

Project Development & Environment Study Reevaluation

SR 600 (US 92)

From East of Interstate 4 (I-4) to East of County Line Road

Final Design Traffic Technical Memorandum

**WPI Segment No.: 435749-1
Hillsborough County**

**Florida Department of Transportation
District Seven**



May 2017

**Lilliam Escalera
FDOT Project Manager**

CERTIFICATION OF PROJECTED TRAFFIC VOLUMES

PROJECT: SR 600 (US 92) PD&E Study Reevaluation from East of Interstate 4 (I-4) to East of County Line Road

WPI Segment No: 435749-1

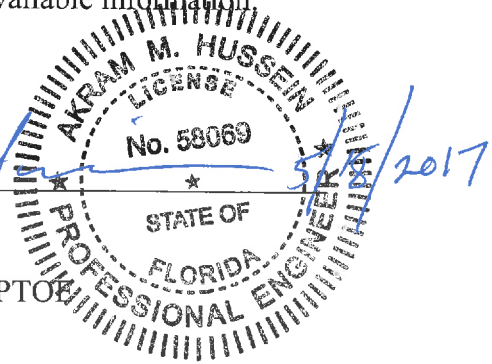
COUNTY: Hillsborough County

CLIENT: Florida Department of Transportation, District 7

This memorandum includes a summary of data collection efforts, traffic demand projection calculations, and capacity/level of service analysis for the SR 600 (US 92) Design Traffic Technical Memorandum.

"I have followed the Project Traffic Forecasting Procedures adopted by the Florida Department of Transportation to arrive at the project traffic volumes. I have found these to be consistent with the historical traffic data and other available information."

SIGNATURE:



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DATE:

May 2017

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 December 14, 2016 and executed by the Federal Highway Administration and FDOT.

Any reference contained herein to the Project Development & Environment Manual is referring to the 2016 revision.

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Acronyms

ADT means Average Daily Traffic
AADT means Annual Average Daily Traffic
CR means County Road
DDHV means Directional Design Hour Volumes
Department refers to the Florida Department of Transportation
DHT means Design Hour Truck
DHV means Design Hour Volume
DTTM means Design Traffic Technical Memorandum
ETDM means Efficient Transportation Decision Making
FDOT means Florida Department of Transportation
FTI means Florida Transportation Information
HCM means Highway Capacity Manual
HCS means Highway Capacity Software
ITE means Institute of Transportation Engineers
LOS means Level of Service
LRTP means Long Range Transportation Plan
MPH means Miles per Hour
MPO means Metropolitan Planning Organization
NCHRP means National Cooperative Highway Research Program
PD&E means Project Development & Environment
PHF means Peak Hour Factor
ROW means Right of Way
SR means State Road
STIP means State Transportation Improvement Plan
TBRPM means Tampa Bay Regional Planning Model
TIP means Transportation Improvement Plan
US means United States Highway
VPD means Vehicles per Day

SECTION 1 EXECUTIVE SUMMARY

The Florida Department of Transportation (FDOT) conducted a Project Development and Environment (PD&E) Study Reevaluation to evaluate multi-lane roadway improvements for SR 600 (US 92) from east of Interstate 4 (I-4) to east of County Line Road in Hillsborough County, Florida. The length of the project within the study limits is approximately 18.095 miles.

The Hillsborough County Metropolitan Planning Organization's (MPO) 2040 Long Range Transportation Plan (LRTP) Socioeconomic Projections estimate an employment increase of 56% and a population increase of 48% for Hillsborough County between 2010 and 2040. The population estimate for Hillsborough County is 1,229,226 for the year 2010 and 1,815,964 for future year 2040, and the countywide employment estimate is 711,400 for the year 2010 and 1,112,059 for future year 2040. Based on the growth projected to occur within the corridor, US 92 is projected by the Tampa Bay Regional Planning Model (TBRPM Version 8.0) – Cost Feasible Network to have future traffic volumes ranging from approximately 13,800 vehicles to 40,950 vehicles per day (VPD) within the project limits by year 2040, which would yield a Level of Service (LOS) F for the corridor with the current roadway configuration except for the four lane section from Mobley Street through the downtown Plant City area to east of Park Road which will remain acceptable LOS. These volumes would exceed roadway capacity at the adopted standards of LOS for US 92 within the project limits per FDOT; therefore, widening of US 92 needs to be evaluated in order to meet future transportation demand.

