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Fern Hill Dr	II	45	28.1	32.1	60.2	0.27	16.2	E
Mathog Rd	II	45	41.6	5.0	46.6	0.46	35.3	A
Park Pl Ave	II	45	14.2	1.9	16.1	0.13	29.1	B
US 301	II	45	28.1	153.2	181.3	0.28	5.6	F
Total	II		112.0	192.2	304.2	1.14	13.5	E

Arterial Level of Service: WB Gibsonton Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
US 301	II	45	42.3	217.2	259.5	0.53	7.3	F
Alafia Trace Blvd	II	45	28.1	10.9	39.0	0.28	26.2	C
Mathog Rd	II	45	14.2	9.6	23.8	0.13	19.7	D
Fern Hill Dr	II	45	41.6	33.1	74.7	0.46	22.0	C
Total	II		126.2	270.8	397.0	1.40	12.7	F

Arterial Level of Service: EB Gibsonton Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Fern Hill Dr	II	45	28.1	36.0	64.1	0.27	15.2	E
Mathog Rd	II	45	41.6	5.6	47.2	0.46	34.9	B
Park Pl Ave	II	45	14.2	4.8	19.0	0.13	24.7	C
US 301	II	45	28.1	199.0	227.1	0.28	4.5	F
Total	II		112.0	245.4	357.4	1.14	11.5	F

Arterial Level of Service: WB Gibsonton Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
US 301	II	45	42.3	148.0	190.3	0.53	10.0	F
Alafia Trace Blvd	II	45	28.1	24.6	52.7	0.28	19.4	D
Mathog Rd	II	45	14.2	4.1	18.3	0.13	25.6	C
Fern Hill Dr	II	45	41.6	11.9	53.5	0.46	30.8	B
Total	II		126.2	188.6	314.8	1.40	16.0	E

Arterial Level of Service: EB Gibsonton Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Fern Hill Dr	II	45	28.1	41.6	69.7	0.27	14.0	E
Mathog Rd	II	45	41.6	40.7	82.3	0.46	20.0	D
Park Pl Ave	II	45	14.2	9.9	24.1	0.13	19.5	D
US 301	II	45	28.1	216.8	244.9	0.28	4.2	F
Total	II		112.0	309.0	421.0	1.14	9.8	F

Arterial Level of Service: WB Gibsonton Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
US 301	II	45	42.3	352.0	394.3	0.53	4.8	F
Alafia Trace Blvd	II	45	28.1	100.6	128.7	0.28	7.9	F
Mathog Rd	II	45	14.2	83.6	97.8	0.13	4.8	F
Fern Hill Dr	II	45	41.6	35.0	76.6	0.46	21.5	D
Total	II		126.2	571.2	697.4	1.40	7.2	F

Arterial Level of Service: EB Gibsonton Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Fern Hill Dr	II	45	28.1	47.6	75.7	0.27	12.9	F
Mathog Rd	II	45	41.6	69.1	110.7	0.46	14.9	E
Park Pl Ave	II	45	14.2	45.4	59.6	0.13	7.9	F
US 301	II	45	28.1	354.5	382.6	0.28	2.7	F
Total	II		112.0	516.6	628.6	1.14	6.5	F

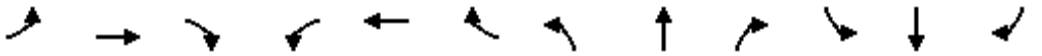
Arterial Level of Service: WB Gibsonton Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
US 301	II	45	42.3	277.3	319.6	0.53	6.0	F
Alafia Trace Blvd	II	45	28.1	36.2	64.3	0.28	15.9	E
Mathog Rd	II	45	14.2	15.2	29.4	0.13	16.0	E
Fern Hill Dr	II	45	41.6	21.6	63.2	0.46	26.0	C
Total	II		126.2	350.3	476.5	1.40	10.6	F

APPENDIX G Build Alternative Operational Analysis

HCM 6th Signalized Intersection Summary
1: Fern Hill Dr & Gibsonton Dr

06/07/2023



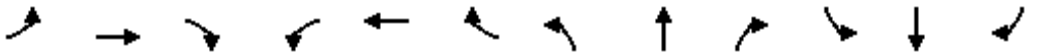
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	134	2074	298	74	2272	5	373	15	37	34	5	108
Future Volume (veh/h)	134	2074	298	74	2272	5	373	15	37	34	5	108
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	141	2183	314	78	2392	5	393	16	39	36	5	114
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	4	4	4	2	2	2	2	2	2
Cap, veh/h	161	2370	1057	108	3197	7	449	321	272	101	81	69
Arrive On Green	0.09	0.68	0.68	0.03	0.62	0.62	0.09	0.17	0.17	0.04	0.04	0.04
Sat Flow, veh/h	1753	3497	1560	3401	5178	11	5023	1870	1585	1349	1870	1585
Grp Volume(v), veh/h	141	2183	314	78	1547	850	393	16	39	36	5	114
Grp Sat Flow(s),veh/h/ln	1753	1749	1560	1700	1675	1839	1674	1870	1585	1349	1870	1585
Q Serve(g_s), s	13.5	91.0	6.6	3.9	55.8	55.9	13.1	1.2	3.6	4.5	0.4	7.4
Cycle Q Clear(g_c), s	13.5	91.0	6.6	3.9	55.8	55.9	13.1	1.2	3.6	4.5	0.4	7.4
Prop In Lane	1.00		1.00	1.00		0.01	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	161	2370	1057	108	2068	1135	449	321	272	101	81	69
V/C Ratio(X)	0.87	0.92	0.30	0.72	0.75	0.75	0.88	0.05	0.14	0.36	0.06	1.65
Avail Cap(c_a), veh/h	234	2370	1057	108	2068	1135	455	323	274	101	81	69
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(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
Uniform Delay (d), s/veh	76.2	23.5	2.5	81.5	23.1	23.1	76.5	58.8	59.8	79.9	78.0	81.3
Incr Delay (d2), s/veh	21.1	7.3	0.7	20.7	2.5	4.5	17.0	0.1	0.4	2.1	0.3	349.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	36.3	4.4	2.0	21.6	24.3	6.4	0.6	1.5	1.6	0.2	9.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	97.3	30.8	3.2	102.2	25.7	27.7	93.5	58.9	60.2	82.0	78.3	430.4
LnGrp LOS	F	C	A	F	C	C	F	E	E	F	E	F
Approach Vol, veh/h		2638			2475			448			155	
Approach Delay, s/veh		31.1			28.8			89.4			338.1	
Approach LOS		C			C			F			F	

Timer - Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.5	111.8		35.8	12.2	122.0	21.8	14.0
Change Period (Y+Rc), s	6.8	6.8		* 6.6	6.8	6.8	* 6.6	* 6.6
Max Green Setting (Gmax), s	22.7	97.7		* 29	5.2	115.2	* 15	* 7.4
Max Q Clear Time (g_c+I1), s	15.5	57.9		5.6	5.9	93.0	15.1	9.4
Green Ext Time (p_c), s	0.2	32.6		0.3	0.0	20.2	0.0	0.0

Intersection Summary		
HCM 6th Ctrl Delay		43.0
HCM 6th LOS		D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	1851	231	97	2285	7	148	5	52	5	5	4
Future Volume (veh/h)	11	1851	231	97	2285	7	148	5	52	5	5	4
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	12	1948	0	102	2405	7	156	5	55	5	5	4
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	4	4	4	2	2	2	2	2	2
Cap, veh/h	22	2903		300	3808	11	199	253	214	42	34	19
Arrive On Green	0.01	0.58	0.00	0.34	1.00	1.00	0.06	0.14	0.14	0.04	0.04	0.04
Sat Flow, veh/h	1753	5025	1560	1753	5173	15	3456	1870	1585	330	853	473
Grp Volume(v), veh/h	12	1948	0	102	1557	855	156	5	55	14	0	0
Grp Sat Flow(s),veh/h/ln	1753	1675	1560	1753	1675	1838	1728	1870	1585	1656	0	0
Q Serve(g_s), s	1.2	45.5	0.0	7.4	0.0	0.0	7.6	0.4	5.3	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.2	45.5	0.0	7.4	0.0	0.0	7.6	0.4	5.3	1.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.01	1.00		1.00	0.36		0.29
Lane Grp Cap(c), veh/h	22	2903		300	2466	1353	199	253	214	95	0	0
V/C Ratio(X)	0.54	0.67		0.34	0.63	0.63	0.78	0.02	0.26	0.15	0.00	0.00
Avail Cap(c_a), veh/h	74	2903		300	2466	1353	323	340	288	112	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.68	0.68	0.68	1.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	83.4	24.8	0.0	48.7	0.0	0.0	79.1	63.7	65.9	79.0	0.0	0.0
Incr Delay (d2), s/veh	18.6	1.3	0.0	0.5	0.8	1.5	6.6	0.0	0.6	0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	17.7	0.0	3.1	0.3	0.6	3.6	0.2	2.2	0.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	102.1	26.0	0.0	49.2	0.8	1.5	85.7	63.8	66.5	79.7	0.0	0.0
LnGrp LOS	F	C		D	A	A	F	E	E	E	A	A
Approach Vol, veh/h		1960			2514			216			14	
Approach Delay, s/veh		26.5			3.0			80.3			79.7	
Approach LOS		C			A			F			E	

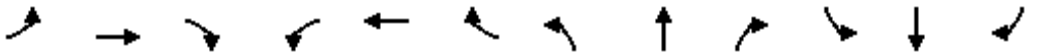
Timer - Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.0	132.0		29.1	35.9	105.0	15.9	13.2
Change Period (Y+Rc), s	6.8	6.8		* 6.1	6.8	6.8	6.1	* 6.4
Max Green Setting (Gmax), s	7.2	112.2		* 31	21.2	98.2	15.9	* 8.6
Max Q Clear Time (g_c+I1), s	3.2	2.0		7.3	9.4	47.5	9.6	3.3
Green Ext Time (p_c), s	0.0	68.5		0.1	0.2	32.0	0.2	0.0

Intersection Summary	
HCM 6th Ctrl Delay	16.6
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



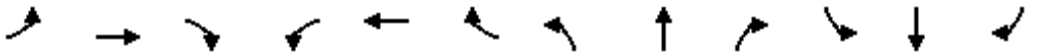
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	1838	33	49	2223	8	143	5	47	10	6	23
Future Volume (veh/h)	37	1838	33	49	2223	8	143	5	47	10	6	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	39	1935	35	52	2340	8	151	5	49	11	6	24
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	4	4	4	2	2	2	2	2	2
Cap, veh/h	50	3110	965	224	3712	13	211	21	202	189	45	181
Arrive On Green	0.03	0.62	0.62	0.13	0.72	0.72	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	1753	5025	1560	1753	5170	18	1380	149	1459	1350	327	1308
Grp Volume(v), veh/h	39	1935	35	52	1516	832	151	0	54	11	0	30
Grp Sat Flow(s),veh/h/ln	1753	1675	1560	1753	1675	1838	1380	0	1608	1350	0	1635
Q Serve(g_s), s	3.8	40.6	1.5	4.5	39.6	39.7	18.3	0.0	5.1	1.2	0.0	2.7
Cycle Q Clear(g_c), s	3.8	40.6	1.5	4.5	39.6	39.7	21.1	0.0	5.1	6.3	0.0	2.7
Prop In Lane	1.00		1.00	1.00		0.01	1.00		0.91	1.00		0.80
Lane Grp Cap(c), veh/h	50	3110	965	224	2406	1319	211	0	223	189	0	227
V/C Ratio(X)	0.78	0.62	0.04	0.23	0.63	0.63	0.71	0.00	0.24	0.06	0.00	0.13
Avail Cap(c_a), veh/h	115	3110	965	224	2406	1319	289	0	313	265	0	318
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.78	0.78	0.78	0.09	0.09	0.09	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	82.0	20.1	12.6	66.6	12.3	12.3	73.5	0.0	65.3	68.1	0.0	64.2
Incr Delay (d2), s/veh	18.0	0.7	0.1	0.0	0.1	0.2	5.2	0.0	0.6	0.1	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	15.3	0.5	2.0	13.5	14.9	6.9	0.0	2.2	0.4	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	100.0	20.8	12.7	66.7	12.5	12.6	78.6	0.0	65.8	68.2	0.0	64.5
LnGrp LOS	F	C	B	E	B	B	E	A	E	E	A	E
Approach Vol, veh/h		2009			2400			205			41	
Approach Delay, s/veh		22.2			13.7			75.3			65.5	
Approach LOS		C			B			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.7	128.9		29.5	28.5	112.0		29.5				
Change Period (Y+Rc), s	6.8	6.8		* 5.9	6.8	6.8		* 5.9				
Max Green Setting (Gmax), s	11.2	106.2		* 33	12.2	105.2		* 33				
Max Q Clear Time (g_c+I1), s	5.8	41.7		23.1	6.5	42.6		8.3				
Green Ext Time (p_c), s	0.0	46.4		0.5	0.0	36.4		0.1				