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. The highway is expected to be improved from an existing, two-lane undivided facility to a four-lane divided facility within the entire study limits, with the exception of the section from Mobley Street through the downtown Plant City area to east of Park Road where it is currently four-lane divided. The proposed improvements will

include various intersection improvements to be accomplished in conjunction with the applicable local governments, in addition to pedestrian and bicycle accommodations. Improvement alternatives were identified which will improve safety, consider cost and capacity needs, and meet future transportation demand.

The proposed project is not currently included in the Hillsborough County MPO *2040 Cost Affordable Capacity Improvement Projects*, with the exception of the segments from east of I-4 to County Road (CR) 579/Mango Road and from Park Road to County Line Road. However, this project is identified in the *2040 Needs Plan* in the LRTP. This PD&E Study Reevaluation will assist the MPO to consider this project for future LRTP updates.

In the process of preparing this *Design Traffic Technical Memorandum (DTTM)*, analyses were performed using existing and future traffic volumes for existing year 2015 and future years - opening year 2020, interim year 2030, and design year 2040.

The operational analysis was performed for existing conditions with the existing lane geometry and 2015 traffic. The acceptable LOS standard for the study corridor of US 92 in the urbanized area within the project limits is 'LOS D' based on the Planning Boundaries for LOS standards for Hillsborough County and Page 123 of the 2013 FDOT Quality/Level of Service Handbook. The existing intersection analysis showed that all the study intersections operate at an acceptable level of service during both peak periods with the exception of 1) the intersection at County Line Road which does not operate at an acceptable level of service during either peak period, 2) the intersection at McIntosh Road which does not operate at an acceptable level of service during the PM peak period, and 3) at Whitehurst Road/Walter Drive which does not operate at an acceptable level of service during the AM peak period. The existing roadway segment analysis showed that US 92 within the study limits does not operate at an acceptable level of service in the eastbound direction during the AM and PM peak periods between Maryland Avenue and Park Road, and between Peach Avenue and Pine Street during the PM peak period only. In the westbound direction, US 92 does not operate at an acceptable level of service between Pine Street and CR 579/Mango Road during the PM peak period.

Operational analyses of future conditions for opening year 2020 and design year 2040 were conducted for both the no-build and the build conditions. Only the build condition was evaluated for interim year 2030. The same set of traffic projections and volumes were used for both build and no-build conditions.

The no-build condition considered the existing lane geometry with the future traffic volumes to be generated by all the socioeconomic growth projected to occur along the study corridor. The analysis showed that the intersections and the roadway segments deteriorated during the future years under the no-build conditions.

The operational analysis for build conditions was conducted to assess the impact of widening US 92 in improving capacity and traffic operation along the study corridor, and also to identify required turn lanes at intersections to operate at an acceptable level of service. The build condition considered widening US 92 to four lanes except from Mobley Street through the downtown Plant City area to east of Park Road. An operational analysis for build conditions showed that widening of US 92 to four lanes from east of I-4 to east of County Line Road with additional improvements at the intersections will result in improved traffic operation and reduced delay by 2040 along US 92 within the project limits and also at the study intersections with intersection turn lane improvements. At the intersection of County Line Road it was agreed upon on March 22, 2016, the development of the volume and analysis for this intersection was from the Final Design Traffic Technical Memorandum for US 92 PD&E Study, FPID: 433558-1-22-01, which was prepared by the FDOT District One Office. There were no changes in the 2040 LOS when compared to the existing LOS analysis at the intersection of Whitehurst Road/Walter Drive. A complete signal warrant analysis may need to be performed during the design phase to evaluate if a traffic signal would be warranted at this intersection. Pedestrian crosswalks, pedestrian ramps and pedestrian signals will be provided per FDOT standards as a part of the design for the widening project. Also, crosswalks will be provided at all un-signalized intersections per FDOT District Seven standards for the widening project. Pedestrian and bicycle safety will be enhanced by providing sidewalks and bike lanes along the entire project corridor except