Intersection Summary		
HCM 6th Ctrl Delay		20.5
HCM 6th LOS		C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



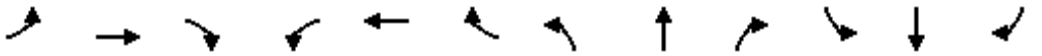
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	297	1055	614	298	1473	534	536	2202	243	324	1330	275
Future Volume (veh/h)	297	1055	614	298	1473	534	536	2202	243	324	1330	275
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	313	1111	646	314	1551	562	564	2318	256	341	1400	289
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	4	4	4	3	3	3	3	3	3
Cap, veh/h	284	981	605	270	1336	974	659	2029	872	305	1505	598
Arrive On Green	0.08	0.20	0.20	0.15	0.27	0.27	0.19	0.40	0.40	0.09	0.30	0.30
Sat Flow, veh/h	3401	5025	1560	1753	5025	2745	3428	5066	1572	3428	5066	1572
Grp Volume(v), veh/h	313	1111	646	314	1551	562	564	2318	256	341	1400	289
Grp Sat Flow(s),veh/h/ln	1700	1675	1560	1753	1675	1373	1714	1689	1572	1714	1689	1572
Q Serve(g_s), s	14.2	33.2	24.5	26.2	45.2	19.3	27.0	68.1	14.7	15.1	45.6	9.5
Cycle Q Clear(g_c), s	14.2	33.2	24.5	26.2	45.2	19.3	27.0	68.1	14.7	15.1	45.6	9.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	284	981	605	270	1336	974	659	2029	872	305	1505	598
V/C Ratio(X)	1.10	1.13	1.07	1.16	1.16	0.58	0.86	1.14	0.29	1.12	0.93	0.48
Avail Cap(c_a), veh/h	284	981	605	270	1336	974	659	2029	872	305	1505	598
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.81	0.81	0.81	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	77.9	68.4	22.9	71.9	62.4	22.4	66.4	51.0	20.1	77.4	58.0	40.0
Incr Delay (d2), s/veh	78.3	70.2	52.7	105.9	81.1	0.7	10.5	70.5	0.9	87.8	11.7	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.2	20.4	21.1	19.6	28.9	6.2	12.6	41.2	5.5	10.3	20.7	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	156.2	138.6	75.6	177.8	143.5	23.2	76.9	121.5	21.0	165.3	69.7	42.7
LnGrp LOS	F	F	F	F	F	C	E	F	C	F	E	D
Approach Vol, veh/h		2070			2427			3138			2030	
Approach Delay, s/veh		121.6			120.0			105.2			81.9	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.0	75.0	33.0	40.0	39.6	57.4	21.0	52.0
Change Period (Y+Rc), s	6.9	6.9	6.8	6.8	6.9	6.9	6.8	6.8
Max Green Setting (Gmax), s	15.1	68.1	26.2	33.2	32.7	50.5	14.2	45.2
Max Q Clear Time (g_c+I1), s	17.1	70.1	28.2	35.2	29.0	47.6	16.2	47.2
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.6	2.3	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	107.6
HCM 6th LOS	F

HCM 6th Signalized Intersection Summary
1: Fern Hill Dr & Gibsonton Dr

06/07/2023



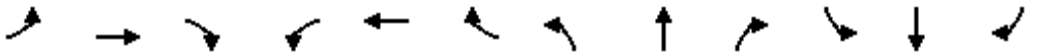
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	124	2273	362	138	1934	14	213	20	85	48	23	123
Future Volume (veh/h)	124	2273	362	138	1934	14	213	20	85	48	23	123
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	131	2393	381	145	2036	15	224	21	89	51	24	129
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	4	4	4	2	2	2	2	2	2
Cap, veh/h	149	2505	1117	165	3497	26	251	241	204	95	83	70
Arrive On Green	0.09	0.72	0.72	0.05	0.68	0.68	0.05	0.13	0.13	0.04	0.04	0.04
Sat Flow, veh/h	1753	3497	1560	3401	5146	38	5023	1870	1585	1283	1870	1585
Grp Volume(v), veh/h	131	2393	381	145	1325	726	224	21	89	51	24	129
Grp Sat Flow(s),veh/h/ln	1753	1749	1560	1700	1675	1834	1674	1870	1585	1283	1870	1585
Q Serve(g_s), s	14.0	116.8	10.0	8.1	39.8	39.9	8.4	1.9	9.8	7.5	2.4	8.4
Cycle Q Clear(g_c), s	14.0	116.8	10.0	8.1	39.8	39.9	8.4	1.9	9.8	7.5	2.4	8.4
Prop In Lane	1.00		1.00	1.00		0.02	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	149	2505	1117	165	2276	1246	251	241	204	95	83	70
V/C Ratio(X)	0.88	0.96	0.34	0.88	0.58	0.58	0.89	0.09	0.44	0.54	0.29	1.84
Avail Cap(c_a), veh/h	221	2505	1117	165	2276	1246	251	241	204	95	83	70
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(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
Uniform Delay (d), s/veh	85.9	24.2	3.3	89.9	16.1	16.1	89.7	72.9	76.4	90.4	87.9	90.8
Incr Delay (d2), s/veh	22.1	10.2	0.8	38.2	1.1	2.0	30.3	0.3	2.5	6.0	1.9	428.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.2	46.8	3.1	4.4	15.0	16.7	4.4	0.9	4.2	2.7	1.2	11.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	108.0	34.4	4.2	128.1	17.2	18.1	120.0	73.2	78.9	96.4	89.8	518.9
LnGrp LOS	F	C	A	F	B	B	F	E	E	F	F	F
Approach Vol, veh/h		2905			2196			334			204	
Approach Delay, s/veh		33.7			24.9			106.1			362.8	
Approach LOS		C			C			F			F	

Timer - Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.0	135.9		31.1	16.0	142.9	16.1	15.0
Change Period (Y+Rc), s	6.8	6.8		* 6.6	6.8	6.8	* 6.6	* 6.6
Max Green Setting (Gmax), s	24.0	121.3		* 25	9.2	136.1	* 9.5	* 8.4
Max Q Clear Time (g_c+I1), s	16.0	41.9		11.8	10.1	118.8	10.4	10.4
Green Ext Time (p_c), s	0.2	42.6		0.4	0.0	16.6	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	46.5
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	2081	301	71	2011	4	119	4	53	2	2	6
Future Volume (veh/h)	7	2081	301	71	2011	4	119	4	53	2	2	6
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	7	2191	0	75	2117	4	125	4	56	2	2	6
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	4	4	4	2	2	2	2	2	2
Cap, veh/h	138	3656		91	3631	7	163	218	185	28	18	35
Arrive On Green	0.08	0.73	0.00	0.10	1.00	1.00	0.05	0.12	0.12	0.04	0.04	0.04
Sat Flow, veh/h	1753	5025	1560	1753	5179	10	3456	1870	1585	152	502	981
Grp Volume(v), veh/h	7	2191	0	75	1369	752	125	4	56	10	0	0
Grp Sat Flow(s),veh/h/ln	1753	1675	1560	1753	1675	1839	1728	1870	1585	1634	0	0
Q Serve(g_s), s	0.7	40.0	0.0	8.0	0.0	0.0	6.8	0.4	6.1	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.7	40.0	0.0	8.0	0.0	0.0	6.8	0.4	6.1	1.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.01	1.00		1.00	0.20		0.60
Lane Grp Cap(c), veh/h	138	3656		91	2349	1289	163	218	185	81	0	0
V/C Ratio(X)	0.05	0.60		0.82	0.58	0.58	0.77	0.02	0.30	0.12	0.00	0.00
Avail Cap(c_a), veh/h	138	3656		186	2349	1289	289	304	258	96	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.81	0.81	0.81	1.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	81.0	12.5	0.0	84.3	0.0	0.0	89.5	74.3	76.8	88.8	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.7	0.0	13.8	0.9	1.6	7.3	0.0	0.9	0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	14.2	0.0	3.8	0.3	0.6	3.2	0.2	2.6	0.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	81.2	13.2	0.0	98.1	0.9	1.6	96.8	74.3	77.7	89.5	0.0	0.0
LnGrp LOS	F	B		F	A	A	F	E	E	F	A	A
Approach Vol, veh/h		2198			2196			185			10	
Approach Delay, s/veh		13.4			4.4			90.5			89.5	
Approach LOS		B			A			F			F	

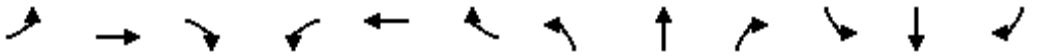
Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.7	140.0		28.3	16.7	145.0	15.1	13.2				
Change Period (Y+Rc), s	6.8	6.8		* 6.1	6.8	6.8	6.1	* 6.4				
Max Green Setting (Gmax), s	6.2	133.2		* 31	20.2	119.2	15.9	* 8.6				
Max Q Clear Time (g_c+I1), s	2.7	2.0		8.1	10.0	42.0	8.8	3.1				
Green Ext Time (p_c), s	0.0	56.0		0.1	0.1	49.2	0.2	0.0				

Intersection Summary		
HCM 6th Ctrl Delay		12.4
HCM 6th LOS		B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



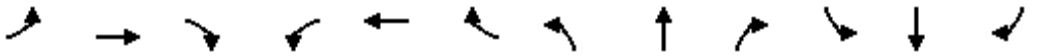
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	1946	169	136	1956	24	111	4	129	11	5	19
Future Volume (veh/h)	21	1946	169	136	1956	24	111	4	129	11	5	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	22	2048	178	143	2059	25	117	4	136	12	5	20
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	4	4	4	2	2	2	2	2	2
Cap, veh/h	166	3482	1081	162	3534	43	174	5	173	71	37	147
Arrive On Green	0.09	0.69	0.69	0.09	0.69	0.69	0.11	0.11	0.11	0.11	0.11	0.11
Sat Flow, veh/h	1753	5025	1560	1753	5118	62	1386	45	1547	1249	327	1308
Grp Volume(v), veh/h	22	2048	178	143	1347	737	117	0	140	12	0	25
Grp Sat Flow(s),veh/h/ln	1753	1675	1560	1753	1675	1830	1386	0	1592	1249	0	1635
Q Serve(g_s), s	2.2	40.1	7.5	15.3	39.6	39.6	15.8	0.0	16.3	1.8	0.0	2.6
Cycle Q Clear(g_c), s	2.2	40.1	7.5	15.3	39.6	39.6	18.4	0.0	16.3	18.1	0.0	2.6
Prop In Lane	1.00		1.00	1.00		0.03	1.00		0.97	1.00		0.80
Lane Grp Cap(c), veh/h	166	3482	1081	162	2313	1263	174	0	178	71	0	183
V/C Ratio(X)	0.13	0.59	0.16	0.88	0.58	0.58	0.67	0.00	0.79	0.17	0.00	0.14
Avail Cap(c_a), veh/h	166	3482	1081	288	2313	1263	246	0	261	135	0	268
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.78	0.78	0.78	0.15	0.15	0.15	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	78.8	15.1	10.1	85.2	15.2	15.2	84.4	0.0	82.1	90.9	0.0	76.1
Incr Delay (d2), s/veh	0.3	0.6	0.3	2.6	0.2	0.3	4.5	0.0	9.2	1.1	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	14.7	2.6	7.0	14.5	15.9	6.0	0.0	7.2	0.6	0.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	79.1	15.7	10.4	87.7	15.4	15.5	88.8	0.0	91.4	92.0	0.0	76.4
LnGrp LOS	E	B	B	F	B	B	F	A	F	F	A	E
Approach Vol, veh/h		2248			2227			257			37	
Approach Delay, s/veh		15.9			20.1			90.2			81.5	
Approach LOS		B			C			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	24.8	138.0		27.2	24.4	138.4		27.2				
Change Period (Y+Rc), s	6.8	6.8		* 5.9	6.8	6.8		* 5.9				
Max Green Setting (Gmax), s	8.2	131.2		* 31	31.2	108.2		* 31				
Max Q Clear Time (g_c+I1), s	4.2	41.6		20.4	17.3	42.1		20.1				
Green Ext Time (p_c), s	0.0	46.4		0.9	0.3	43.0		0.1				

Intersection Summary		
HCM 6th Ctrl Delay		22.4
HCM 6th LOS		C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



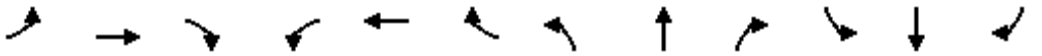
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	311	1272	589	275	1307	201	468	1120	349	567	1978	312
Future Volume (veh/h)	311	1272	589	275	1307	201	468	1120	349	567	1978	312
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	327	1339	620	289	1376	212	493	1179	367	597	2082	328
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	4	4	4	3	3	3	3	3	3
Cap, veh/h	315	1116	536	242	1344	1244	417	1571	705	636	1896	734
Arrive On Green	0.09	0.22	0.22	0.14	0.27	0.27	0.12	0.31	0.31	0.19	0.37	0.37
Sat Flow, veh/h	3401	5025	1560	1753	5025	2745	3428	5066	1572	3428	5066	1572
Grp Volume(v), veh/h	327	1339	620	289	1376	212	493	1179	367	597	2082	328
Grp Sat Flow(s),veh/h/ln	1700	1675	1560	1753	1675	1373	1714	1689	1572	1714	1689	1572
Q Serve(g_s), s	17.6	42.2	40.8	26.2	50.8	8.7	23.1	39.8	12.8	32.6	71.1	26.7
Cycle Q Clear(g_c), s	17.6	42.2	40.8	26.2	50.8	8.7	23.1	39.8	12.8	32.6	71.1	26.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	315	1116	536	242	1344	1244	417	1571	705	636	1896	734
V/C Ratio(X)	1.04	1.20	1.16	1.20	1.02	0.17	1.18	0.75	0.52	0.94	1.10	0.45
Avail Cap(c_a), veh/h	315	1116	536	242	1344	1244	417	1571	705	686	1896	734
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.76	0.76	0.76	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	86.2	73.9	28.8	81.9	69.6	30.8	83.4	58.9	14.3	76.3	59.4	34.1
Incr Delay (d2), s/veh	54.4	96.7	85.9	121.1	30.9	0.0	104.3	3.3	2.7	19.7	53.1	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.1	27.9	27.6	19.9	25.3	2.9	16.2	17.3	5.3	16.0	39.1	10.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	140.6	170.6	114.6	203.0	100.5	30.9	187.7	62.3	17.1	96.0	112.5	36.1
LnGrp LOS	F	F	F	F	F	C	F	E	B	F	F	D
Approach Vol, veh/h		2286			1877			2039			3007	
Approach Delay, s/veh		151.1			108.4			84.5			100.9	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	42.2	65.8	33.0	49.0	30.0	78.0	24.4	57.6
Change Period (Y+Rc), s	6.9	6.9	6.8	6.8	6.9	6.9	6.8	6.8
Max Green Setting (Gmax), s	38.0	56.2	26.2	42.2	23.1	71.1	17.6	50.8
Max Q Clear Time (g_c+I1), s	34.6	41.8	28.2	44.2	25.1	73.1	19.6	52.8
Green Ext Time (p_c), s	0.6	7.7	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	111.3
HCM 6th LOS	F

HCM 6th Signalized Intersection Summary
1: Fern Hill Dr & Gibsonton Dr

06/07/2023



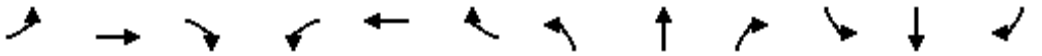
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	2591	361	107	3192	10	446	17	96	62	6	131
Future Volume (veh/h)	150	2591	361	107	3192	10	446	17	96	62	6	131
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	158	2727	380	113	3360	11	469	18	101	65	6	138
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	4	4	4	2	2	2	2	2	2
Cap, veh/h	174	3043	1107	173	4701	15	523	382	323	122	131	111
Arrive On Green	0.10	0.61	0.61	0.10	0.60	0.60	0.10	0.20	0.20	0.07	0.07	0.07
Sat Flow, veh/h	1753	5025	1560	1753	7775	25	5023	1870	1585	1273	1870	1585
Grp Volume(v), veh/h	158	2727	380	113	2577	794	469	18	101	65	6	138
Grp Sat Flow(s),veh/h/ln	1753	1675	1560	1753	1491	1836	1674	1870	1585	1273	1870	1585
Q Serve(g_s), s	19.6	103.0	7.1	13.7	66.2	66.2	20.3	1.7	11.9	11.0	0.7	15.4
Cycle Q Clear(g_c), s	19.6	103.0	7.1	13.7	66.2	66.2	20.3	1.7	11.9	11.0	0.7	15.4
Prop In Lane	1.00		1.00	1.00		0.01	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	174	3043	1107	173	3606	1110	523	382	323	122	131	111
V/C Ratio(X)	0.91	0.90	0.34	0.65	0.71	0.71	0.90	0.05	0.31	0.53	0.05	1.24
Avail Cap(c_a), veh/h	253	3043	1107	173	3606	1110	580	403	342	122	131	111
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(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
Uniform Delay (d), s/veh	98.0	37.4	3.9	95.5	30.3	30.3	97.4	70.4	74.4	100.3	95.4	102.3
Incr Delay (d2), s/veh	25.6	4.7	0.8	8.5	1.2	3.9	15.7	0.1	0.9	4.4	0.1	164.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.2	42.1	3.3	6.6	23.7	30.0	9.7	0.8	5.0	3.8	0.3	11.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	123.6	42.1	4.7	104.0	31.5	34.2	113.1	70.4	75.4	104.7	95.6	267.1
LnGrp LOS	F	D	A	F	C	C	F	E	E	F	F	F
Approach Vol, veh/h		3265			3484			588			209	
Approach Delay, s/veh		41.7			34.5			105.3			211.7	
Approach LOS		D			C			F			F	

Timer - Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	28.7	139.8		51.5	28.5	140.0	29.5	22.0
Change Period (Y+Rc), s	6.8	6.8		* 6.6	6.8	6.8	* 6.6	* 6.6
Max Green Setting (Gmax), s	31.7	120.7		* 47	19.2	133.2	* 25	* 15
Max Q Clear Time (g_c+I1), s	21.6	68.2		13.9	15.7	105.0	22.3	17.4
Green Ext Time (p_c), s	0.3	49.8		0.8	0.1	26.9	0.6	0.0

Intersection Summary		
HCM 6th Ctrl Delay		48.0
HCM 6th LOS		D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	2521	303	104	3044	12	177	7	56	6	7	5
Future Volume (veh/h)	12	2521	303	104	3044	12	177	7	56	6	7	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	13	2654	0	109	3204	13	186	7	59	6	7	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	4	4	4	2	2	2	2	2	2
Cap, veh/h	84	3310		224	3814	15	219	232	197	33	27	14
Arrive On Green	0.05	0.66	0.00	0.26	1.00	1.00	0.06	0.12	0.12	0.03	0.03	0.03
Sat Flow, veh/h	1753	5025	1560	1753	5166	21	3456	1870	1585	345	847	458
Grp Volume(v), veh/h	13	2654	0	109	2076	1141	186	7	59	18	0	0
Grp Sat Flow(s),veh/h/ln	1753	1675	1560	1753	1675	1837	1728	1870	1585	1650	0	0
Q Serve(g_s), s	1.6	84.1	0.0	11.6	0.0	0.0	11.7	0.7	7.4	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.6	84.1	0.0	11.6	0.0	0.0	11.7	0.7	7.4	2.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.01	1.00		1.00	0.33		0.28
Lane Grp Cap(c), veh/h	84	3310		224	2473	1356	219	232	197	74	0	0
V/C Ratio(X)	0.15	0.80		0.49	0.84	0.84	0.85	0.03	0.30	0.24	0.00	0.00
Avail Cap(c_a), veh/h	84	3310		224	2473	1356	291	271	230	74	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.35	0.35	0.35	1.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	100.4	27.2	0.0	75.8	0.0	0.0	102.0	84.7	87.6	104.2	0.0	0.0
Incr Delay (d2), s/veh	0.8	2.1	0.0	0.6	1.3	2.4	16.2	0.1	0.8	1.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	33.1	0.0	4.9	0.4	0.9	5.8	0.4	3.2	1.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	101.3	29.3	0.0	76.4	1.3	2.4	118.1	84.7	88.5	105.9	0.0	0.0
LnGrp LOS	F	C		E	A	A	F	F	F	F	A	A
Approach Vol, veh/h		2667			3326			252			18	
Approach Delay, s/veh		29.7			4.1			110.3			105.9	
Approach LOS		C			A			F			F	

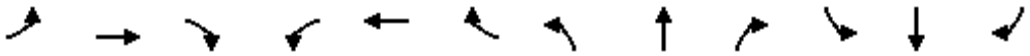
Timer - Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.4	169.2		33.4	34.9	151.7	20.1	13.4
Change Period (Y+Rc), s	6.8	6.8		* 6.1	6.8	6.8	6.1	* 6.4
Max Green Setting (Gmax), s	6.0	162.4		* 32	23.5	144.9	18.5	* 7
Max Q Clear Time (g_c+I1), s	3.6	2.0		9.4	13.6	86.1	13.7	4.2
Green Ext Time (p_c), s	0.0	139.3		0.2	0.2	50.5	0.2	0.0

Intersection Summary	
HCM 6th Ctrl Delay	19.6
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



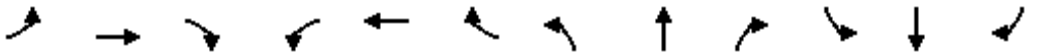
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	2490	44	64	2949	14	183	5	55	11	9	28
Future Volume (veh/h)	49	2490	44	64	2949	14	183	5	55	11	9	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	52	2621	46	67	3104	15	193	5	58	12	9	29
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	4	4	4	2	2	2	2	2	2
Cap, veh/h	104	3294	1022	152	3524	17	238	22	250	214	66	213
Arrive On Green	0.06	0.66	0.66	0.09	0.68	0.68	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	1753	5025	1560	1753	5161	25	1370	127	1477	1339	389	1255
Grp Volume(v), veh/h	52	2621	46	67	2013	1106	193	0	63	12	0	38
Grp Sat Flow(s),veh/h/ln	1753	1675	1560	1753	1675	1836	1370	0	1604	1339	0	1644
Q Serve(g_s), s	6.3	82.6	2.3	8.0	105.1	105.7	30.7	0.0	7.5	1.7	0.0	4.3
Cycle Q Clear(g_c), s	6.3	82.6	2.3	8.0	105.1	105.7	35.0	0.0	7.5	9.2	0.0	4.3
Prop In Lane	1.00		1.00	1.00		0.01	1.00		0.92	1.00		0.76
Lane Grp Cap(c), veh/h	104	3294	1022	152	2287	1254	238	0	272	214	0	279
V/C Ratio(X)	0.50	0.80	0.04	0.44	0.88	0.88	0.81	0.00	0.23	0.06	0.00	0.14
Avail Cap(c_a), veh/h	104	3294	1022	152	2287	1254	255	0	292	231	0	300
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.59	0.59	0.59	0.09	0.09	0.09	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	100.3	27.3	13.5	95.5	27.7	27.8	92.5	0.0	79.0	82.9	0.0	77.7
Incr Delay (d2), s/veh	2.2	1.2	0.0	0.2	0.5	1.0	16.7	0.0	0.4	0.1	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	32.3	0.8	3.6	40.1	44.4	12.2	0.0	3.2	0.6	0.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	102.6	28.5	13.5	95.6	28.3	28.8	109.3	0.0	79.4	83.1	0.0	77.9
LnGrp LOS	F	C	B	F	C	C	F	A	E	F	A	E
Approach Vol, veh/h		2719			3186			256			50	
Approach Delay, s/veh		29.7			29.9			101.9			79.1	
Approach LOS		C			C			F			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	19.8	157.0		43.2	25.8	151.0		43.2				
Change Period (Y+Rc), s	6.8	6.8		* 5.9	6.8	6.8		* 5.9				
Max Green Setting (Gmax), s	10.2	150.2		* 40	16.2	144.2		* 40				
Max Q Clear Time (g_c+I1), s	8.3	107.7		37.0	10.0	84.6		11.2				
Green Ext Time (p_c), s	0.0	40.4		0.3	0.1	50.8		0.2				

Intersection Summary	
HCM 6th Ctrl Delay	33.2
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