from Mobley Street through the downtown Plant City area to east of Park Road. The lighting along the study corridor and at the intersections should be reviewed and evaluated to ensure that it meets FDOT standards. FDOT District Seven is working with the Central Office on a directive for lighting the pedestrian sidewalks and the signalized intersections within the District Seven limits. Per the District Seven Traffic Design Department, lighting along this corridor will be provided within the pedestrian sidewalks and at signalized intersections to meet the new FDOT standards and criteria.

SECTION 2 INTRODUCTION

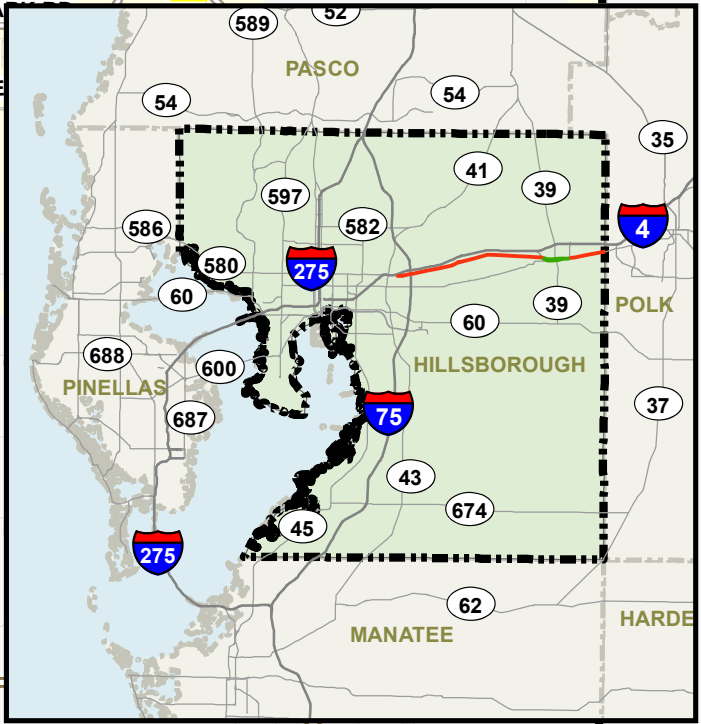
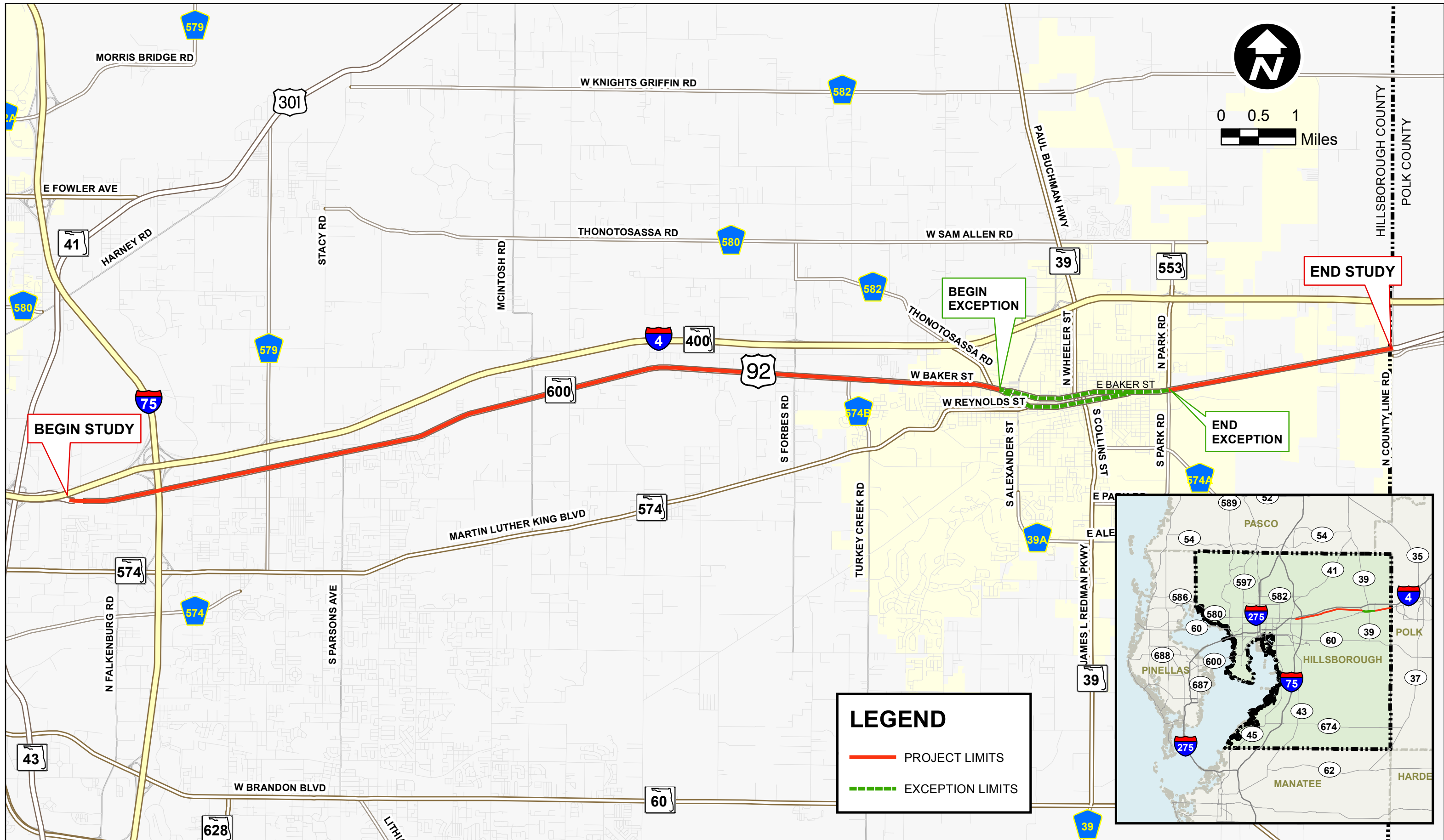
2.1 PD&E STUDY REEVALUATION PURPOSE