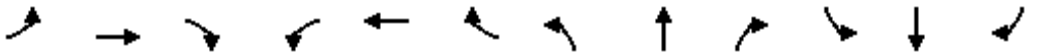
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	427	1378	758	360	1951	646	661	2712	299	374	1536	318
Future Volume (veh/h)	427	1378	758	360	1951	646	661	2712	299	374	1536	318
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	449	1451	798	379	2054	680	696	2855	315	394	1617	335
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	4	4	4	3	3	3	3	3	3
Cap, veh/h	328	1147	649	265	1421	1015	644	2075	881	298	1563	637
Arrive On Green	0.10	0.23	0.23	0.15	0.28	0.28	0.19	0.41	0.41	0.09	0.31	0.31
Sat Flow, veh/h	3401	5025	1560	1753	5025	2745	3428	5066	1572	3428	5066	1572
Grp Volume(v), veh/h	449	1451	798	379	2054	680	696	2855	315	394	1617	335
Grp Sat Flow(s),veh/h/ln	1700	1675	1560	1753	1675	1373	1714	1689	1572	1714	1689	1572
Q Serve(g_s), s	21.2	50.2	50.2	33.2	62.2	31.9	41.3	90.1	24.2	19.1	67.9	13.0
Cycle Q Clear(g_c), s	21.2	50.2	50.2	33.2	62.2	31.9	41.3	90.1	24.2	19.1	67.9	13.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	328	1147	649	265	1421	1015	644	2075	881	298	1563	637
V/C Ratio(X)	1.37	1.27	1.23	1.43	1.45	0.67	1.08	1.38	0.36	1.32	1.03	0.53
Avail Cap(c_a), veh/h	328	1147	649	265	1421	1015	644	2075	881	298	1563	637
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.55	0.55	0.55	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	99.4	84.9	64.3	93.4	78.9	30.8	89.3	64.9	26.6	100.4	76.1	20.5
Incr Delay (d2), s/veh	177.0	123.4	111.1	215.1	204.6	1.6	59.5	172.4	1.1	167.2	32.1	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.4	34.7	55.7	30.9	53.5	10.8	23.6	71.2	9.5	15.4	33.8	7.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	276.4	208.3	175.3	308.5	283.5	32.4	148.9	237.3	27.7	267.7	108.2	23.6
LnGrp LOS	F	F	F	F	F	C	F	F	C	F	F	C
Approach Vol, veh/h		2698			3113			3866			2346	
Approach Delay, s/veh		209.9			231.7			204.3			122.9	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	26.0	97.0	40.0	57.0	48.2	74.8	28.0	69.0
Change Period (Y+Rc), s	6.9	6.9	6.8	6.8	6.9	6.9	6.8	6.8
Max Green Setting (Gmax), s	19.1	90.1	33.2	50.2	41.3	67.9	21.2	62.2
Max Q Clear Time (g_c+I1), s	21.1	92.1	35.2	52.2	43.3	69.9	23.2	64.2
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	196.8
HCM 6th LOS	F

HCM 6th Signalized Intersection Summary
1: Fern Hill Dr & Gibsonton Dr

06/07/2023



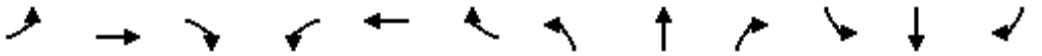
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	2902	439	194	2719	19	254	24	121	60	28	149
Future Volume (veh/h)	150	2902	439	194	2719	19	254	24	121	60	28	149
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	158	3055	462	204	2862	20	267	25	127	63	29	157
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	4	4	4	2	2	2	2	2	2
Cap, veh/h	174	3180	1082	225	5120	36	306	275	233	102	105	89
Arrive On Green	0.10	0.63	0.63	0.13	0.66	0.66	0.06	0.15	0.15	0.06	0.06	0.06
Sat Flow, veh/h	1753	5025	1560	1753	7741	54	5023	1870	1585	1235	1870	1585
Grp Volume(v), veh/h	158	3055	462	204	2205	677	267	25	127	63	29	157
Grp Sat Flow(s),veh/h/ln	1753	1675	1560	1753	1491	1831	1674	1870	1585	1235	1870	1585
Q Serve(g_s), s	19.6	125.3	9.3	25.3	43.7	43.7	11.6	2.5	16.3	11.2	3.3	12.4
Cycle Q Clear(g_c), s	19.6	125.3	9.3	25.3	43.7	43.7	11.6	2.5	16.3	11.2	3.3	12.4
Prop In Lane	1.00		1.00	1.00		0.03	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	174	3180	1082	225	3945	1211	306	275	233	102	105	89
V/C Ratio(X)	0.91	0.96	0.43	0.91	0.56	0.56	0.87	0.09	0.54	0.62	0.28	1.76
Avail Cap(c_a), veh/h	253	3180	1082	225	3945	1211	306	275	233	102	105	89
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(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
Uniform Delay (d), s/veh	98.0	37.8	5.5	94.6	20.0	20.0	102.5	81.1	87.0	103.2	99.5	103.8
Incr Delay (d2), s/veh	25.6	9.1	1.2	36.1	0.6	1.9	23.0	0.2	3.8	10.5	1.4	382.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.2	51.7	4.8	13.7	15.1	19.0	5.8	1.3	7.0	3.9	1.7	14.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	123.6	47.0	6.7	130.7	20.6	21.9	125.5	81.3	90.8	113.8	100.9	486.3
LnGrp LOS	F	D	A	F	C	C	F	F	F	F	F	F
Approach Vol, veh/h		3675			3086			419			249	
Approach Delay, s/veh		45.2			28.1			112.3			347.1	
Approach LOS		D			C			F			F	

Timer - Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	28.7	152.3		39.0	35.0	146.0	20.0	19.0
Change Period (Y+Rc), s	6.8	6.8		* 6.6	6.8	6.8	* 6.6	* 6.6
Max Green Setting (Gmax), s	31.7	135.7		* 32	28.2	139.2	* 13	* 12
Max Q Clear Time (g_c+I1), s	21.6	45.7		18.3	27.3	127.3	13.6	14.4
Green Ext Time (p_c), s	0.3	72.6		0.7	0.1	11.8	0.0	0.0

Intersection Summary		
HCM 6th Ctrl Delay		52.0
HCM 6th LOS		D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	2783	423	99	2688	6	143	5	59	2	2	8
Future Volume (veh/h)	8	2783	423	99	2688	6	143	5	59	2	2	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	8	2929	0	104	2829	6	151	5	62	2	2	8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	4	4	4	2	2	2	2	2	2
Cap, veh/h	15	3399		211	4080	9	183	213	180	23	13	34
Arrive On Green	0.01	0.68	0.00	0.24	1.00	1.00	0.05	0.11	0.11	0.03	0.03	0.03
Sat Flow, veh/h	1753	5025	1560	1753	5178	11	3456	1870	1585	129	412	1082
Grp Volume(v), veh/h	8	2929	0	104	1830	1005	151	5	62	12	0	0
Grp Sat Flow(s),veh/h/ln	1753	1675	1560	1753	1675	1839	1728	1870	1585	1624	0	0
Q Serve(g_s), s	1.0	99.5	0.0	11.2	0.0	0.0	9.5	0.5	7.9	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.0	99.5	0.0	11.2	0.0	0.0	9.5	0.5	7.9	1.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.01	1.00		1.00	0.17		0.67
Lane Grp Cap(c), veh/h	15	3399		211	2640	1449	183	213	180	70	0	0
V/C Ratio(X)	0.52	0.86		0.49	0.69	0.69	0.82	0.02	0.34	0.17	0.00	0.00
Avail Cap(c_a), veh/h	40	3399		211	2640	1449	250	249	211	71	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.59	0.59	0.59	1.00	1.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	108.6	27.6	0.0	77.7	0.0	0.0	103.1	86.6	89.9	103.9	0.0	0.0
Incr Delay (d2), s/veh	24.5	3.1	0.0	1.1	0.9	1.6	14.6	0.0	1.1	1.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	38.9	0.0	4.8	0.3	0.7	4.7	0.3	3.4	0.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	133.1	30.8	0.0	78.8	0.9	1.6	117.8	86.7	91.0	105.0	0.0	0.0
LnGrp LOS	F	C		E	A	A	F	F	F	F	A	A
Approach Vol, veh/h		2937			2939			218			12	
Approach Delay, s/veh		31.0			3.9			109.5			105.0	
Approach LOS		C			A			F			F	

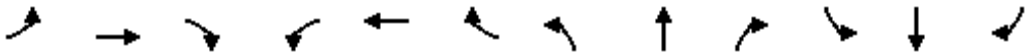
Timer - Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.7	180.1		31.1	33.3	155.6	17.8	13.3
Change Period (Y+Rc), s	6.8	6.8		* 6.1	6.8	6.8	6.1	* 6.4
Max Green Setting (Gmax), s	5.0	166.0		* 29	22.2	148.8	15.9	* 7
Max Q Clear Time (g_c+I1), s	3.0	2.0		9.9	13.2	101.5	11.5	3.5
Green Ext Time (p_c), s	0.0	118.9		0.1	0.1	44.1	0.2	0.0

Intersection Summary		
HCM 6th Ctrl Delay		20.9
HCM 6th LOS		C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



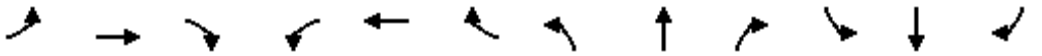
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	2591	225	170	2648	49	122	5	164	15	6	23
Future Volume (veh/h)	28	2591	225	170	2648	49	122	5	164	15	6	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	29	2727	237	179	2787	52	128	5	173	16	6	24
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	4	4	4	2	2	2	2	2	2
Cap, veh/h	92	3111	966	282	3694	69	192	6	204	60	43	172
Arrive On Green	0.05	0.62	0.62	0.16	0.73	0.73	0.13	0.13	0.13	0.13	0.13	0.13
Sat Flow, veh/h	1753	5025	1560	1753	5080	94	1380	45	1547	1206	327	1308
Grp Volume(v), veh/h	29	2727	237	179	1833	1006	128	0	178	16	0	30
Grp Sat Flow(s),veh/h/ln	1753	1675	1560	1753	1675	1824	1380	0	1592	1206	0	1635
Q Serve(g_s), s	3.5	99.4	15.0	21.0	72.5	73.8	19.9	0.0	24.1	2.9	0.0	3.6
Cycle Q Clear(g_c), s	3.5	99.4	15.0	21.0	72.5	73.8	23.5	0.0	24.1	26.9	0.0	3.6
Prop In Lane	1.00		1.00	1.00		0.05	1.00		0.97	1.00		0.80
Lane Grp Cap(c), veh/h	92	3111	966	282	2436	1326	192	0	210	60	0	215
V/C Ratio(X)	0.32	0.88	0.25	0.64	0.75	0.76	0.67	0.00	0.85	0.27	0.00	0.14
Avail Cap(c_a), veh/h	92	3111	966	282	2436	1326	205	0	225	71	0	231
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.47	0.47	0.47	0.09	0.09	0.09	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	100.4	34.9	18.8	86.3	18.1	18.2	94.9	0.0	93.4	106.6	0.0	84.5
Incr Delay (d2), s/veh	0.9	1.9	0.3	0.4	0.2	0.4	7.3	0.0	24.0	2.4	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	39.7	5.6	9.6	26.6	29.5	7.6	0.0	11.5	1.0	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	101.3	36.8	19.1	86.7	18.3	18.6	102.2	0.0	117.4	108.9	0.0	84.8
LnGrp LOS	F	D	B	F	B	B	F	A	F	F	A	F
Approach Vol, veh/h		2993			3018			306			46	
Approach Delay, s/veh		36.0			22.5			111.1			93.2	
Approach LOS		D			C			F			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	18.3	166.8		34.9	42.1	143.0		34.9				
Change Period (Y+Rc), s	6.8	6.8		* 5.9	6.8	6.8		* 5.9				
Max Green Setting (Gmax), s	9.4	160.0		* 31	33.2	136.2		* 31				
Max Q Clear Time (g_c+I1), s	5.5	75.8		26.1	23.0	101.4		28.9				
Green Ext Time (p_c), s	0.0	70.9		0.7	0.3	32.5		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	33.6
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	406	1699	732	389	1790	263	638	1380	431	655	2284	403
Future Volume (veh/h)	406	1699	732	389	1790	263	638	1380	431	655	2284	403
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	427	1788	771	409	1884	277	672	1453	454	689	2404	424
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	4	4	4	3	3	3	3	3	3
Cap, veh/h	312	1192	584	273	1512	1342	469	1494	708	644	1752	688
Arrive On Green	0.09	0.24	0.24	0.16	0.30	0.30	0.14	0.30	0.30	0.19	0.35	0.35
Sat Flow, veh/h	3401	5025	1560	1753	5025	2745	3428	5066	1572	3428	5066	1572
Grp Volume(v), veh/h	427	1788	771	409	1884	277	672	1453	454	689	2404	424
Grp Sat Flow(s),veh/h/ln	1700	1675	1560	1753	1675	1373	1714	1689	1572	1714	1689	1572
Q Serve(g_s), s	20.2	52.2	44.0	34.2	66.2	0.0	30.1	62.4	23.9	41.3	76.1	25.5
Cycle Q Clear(g_c), s	20.2	52.2	44.0	34.2	66.2	0.0	30.1	62.4	23.9	41.3	76.1	25.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	312	1192	584	273	1512	1342	469	1494	708	644	1752	688
V/C Ratio(X)	1.37	1.50	1.32	1.50	1.25	0.21	1.43	0.97	0.64	1.07	1.37	0.62
Avail Cap(c_a), veh/h	312	1192	584	273	1512	1342	469	1494	708	644	1752	688
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.46	0.46	0.46	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	99.9	83.9	40.8	92.9	76.9	32.0	95.0	76.7	18.5	89.4	71.9	47.6
Incr Delay (d2), s/veh	174.7	226.9	150.2	243.7	116.4	0.1	206.7	17.6	4.4	55.9	171.1	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.5	47.5	40.1	33.9	44.5	4.3	26.8	29.3	9.1	23.2	60.3	9.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	274.6	310.8	191.0	336.6	193.3	32.0	301.6	94.2	23.0	145.2	243.0	51.7
LnGrp LOS	F	F	F	F	F	C	F	F	C	F	F	D
Approach Vol, veh/h		2986			2570			2579			3517	
Approach Delay, s/veh		274.7			198.7			135.7			200.8	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	48.2	71.8	41.0	59.0	37.0	83.0	27.0	73.0
Change Period (Y+Rc), s	6.9	6.9	6.8	6.8	6.9	6.9	6.8	6.8
Max Green Setting (Gmax), s	41.3	64.9	34.2	52.2	30.1	76.1	20.2	66.2
Max Q Clear Time (g_c+I1), s	43.3	64.4	36.2	54.2	32.1	78.1	22.2	68.2
Green Ext Time (p_c), s	0.0	0.5	0.0	0.0	0.0	0.0	0.0	0.0

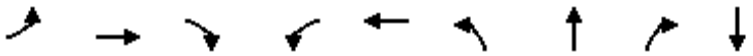
Intersection Summary	
HCM 6th Ctrl Delay	204.9
HCM 6th LOS	F

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	158	2727	380	113	3371	469	18	101	65	6	138
v/c Ratio	0.81	0.89	0.32	0.75	0.77	0.85	0.05	0.25	0.75	0.05	0.61
Control Delay	123.2	40.6	3.0	118.7	41.2	110.7	69.2	11.6	144.3	96.8	23.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	123.2	40.6	3.0	118.7	41.2	110.7	69.2	11.6	144.3	96.8	23.6
Queue Length 50th (ft)	228	1237	37	160	759	240	21	0	94	8	0
Queue Length 95th (ft)	316	1278	57	m205	843	288	49	60	#175	28	82
Internal Link Dist (ft)		1343			633		374			306	
Turn Bay Length (ft)	420		200	450		200		250	150		150
Base Capacity (vph)	250	3079	1192	151	4374	576	401	420	97	130	239
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.89	0.32	0.75	0.77	0.81	0.04	0.24	0.67	0.05	0.58

Intersection Summary

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

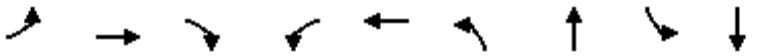
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBT
Lane Group Flow (vph)	13	2654	319	109	3217	186	7	59	18
v/c Ratio	0.28	0.75	0.27	0.70	0.81	0.73	0.03	0.23	0.33
Control Delay	127.6	6.9	0.4	84.4	3.4	115.8	82.0	5.7	97.6
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
Total Delay	127.6	6.9	0.4	84.4	3.5	115.8	82.0	5.7	97.6
Queue Length 50th (ft)	19	918	2	157	184	138	9	0	19
Queue Length 95th (ft)	m22	647	m6	m178	187	187	29	17	53
Internal Link Dist (ft)		1135			608		310		253
Turn Bay Length (ft)	200		350	200		170		200	
Base Capacity (vph)	47	3536	1169	185	3962	288	270	303	55
Starvation Cap Reductn	0	0	0	0	80	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.75	0.27	0.59	0.83	0.65	0.03	0.19	0.33

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.

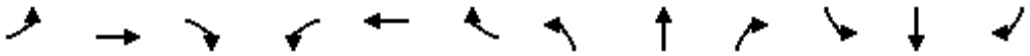


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	52	2621	46	67	3119	193	63	12	38
v/c Ratio	0.68	0.77	0.04	0.54	0.88	0.89	0.21	0.06	0.13
Control Delay	130.7	2.4	0.0	92.0	14.4	127.9	19.0	76.3	29.5
Queue Delay	0.0	0.1	0.0	0.0	1.3	0.0	0.0	0.0	0.0
Total Delay	130.7	2.4	0.0	92.0	15.6	127.9	19.0	76.3	29.5
Queue Length 50th (ft)	79	11	0	100	440	276	6	15	11
Queue Length 95th (ft)	m107	15	m0	m86	m116	#398	57	40	52
Internal Link Dist (ft)		608			1417		308		295
Turn Bay Length (ft)	240		350	305		140		200	
Base Capacity (vph)	80	3397	1073	127	3530	248	340	237	324
Starvation Cap Reductn	0	61	0	0	216	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.65	0.79	0.04	0.53	0.94	0.78	0.19	0.05	0.12

Intersection Summary

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

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	449	1451	798	379	2054	680	696	2855	315	394	1617	335
v/c Ratio	1.39	1.28	1.10	1.45	1.46	0.64	1.09	1.38	0.33	1.34	1.04	0.47
Control Delay	245.7	186.4	84.8	280.7	259.6	33.9	141.6	222.0	16.8	239.8	105.7	17.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	245.7	186.4	84.8	280.7	259.6	33.9	141.6	222.0	16.8	239.8	105.7	17.5
Queue Length 50th (ft)	~440	~960	~1264	~744	~1482	302	~582	~2004	162	~380	~923	126
Queue Length 95th (ft)	#569	#1055	#1521	#981	#1555	363	#720	#2043	230	#503	#1010	184
Internal Link Dist (ft)		1417			2712			1246			919	
Turn Bay Length (ft)	440		790	330		175	550		435	275		800
Base Capacity (vph)	324	1138	723	261	1410	1063	638	2062	963	295	1554	707
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.39	1.28	1.10	1.45	1.46	0.64	1.09	1.38	0.33	1.34	1.04	0.47

Intersection Summary

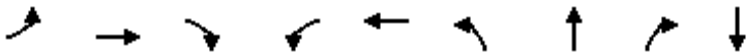
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	158	3055	462	204	2882	267	25	127	63	29	157
v/c Ratio	0.81	0.97	0.40	0.92	0.60	0.88	0.09	0.38	0.84	0.28	0.67
Control Delay	123.2	47.6	5.1	129.4	21.1	129.6	82.2	13.8	165.8	107.1	26.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	123.2	47.6	5.1	129.4	21.1	129.6	82.2	13.8	165.8	107.1	26.1
Queue Length 50th (ft)	228	1501	81	289	652	139	32	0	92	41	0
Queue Length 95th (ft)	316	1534	119	#471	909	#197	68	72	#195	85	88
Internal Link Dist (ft)		1343			633		374			306	
Turn Bay Length (ft)	420		200	450		200		250	150		150
Base Capacity (vph)	250	3165	1141	222	4800	303	274	341	77	105	237
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.97	0.40	0.92	0.60	0.88	0.09	0.37	0.82	0.28	0.66

Intersection Summary

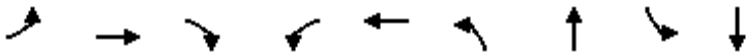
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBT
Lane Group Flow (vph)	8	2929	445	104	2835	151	5	62	12
v/c Ratio	0.19	0.83	0.37	0.59	0.69	0.68	0.03	0.26	0.21
Control Delay	110.0	57.2	13.3	74.3	2.9	116.1	83.6	7.3	66.3
Queue Delay	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
Total Delay	110.0	57.2	13.3	74.3	3.0	116.1	83.6	7.3	66.3
Queue Length 50th (ft)	10	1580	280	139	137	112	7	0	6
Queue Length 95th (ft)	m12	1600	m291	m197	144	158	23	22	35
Internal Link Dist (ft)		1135			608		310		253
Turn Bay Length (ft)	200		350	200		170		200	
Base Capacity (vph)	42	3532	1191	175	4083	248	248	285	58
Starvation Cap Reductn	0	0	0	0	141	0	0	0	0
Spillback Cap Reductn	0	19	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.83	0.37	0.59	0.72	0.61	0.02	0.22	0.21

Intersection Summary

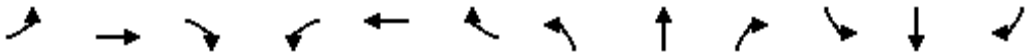
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	29	2727	237	179	2839	128	178	16	30
v/c Ratio	0.45	0.83	0.22	0.76	0.74	0.83	0.53	0.31	0.15
Control Delay	120.0	4.2	0.3	66.7	8.9	131.8	16.8	103.8	33.7
Queue Delay	0.0	0.3	0.0	0.0	0.3	0.0	0.0	0.0	0.0
Total Delay	120.0	4.6	0.3	66.7	9.1	131.8	16.8	103.8	33.7
Queue Length 50th (ft)	45	24	0	262	183	185	7	22	8
Queue Length 95th (ft)	m54	61	m1	m227	m119	268	92	54	45
Internal Link Dist (ft)		608			1417		308		295
Turn Bay Length (ft)	240		350	305		140		200	
Base Capacity (vph)	74	3300	1079	261	3839	194	373	64	252
Starvation Cap Reductn	0	162	0	0	336	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.87	0.22	0.69	0.81	0.66	0.48	0.25	0.12

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	427	1788	771	409	1884	277	672	1453	454	689	2404	424
v/c Ratio	1.38	1.51	1.22	1.52	1.26	0.19	1.45	0.98	0.59	1.08	1.38	0.54
Control Delay	233.1	270.5	136.0	306.0	179.3	22.8	270.4	94.3	19.5	138.7	224.7	35.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	233.1	270.5	136.0	306.0	179.3	22.8	270.4	94.3	19.5	138.7	224.7	35.2
Queue Length 50th (ft)	~427	~1335	~975	~822	~1245	96	~679	774	188	~572	~1684	351
Queue Length 95th (ft)	#548	#1396	#1286	#1065	#1324	131	#817	#871	254	#709	#1743	469
Internal Link Dist (ft)		1417			2712			1246			919	
Turn Bay Length (ft)	440		790	330		175	550		435	275		800
Base Capacity (vph)	309	1183	634	269	1500	1445	465	1485	773	638	1741	781
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.38	1.51	1.22	1.52	1.26	0.19	1.45	0.98	0.59	1.08	1.38	0.54

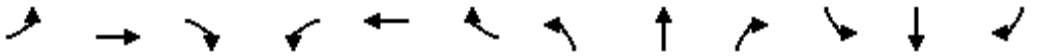
Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

HCM 6th Signalized Intersection Summary
4: US 301 & Gibsonton Dr

06/05/2023



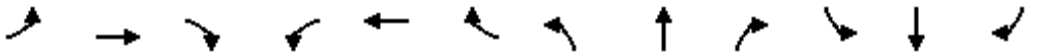
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	427	1378	758	360	1951	646	661	2712	299	374	1536	318
Future Volume (veh/h)	427	1378	758	360	1951	646	661	2712	299	374	1536	318
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	449	1451	798	379	2054	680	696	2855	315	394	1617	335
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	4	4	4	3	3	3	3	3	3
Cap, veh/h	328	1373	1259	360	1421	1015	636	2075	811	298	1575	640
Arrive On Green	0.10	0.27	0.27	0.11	0.28	0.28	0.19	0.41	0.41	0.09	0.31	0.31
Sat Flow, veh/h	3401	5025	2745	3401	5025	2745	3428	5066	1572	3428	5066	1572
Grp Volume(v), veh/h	449	1451	798	379	2054	680	696	2855	315	394	1617	335
Grp Sat Flow(s),veh/h/ln	1700	1675	1373	1700	1675	1373	1714	1689	1572	1714	1689	1572
Q Serve(g_s), s	21.2	60.1	12.3	23.3	62.2	31.9	40.8	90.1	26.7	19.1	68.4	14.1
Cycle Q Clear(g_c), s	21.2	60.1	12.3	23.3	62.2	31.9	40.8	90.1	26.7	19.1	68.4	14.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	328	1373	1259	360	1421	1015	636	2075	811	298	1575	640
V/C Ratio(X)	1.37	1.06	0.63	1.05	1.45	0.67	1.09	1.38	0.39	1.32	1.03	0.52
Avail Cap(c_a), veh/h	328	1373	1259	360	1421	1015	636	2075	811	298	1575	640
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.59	0.59	0.59	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	99.4	79.9	21.1	98.3	78.9	30.8	89.6	64.9	32.3	100.4	75.8	49.1
Incr Delay (d2), s/veh	177.8	35.9	0.6	61.8	204.6	1.6	64.3	172.4	1.4	167.2	29.8	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.5	30.3	9.9	13.4	53.5	10.8	23.7	71.2	10.6	15.4	33.7	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	277.2	115.8	21.6	160.1	283.5	32.4	153.9	237.3	33.7	267.7	105.6	52.1
LnGrp LOS	F	F	C	F	F	C	F	F	C	F	F	D
Approach Vol, veh/h		2698			3113			3866			2346	
Approach Delay, s/veh		114.8			213.6			205.7			125.2	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	26.0	97.0	30.1	66.9	47.7	75.3	28.0	69.0
Change Period (Y+Rc), s	6.9	6.9	6.8	6.8	6.9	6.9	6.8	6.8
Max Green Setting (Gmax), s	19.1	90.1	23.3	60.1	40.8	68.4	21.2	62.2
Max Q Clear Time (g_c+I1), s	21.1	92.1	25.3	62.1	42.8	70.4	23.2	64.2
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	171.7
HCM 6th LOS	F