The objective of the PD&E Study Reevaluation was to assist the FDOT in reaching a decision on the type, location, and conceptual design of the proposed improvements for widening US 92 from east of I-4 to east of County Line Road in Hillsborough County.

The PD&E Study Reevaluation satisfies all applicable requirements to qualify the proposed project for federal funding of the subsequent development phases: design, right of way (ROW) acquisition, and construction.

2.2 PROJECT DESCRIPTION

US 92 is a major east-west arterial through Hillsborough County. The limits of this study are from east of I-4 to east of County Line Road, a distance of approximately 18.095 miles as shown in **Figure 2-1**. Within the project limits, the existing roadway is classified as an urban other principal arterial. In order to accommodate projected traffic increases along US 92, the FDOT conducted a PD&E study to consider the proposed widening of a portion of US 92 and evaluate capacity and operational improvements from east of I-4 to east of County Line Road. The highway is expected to be improved from an existing, two-lane undivided facility to a four-lane divided facility within the entire project limits, with the exception of the section from Mobley Street through the downtown Plant City area to east of Park Road where it is currently four-lane divided. The proposed improvements will include various intersection improvements to be accomplished in conjunction with the applicable local governments, in addition to pedestrian and bicycle accommodations. The proposed project is not currently included in the Hillsborough County MPO *2040 Cost Affordable Capacity Improvement Projects* with the exception of the segments from east of I-4 to CR 579/Mango Road and from Park Road to County Line Road. However, this project is identified in the *2040 Needs Plan* in the LRTP. This PD&E Study Reevaluation will assist the MPO in considering this project for future LRTP updates.



2.3 PURPOSE AND NEED

The purpose of this project is to address projected roadway congestion for US 92 due to future growth along the project corridor and within Hillsborough County. Increasing roadway capacity along this segment of US 92 will accommodate future growth and work in conjunction with other projects planned or underway to increase the capacity of US 92. The existing annual average daily traffic (AADT) within the study limits varied between 10,000 and 21,350 VPD in year 2015. The Hillsborough County MPO's 2040 LRTP Socioeconomic Projections estimate an employment increase of 56% and a population increase of 48% for Hillsborough County between year 2010 and year 2040. The population estimate for Hillsborough County is 1,229,226 for the year 2010 and 1,815,964 for future year 2040, and the countywide employment estimate is 711,400 for the year 2010 and 1,112,059 for future year 2040. Based on the growth projected to occur within the corridor, US 92 is projected by the TBRPM Version 8.0 – Cost Feasible Network to have future traffic volumes ranging from approximately 13,800 vehicles to 40,950 VPD within the project limits by year 2040, which would yield a LOS F for the study corridor with the current roadway configuration except for the four lane section from Mobley Street through the downtown Plant City area to east of Park Road which will remain an acceptable LOS. These volumes would exceed roadway capacity at the adopted standards of LOS for US 92 within the project limits per FDOT except for the four lane section from Mobley Street through the downtown Plant City area to east of Park Road. Proposed future laneage has been based on the results of the traffic study that was conducted as part of the PD&E Study Reevaluation.

2.4 PURPOSE OF REPORT

This DTTM is one of several documents that were prepared as a part of the PD&E Study Reevaluation. The purpose of this report is to document the need for future widening of the US 92 project corridor and identify the roadway improvements required within the project limits from east of I-4 to east of County Line Road for improved traffic operation with the exception of the section from Mobley Street through the downtown Plant City area to west of Maryland Avenue. The analyses performed in this DTTM are to support decisions related to project alternatives. In addition, this DTTM summarizes existing conditions, development of

existing and future traffic projections and analysis of existing and future traffic conditions along with proposed recommendations.

2.5 EXISTING FACILITY AND PROPOSED IMPROVEMENTS

Within the project limits, US 92 is currently a two-lane undivided urban facility with the exception of the section from Mobley Street through the downtown Plant City area to east of Park Road where it is currently a four-lane divided section. The posted speed limits vary from 45 miles per hour (mph) to 55 mph within the project limits with the exception of the excepted section of US 92 – Baker Street and Reynolds Street through downtown Plant City, where the posted speed limits vary between 30 mph to 35 mph. Major intersections within the project limits occur at the following locations:

- US 92 at Falkenburg Road (Signalized)
- US 92 at Williams Road (Signalized)
- US 92 at CR 579/Mango Road (Signalized)
- US 92 at Peach Avenue (Signalized)
- US 92 at Pine Street (Signalized)
- US 92 at Parsons Avenue (Signalized)
- US 92 at Kingsway Road (Signalized)
- US 92 at McIntosh Road (Signalized)
- US 92 at Gallagher Road (Signalized)
- US 92 at Branch Forbes Road (Signalized)
- US 92 at Turkey Creek Road (Signalized)
- US 92 at Whitehurst Road/Walter Drive (Un-signalized with Flashing Beacon)
- US 92 at SR 566/Thonotosassa Road/Lemon Street (Signalized)
- US 92 at Maryland Avenue (Signalized)
- US 92 at SR 553/Park Road (Signalized)
- US 92 at County Line Road (Polk) (Signalized)