HCM 6th Signalized Intersection Summary
4: US 301 & Gibsonton Dr

06/05/2023



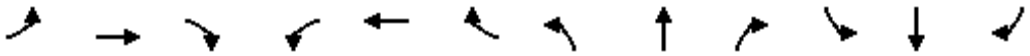
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	406	1699	732	389	1790	263	638	1380	431	655	2284	403
Future Volume (veh/h)	406	1699	732	389	1790	263	638	1380	431	655	2284	403
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	427	1788	771	409	1884	277	672	1453	454	689	2404	424
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	4	4	4	3	3	3	3	3	3
Cap, veh/h	326	1354	1131	308	1328	1269	489	1509	611	678	1789	706
Arrive On Green	0.10	0.27	0.27	0.09	0.26	0.26	0.14	0.30	0.30	0.20	0.35	0.35
Sat Flow, veh/h	3401	5025	2745	3401	5025	2745	3428	5066	1572	3428	5066	1572
Grp Volume(v), veh/h	427	1788	771	409	1884	277	672	1453	454	689	2404	424
Grp Sat Flow(s),veh/h/ln	1700	1675	1373	1700	1675	1373	1714	1689	1572	1714	1689	1572
Q Serve(g_s), s	18.2	51.2	16.5	17.2	50.2	2.8	27.1	53.7	30.0	37.6	67.1	21.0
Cycle Q Clear(g_c), s	18.2	51.2	16.5	17.2	50.2	2.8	27.1	53.7	30.0	37.6	67.1	21.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	326	1354	1131	308	1328	1269	489	1509	611	678	1789	706
V/C Ratio(X)	1.31	1.32	0.68	1.33	1.42	0.22	1.37	0.96	0.74	1.02	1.34	0.60
Avail Cap(c_a), veh/h	326	1354	1131	308	1328	1269	489	1509	611	678	1789	706
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.46	0.46	0.46	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	85.9	69.4	45.7	86.4	69.9	13.6	81.4	65.7	50.0	76.2	61.4	15.9
Incr Delay (d2), s/veh	149.8	146.7	0.7	168.5	193.0	0.1	181.0	15.9	8.0	38.5	158.5	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	14.7	40.0	4.5	14.7	44.9	2.2	24.2	25.0	12.2	20.0	54.5	7.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	235.7	216.1	46.4	254.9	262.9	13.7	262.4	81.5	57.9	114.7	220.0	19.6
LnGrp LOS	F	F	D	F	F	B	F	F	E	F	F	B
Approach Vol, veh/h		2986			2570			2579			3517	
Approach Delay, s/veh		175.1			234.8			124.5			175.2	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	44.5	63.5	24.0	58.0	34.0	74.0	25.0	57.0
Change Period (Y+Rc), s	6.9	6.9	6.8	6.8	6.9	6.9	6.8	6.8
Max Green Setting (Gmax), s	37.6	56.6	17.2	51.2	27.1	67.1	18.2	50.2
Max Q Clear Time (g_c+I1), s	39.6	55.7	19.2	53.2	29.1	69.1	20.2	52.2
Green Ext Time (p_c), s	0.0	0.8	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	177.1
HCM 6th LOS	F

Queues
4: US 301 & Gibsonton Dr

06/05/2023

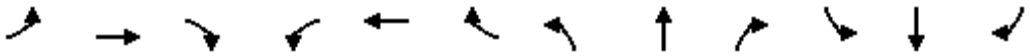


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	449	1451	798	379	2054	680	696	2855	315	394	1617	335
v/c Ratio	1.39	1.07	0.61	1.06	1.46	0.64	1.10	1.38	0.35	1.34	1.03	0.46
Control Delay	235.2	88.6	16.0	153.8	259.6	33.9	145.7	222.0	20.7	239.8	103.6	33.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	235.2	88.6	16.0	153.8	259.6	33.9	145.7	222.0	20.7	239.8	103.6	33.4
Queue Length 50th (ft)	~445	~847	303	~310	~1482	302	~588	~2004	181	~380	~916	253
Queue Length 95th (ft)	#570	#931	306	#432	#1555	363	#726	#2043	258	#503	#1004	353
Internal Link Dist (ft)		1417			2709			1246			919	
Turn Bay Length (ft)	440		790	330		175	550		435	275		800
Base Capacity (vph)	324	1362	1299	356	1410	1063	630	2062	896	295	1565	736
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.39	1.07	0.61	1.06	1.46	0.64	1.10	1.38	0.35	1.34	1.03	0.46

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	427	1788	771	409	1884	277	672	1453	454	689	2404	424
v/c Ratio	1.33	1.33	0.60	1.35	1.43	0.21	1.39	0.97	0.61	1.03	1.35	0.56
Control Delay	206.8	192.4	17.5	234.9	244.9	13.8	241.5	81.9	32.2	113.7	207.4	18.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	206.8	192.4	17.5	234.9	244.9	13.8	241.5	81.9	32.2	113.7	207.4	18.1
Queue Length 50th (ft)	~352	~1068	322	~341	~1159	59	~572	661	309	~469	~1433	173
Queue Length 95th (ft)	m#473	#1162	391	#461	#1246	84	#705	#760	438	#603	#1505	241
Internal Link Dist (ft)		1417			2709			1246			919	
Turn Bay Length (ft)	440		790	330		175	550		435	275		800
Base Capacity (vph)	322	1344	1279	304	1317	1294	484	1500	746	672	1778	759
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.33	1.33	0.60	1.35	1.43	0.21	1.39	0.97	0.61	1.03	1.35	0.56

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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

m Volume for 95th percentile queue is metered by upstream signal.

Arterial Level of Service: EB Gibsonton Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Fern Hill Dr	II	45	28.1	32.1	60.2	0.27	16.2	E
Mathog Rd	II	45	41.6	2.4	44.0	0.46	37.4	A
Park Pl Ave	II	45	14.2	1.5	15.7	0.13	29.9	B
US 301	II	45	28.1	116.1	144.2	0.28	7.1	F
Total	II		112.0	152.1	264.1	1.14	15.6	E

Arterial Level of Service: WB Gibsonton Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
US 301	II	45	42.3	137.8	180.1	0.53	10.6	F
Alafia Trace Blvd	II	45	28.1	7.5	35.6	0.28	28.7	B
Mathog Rd	II	45	14.2	10.4	24.6	0.13	19.1	D
Fern Hill Dr	II	45	41.6	30.6	72.2	0.46	22.8	C
Total	II		126.2	186.3	312.5	1.40	16.1	E

Arterial Level of Service: EB Gibsonton Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Fern Hill Dr	II	45	28.1	36.0	64.1	0.27	15.2	E
Mathog Rd	II	45	41.6	1.9	43.5	0.46	37.9	A
Park Pl Ave	II	45	14.2	5.7	19.9	0.13	23.6	C
US 301	II	45	28.1	152.2	180.3	0.28	5.7	F
Total	II		112.0	195.8	307.8	1.14	13.3	E

Arterial Level of Service: WB Gibsonton Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
US 301	II	45	42.3	99.5	141.8	0.53	13.4	E
Alafia Trace Blvd	II	45	28.1	2.8	30.9	0.28	33.0	B
Mathog Rd	II	45	14.2	1.1	15.3	0.13	30.7	B
Fern Hill Dr	II	45	41.6	4.9	46.5	0.46	35.4	A
Total	II		126.2	108.3	234.5	1.40	21.5	D

Arterial Level of Service: EB Gibsonton Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Fern Hill Dr	II	45	28.0	40.6	68.6	0.27	14.1	E
Mathog Rd	II	45	41.6	6.9	48.5	0.46	34.0	B
Park Pl Ave	II	45	14.2	2.4	16.6	0.13	28.3	B
US 301	II	45	28.1	186.4	214.5	0.28	4.8	F
Total	II		111.9	236.3	348.2	1.14	11.8	F

Arterial Level of Service: WB Gibsonton Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
US 301	II	45	42.3	259.6	301.9	0.53	6.3	F
Alafia Trace Blvd	II	45	28.1	14.4	42.5	0.28	24.0	C
Mathog Rd	II	45	14.2	3.4	17.6	0.13	26.7	C
Fern Hill Dr	II	45	41.6	41.2	82.8	0.46	19.9	D
Total	II		126.2	318.6	444.8	1.40	11.3	F

Arterial Level of Service: EB Gibsonton Dr

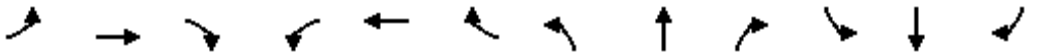
Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Fern Hill Dr	II	45	28.0	47.6	75.6	0.27	12.8	F
Mathog Rd	II	45	41.6	57.2	98.8	0.46	16.7	E
Park Pl Ave	II	45	14.2	4.2	18.4	0.13	25.5	C
US 301	II	45	28.1	270.5	298.6	0.28	3.4	F
Total	II		111.9	379.5	491.4	1.14	8.4	F

Arterial Level of Service: WB Gibsonton Dr

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
US 301	II	45	42.3	179.3	221.6	0.53	8.6	F
Alafia Trace Blvd	II	45	28.1	8.9	37.0	0.28	27.6	C
Mathog Rd	II	45	14.2	2.9	17.1	0.13	27.4	C
Fern Hill Dr	II	45	41.6	21.1	62.7	0.46	26.3	C
Total	II		126.2	212.2	338.4	1.40	14.9	E