Typical section alternatives included urban typical sections. A “No-Build” Alternative was also evaluated. The segments of US 92 from US 301 to CR 579 and from Park Road to

County Line Road have been identified as cost feasible projects in the *Imagine 2040: Hillsborough Long Range Transportation Plan (LRTP)*. These segments have also been included in the *State Transportation Improvement Plan (STIP)* and the *Hillsborough County Metropolitan Planning Organization's Transportation Improvement Plan (TIP)* or design.

Expected improvements include widening US 92 to four lanes as well as intersection improvements and bicycle and pedestrian facilities except from Mobley Street through the downtown Plant City area to east of Park Road where it is currently a four-lane divided section. As stated earlier, a “No-Build” Alternative where no widening is proposed was also considered.

As a part of the widening project of US 92 to four lanes, the design and posted speed is proposed to be 45 mph from the beginning of the project to Crow Wing Drive and from Edward Street to Thonotosassa Boulevard; 50 mph for the section of the project from Crow Wing Drive to Edward Street and from Park Road to County Line Road; and no changes in speed for the section between Mobley Street and Park Road. A sidewalk exists on the south side of US 92 west of Falkenburg Road to west of CR 579 (Mango Road), then the sidewalk flips to the north side east of CR 579 (Mango Road) to west of N. Taylor Road. Sidewalks exist on both sides east of N. Taylor Road to west of N. Kingsway Road then a sidewalk only exists on the south side of US 92 east of N. Kingsway Road to west of Macintosh Road. The sidewalk flips to the north side of US 92 east of Macintosh Road to west of Turkey Creek Road, then flips to the south side west of Turkey Creek Road to Thonotosassa Road. Sidewalks exist west of Maryland Avenue on both sides and flip to the north side east of Maryland Avenue to Park Road and then stops.

Pedestrian crosswalks, pedestrian ramps, and pedestrian signals will be provided per FDOT standards as a part of the design for the two lane to four lane widening project. Also, crosswalks will be provided at all un-signalized intersections per FDOT District Seven standards except from Mobley Street through the downtown Plant City area to east of Park Road.

SECTION 3 EXISTING CONDITIONS AND TRAFFIC

3.1 ROADWAY AND INTERSECTION CHARACTERISTICS

US 92 within the project limits is a predominantly two-lane undivided urban arterial roadway with the exception of the section from Mobley Street through the downtown Plant City area to east of Park Road where it is a four-lane divided facility. The posted speed limit on US 92 (Roadway ID No. 10-030-000 and 10-030-101) within the project limits varies between 45 mph and 55 mph with the exception of the section of US 92 – Baker Street and Reynolds Street through downtown Plant City, where the posted speed limits vary between 30 mph to 35 mph which is exempted from this DTTM documentation. The existing year 2015 US 92 arterial study intersection locations, along with intersection lane geometry are shown on **Figure 3-1**.

3.2 TRAFFIC CHARACTERISTICS

A comprehensive traffic count program was performed for the US 92 study corridor. The counts were collected during February and March 2015. The traffic count data included 72-hour classification counts performed at three locations, 72-hour approach machine counts performed at approaches of the study intersections, and 8-hour turning movement counts performed at 16 key study intersections along the study corridor. No traffic data was collected between the section of Mobley Street to Gordon Street which is exempted from this DTTM documentation. The collected field traffic count data is included in **Appendix A**.