HCM 6th Signalized Intersection Summary
4: US 301 & Gibsonton Dr

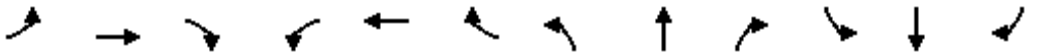
04/14/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	427	1378	758	360	1951	646	661	2712	299	374	1536	318
Future Volume (veh/h)	427	1378	758	360	1951	646	661	2712	299	374	1536	318
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	449	1451	798	379	2054	680	696	2855	315	394	1617	335
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	4	4	4	3	3	3	3	3	3
Cap, veh/h	395	1610	1108	417	1637	908	744	2512	1323	360	2020	1097
Arrive On Green	0.08	0.25	0.25	0.08	0.26	0.26	0.15	0.39	0.39	0.07	0.32	0.32
Sat Flow, veh/h	4944	6332	2745	4944	6332	2745	4983	6383	2768	4983	6383	2768
Grp Volume(v), veh/h	449	1451	798	379	2054	680	696	2855	315	394	1617	335
Grp Sat Flow(s),veh/h/ln	1648	1583	1373	1648	1583	1373	1661	1596	1384	1661	1596	1384
Q Serve(g_s), s	11.2	31.0	7.7	10.6	36.2	20.4	19.3	55.1	9.4	10.1	32.5	0.4
Cycle Q Clear(g_c), s	11.2	31.0	7.7	10.6	36.2	20.4	19.3	55.1	9.4	10.1	32.5	0.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	395	1610	1108	417	1637	908	744	2512	1323	360	2020	1097
V/C Ratio(X)	1.14	0.90	0.72	0.91	1.25	0.75	0.94	1.14	0.24	1.10	0.80	0.31
Avail Cap(c_a), veh/h	395	1610	1108	417	1637	908	744	2512	1323	360	2020	1097
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.55	0.55	0.55	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	64.4	50.5	15.0	63.6	51.9	19.8	58.9	42.4	21.5	64.9	43.8	29.0
Incr Delay (d2), s/veh	77.4	4.3	1.2	23.4	119.7	3.3	18.9	66.9	0.4	75.8	3.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.4	12.4	6.2	5.3	27.6	6.6	9.3	32.4	3.1	6.7	12.9	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	141.8	54.8	16.2	87.0	171.6	23.1	77.8	109.3	22.0	140.7	47.3	29.7
LnGrp LOS	F	D	B	F	F	C	E	F	C	F	D	C
Approach Vol, veh/h		2698			3113			3866			2346	
Approach Delay, s/veh		57.8			128.9			96.5			60.4	
Approach LOS		E			F			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.0	62.0	18.6	42.4	27.8	51.2	18.0	43.0
Change Period (Y+Rc), s	6.9	6.9	6.8	6.8	6.9	6.9	6.8	6.8
Max Green Setting (Gmax), s	10.1	55.1	11.8	35.6	20.9	44.3	11.2	36.2
Max Q Clear Time (g_c+I1), s	12.1	57.1	12.6	33.0	21.3	34.5	13.2	38.2
Green Ext Time (p_c), s	0.0	0.0	0.0	2.1	0.0	7.3	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	89.2
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	406	1699	732	389	1790	263	638	1380	431	655	2284	403
Future Volume (veh/h)	406	1699	732	389	1790	263	638	1380	431	655	2284	403
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1841	1841	1841	1841	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	427	1788	771	409	1884	277	672	1453	454	689	2404	424
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	4	4	4	4	4	3	3	3	3	3	3
Cap, veh/h	413	1758	1116	401	1743	1261	642	1889	1044	918	2242	1203
Arrive On Green	0.08	0.28	0.28	0.08	0.28	0.28	0.13	0.30	0.30	0.18	0.35	0.35
Sat Flow, veh/h	4944	6332	2745	4944	6332	2745	4983	6383	2768	4983	6383	2768
Grp Volume(v), veh/h	427	1788	771	409	1884	277	672	1453	454	689	2404	424
Grp Sat Flow(s),veh/h/ln	1648	1583	1373	1648	1583	1373	1661	1596	1384	1661	1596	1384
Q Serve(g_s), s	14.2	47.2	12.2	13.8	46.8	0.0	21.9	35.3	10.6	22.3	59.7	3.2
Cycle Q Clear(g_c), s	14.2	47.2	12.2	13.8	46.8	0.0	21.9	35.3	10.6	22.3	59.7	3.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	413	1758	1116	401	1743	1261	642	1889	1044	918	2242	1203
V/C Ratio(X)	1.03	1.02	0.69	1.02	1.08	0.22	1.05	0.77	0.44	0.75	1.07	0.35
Avail Cap(c_a), veh/h	413	1758	1116	401	1743	1261	642	1889	1044	918	2242	1203
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.43	0.43	0.43	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	77.9	61.4	21.6	78.1	61.6	27.6	74.1	54.6	15.4	65.7	55.2	32.1
Incr Delay (d2), s/veh	38.2	18.5	0.7	49.9	47.0	0.1	48.4	3.1	1.3	3.3	41.9	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.4	20.8	8.1	7.6	24.1	3.4	12.1	14.4	3.3	9.6	29.9	5.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	116.1	79.9	22.4	128.0	108.6	27.7	122.4	57.6	16.7	69.0	97.0	32.9
LnGrp LOS	F	F	C	F	F	C	F	E	B	E	F	C
Approach Vol, veh/h		2986			2570			2579			3517	
Approach Delay, s/veh		70.2			103.0			67.3			83.8	
Approach LOS		E			F			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	38.2	57.2	20.6	54.0	28.8	66.6	21.0	53.6
Change Period (Y+Rc), s	6.9	6.9	6.8	6.8	6.9	6.9	6.8	6.8
Max Green Setting (Gmax), s	31.3	50.3	13.8	47.2	21.9	59.7	14.2	46.8
Max Q Clear Time (g_c+I1), s	24.3	37.3	15.8	49.2	23.9	61.7	16.2	48.8
Green Ext Time (p_c), s	1.3	8.8	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	80.9
HCM 6th LOS	F

APPENDIX H Concept Plan Roll Plot

CONTRACT PLANS COMPONENTS

A DETAILED INDEX APPEARS ON THE KEY SHEET OF EACH COMPONENT

INDEX OF ROADWAY PLANS

SHEET NO.	SHEET DESCRIPTION
1	KEY SHEET
2	PROJECT LAYOUT PLAN SHEETS
3-7	CONCEPT PLAN SHEETS
8	PREFERRED SMF and FPC SITES

STATE OF FLORIDA

DEPARTMENT OF TRANSPORTATION

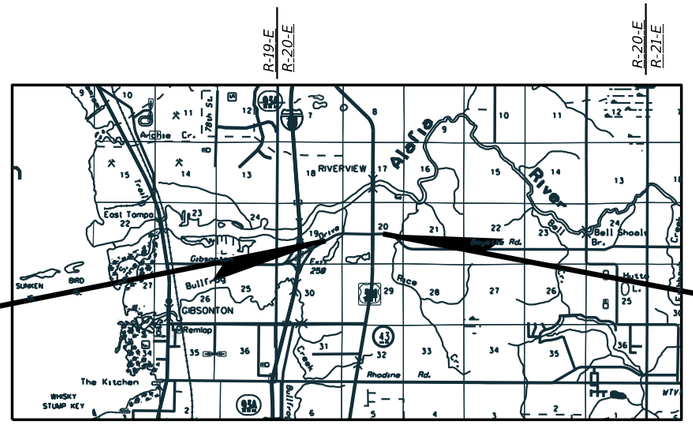
PROJECT DEVELOPMENT AND ENVIRONMENT STUDY CONCEPT PLANS

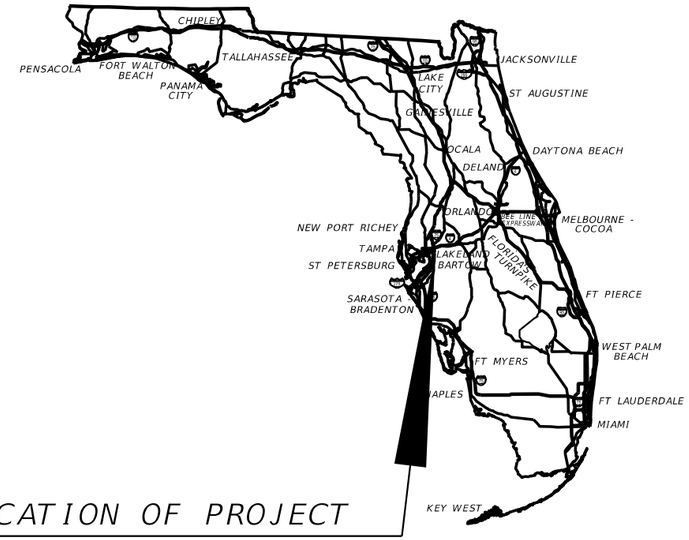
WPI SEGMENT NO. 254552-1

HILLSBOROUGH COUNTY

GIBSONTON DRIVE

From west of Fern Hill Drive to East of US 301





LOCATION OF PROJECT

BEGIN PROJECT
STA 77+26.71 ℄ SURVEY=
STA 98+26.71 ℄ CONST

END PROJECT
STA 109+87.58 ℄ SURVEY=
STA 150+02.09 ℄ CONST

ROADWAY PLANS
ENGINEER OF RECORD:

JEFFREY S. NOVOTNY, P.E., AICP, RSP1
P.E. LICENSE NUMBER 51083
AMERICAN CONSULTING PROFESSIONALS, LLC
2818 CYPRESS RIDGE BLVD., SUITE 200
WESLEY CHAPEL, FLORIDA 33544
ENGINEERING BUSINESS NO.: EB7110

FDOT PROJECT MANAGER:

ASHLEY HENZEL, P.E.

CONSTRUCTION CONTRACT NO.	FISCAL YEAR	SHEET NO.
_____	__	000

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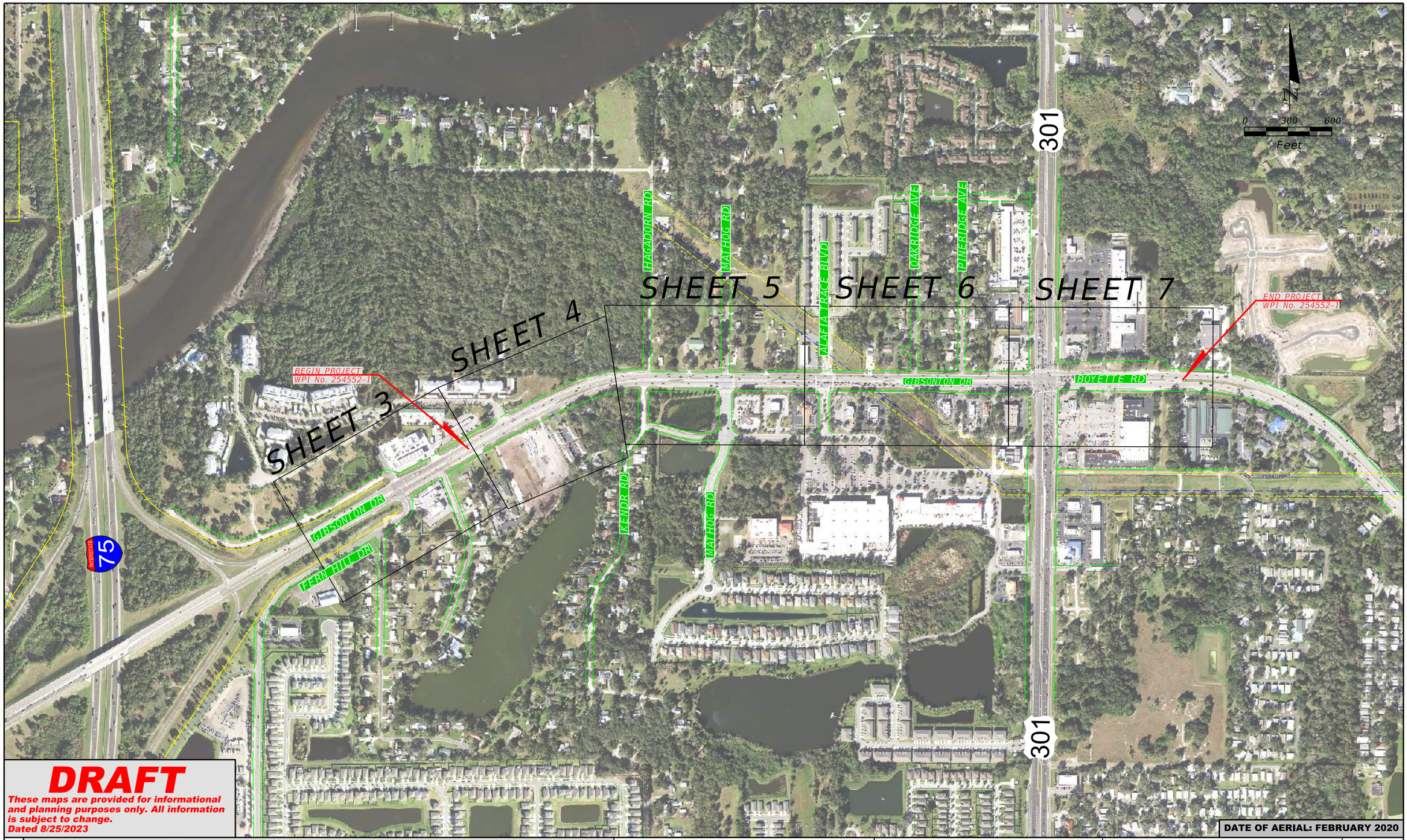

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DATE OF AERIAL: FEBRUARY 2020

LEGEND

- EASEMENT LINE
- EXISTING ROW
- EXISTING LA ROW
- PLAN SHEET BOUNDARY
- STORMWATER MANAGEMENT FACILITY/FLOODPLAIN COMPENSATION SITE SHEET BOUNDARY

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION

ROAD NO.	COUNTY	FINANCIAL PROJECT ID
	HILLSBOROUGH	450438-1-22-01

American Consulting Professionals, LLC
2818 Cypress Ridge Blvd, Suite 200
Wesley Chapel, Florida 33544
Phone: (813) 435-2600 Fax: (813) 435-2601
Engineering Business No. EB7110
Jeffrey S. Novotny, P.E. No. 51083

GIBSONTON DR PD&E STUDY
From FERN HILL DR to US 301
Preferred Alternative Concept Plan
Sheet Layout Map

WPI No.: 450438-1

SHEET NO. 2

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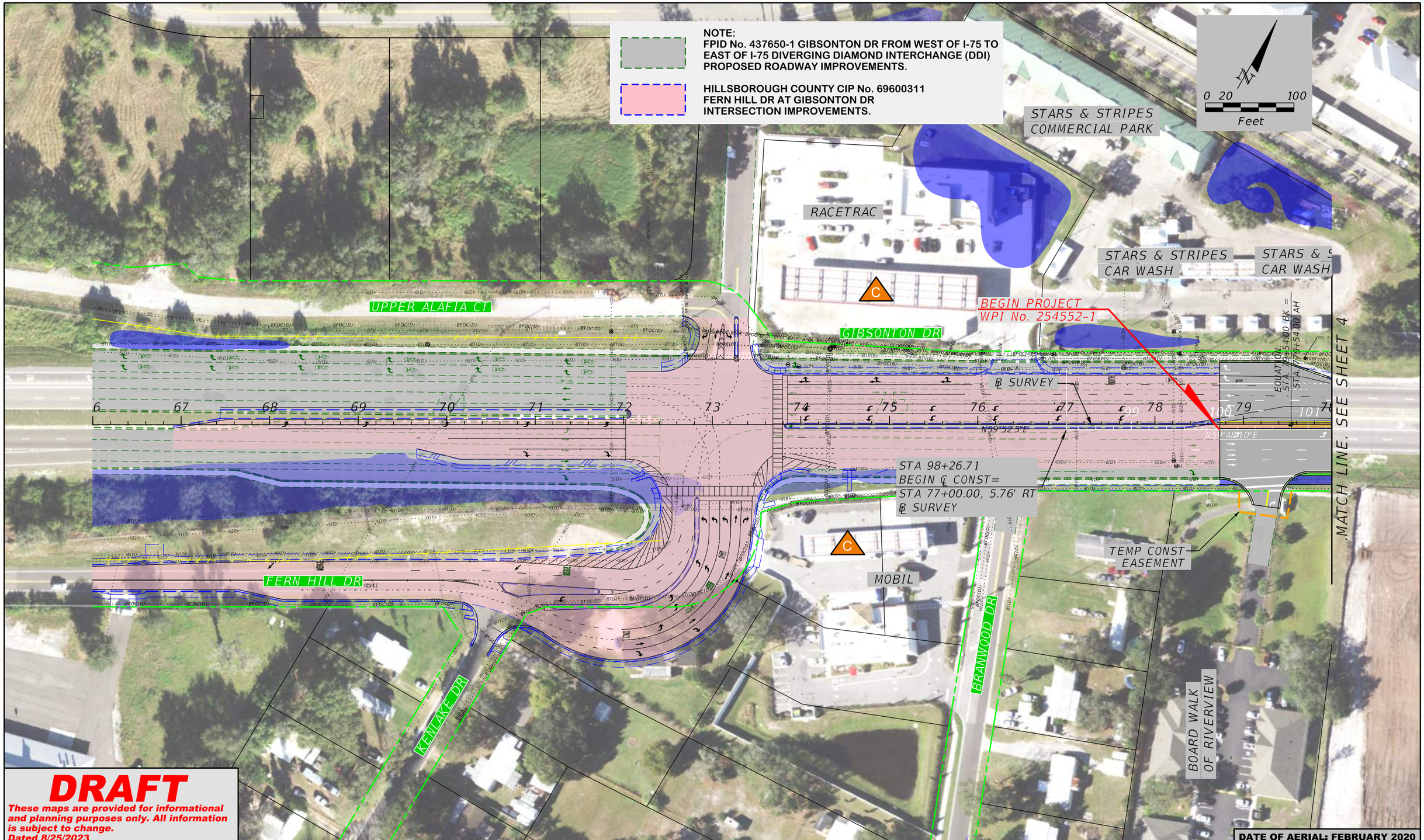

LEGEND

- WETLANDS BOUNDARY
- OTHER SURFACE WATERS BOUNDARY
- FLOODPLAINS AREA
- PREFERRED SMF AND FPC AREA
- POTENTIAL BUSINESS IMPACT
- POTENTIAL RESIDENTIAL IMPACT
- POTENTIALLY CONTAMINATED SITE
- PROPERTY LINE
- EXISTING ROW
- EXISTING LA ROW
- PROPOSED ROW
- EXISTING EASEMENT
- PROPOSED MSE WALL/ GRAVITY WALL
- PROPOSED SIDEWALK/ SHARED USE PATH
- IMPROVEMENTS BY FDOT
- PROPOSED MEDIAN (SOD)
- PROPOSED TRAFFIC SEPARATOR
- POTENTIAL IMPROVEMENT BY OTHERS

STATE OF FLORIDA
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SHEET NO. 3

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THE PRESERVE AT ALAFIA

ALAFIA PRESERVE AVE

HILLSBOROUGH COUNTY

ALAFIA SCRUB NATURE PRESERVE

GIBSONTON DR

℄ SURVEY

℄ CONST

CURVE CLC1

CURVE BLC1

SMF 1B

FPC 1A

TEMP CONST EASEMENT

GIBSONTON STORAGE

PARK PLACE OFFICE

STRIPES

.MATCH LINE. SEE SHEET 3

.MATCH LINE. SEE SHEET 5

0 20 100

Feet

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LEGEND

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- POTENTIAL RESIDENTIAL IMPACT (R)
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SHEET NO. 4

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HILLSBOROUGH COUNTY

ALAFIA SCRUB NATURE PRESERVE

HAGADORN RD

COMMUNITY WORSHIP CHURCH

MATHOG RD

TEMP CONST EASEMENT

℄ SURVEY

BEGIN GRAVITY WALL

END GRAVITY WALL

GIBSONTON DR

N

0 20 100

Feet

MATCH LINE. SEE SHEET 4

MATCH LINE. SEE SHEET 6

791 792 793 794 795 796 797 798 799 800 801 802

S89°44'28"E

S89°43'46"E

PT STA +8047

PT STA +3252

ROT STA +9631

CURVE BLC1

CURVE CLC1

Begin Gravity Wall

End Gravity Wall

KENDR RD

FPC 1A

℄ CONST

SUNCOAST CREDIT UNION

MATTRESS FIRM

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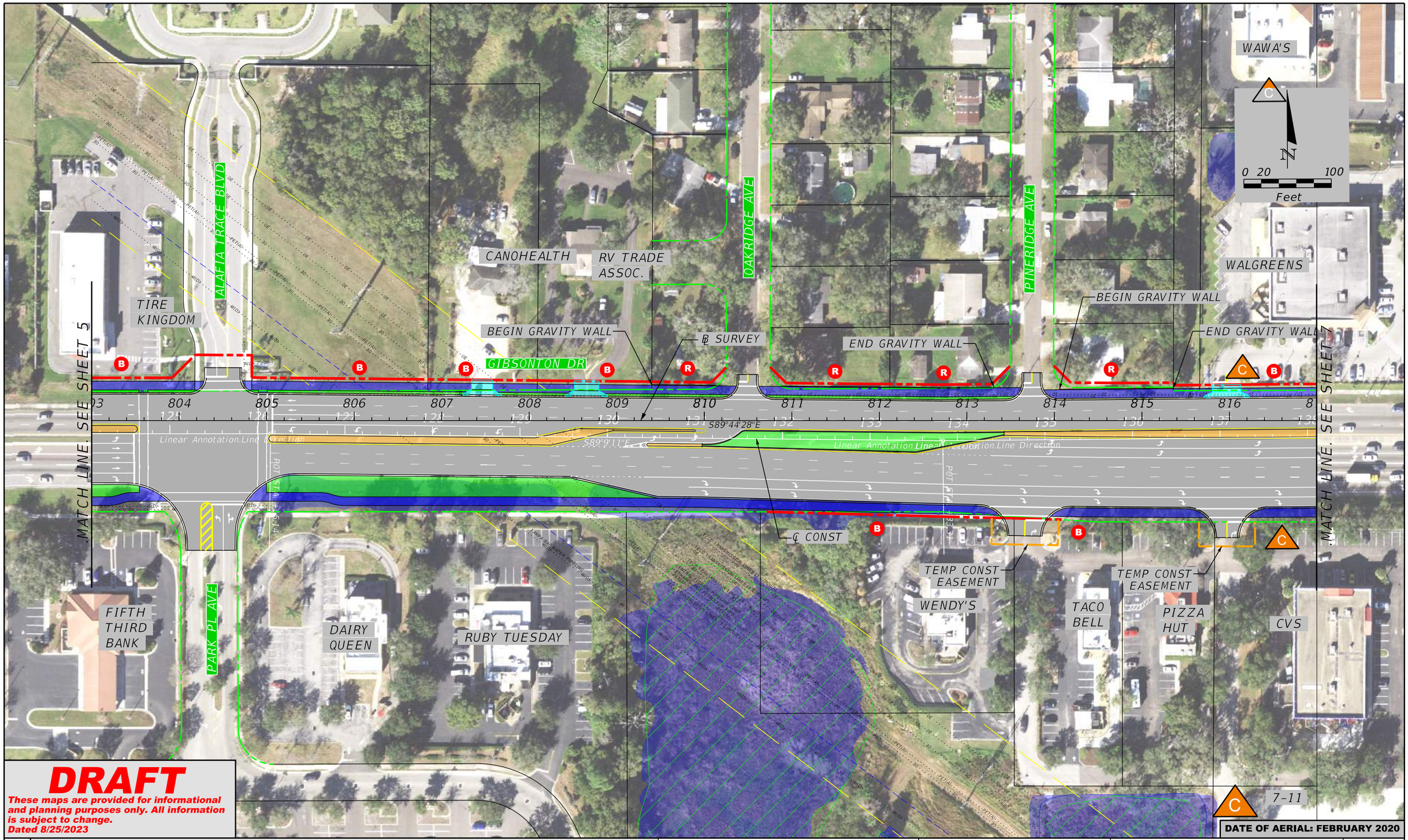

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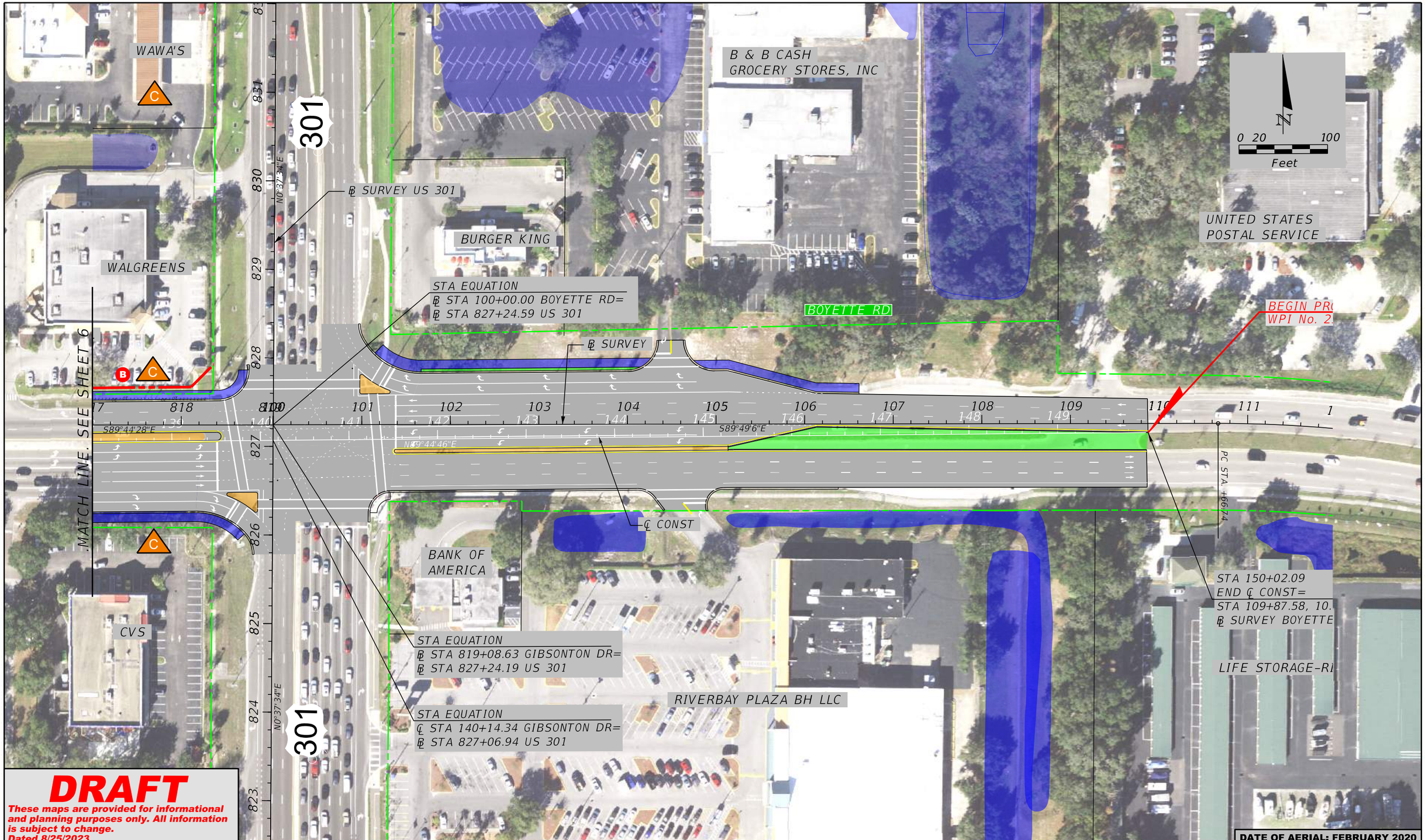

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