The 72-hour bi-directional classification counts were conducted at the following locations:

- US 92 – west of Falkenburg Road
- US 92 – west of McIntosh Road
- US 92 – east of County Line Road (Polk)

The 72-hour bi-directional volume counts were conducted at the following locations:

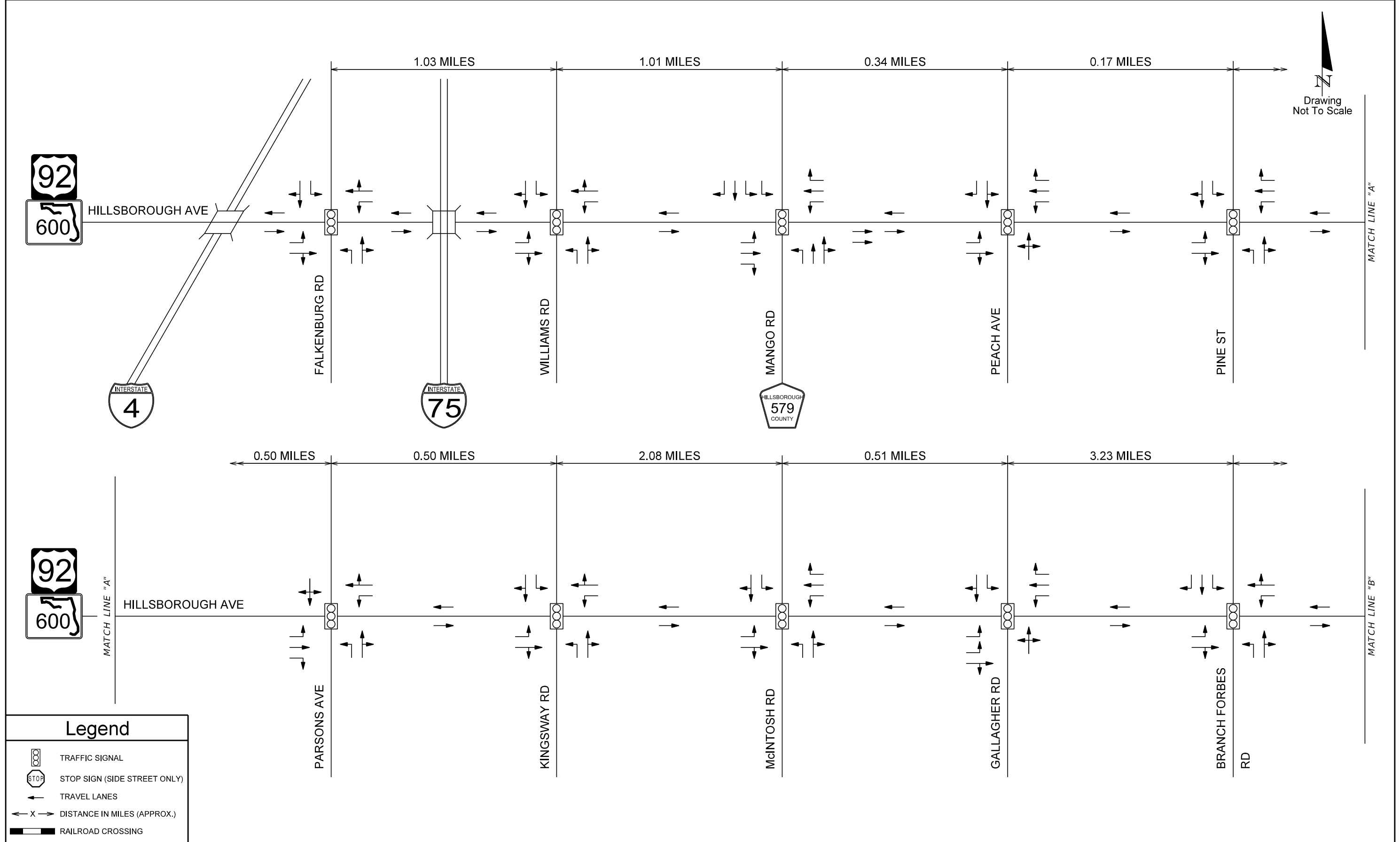
- US 92 – west of Falkenburg Road
- US 92 – east of Falkenburg Road
- Falkenburg Road – south of US 92

- Falkenburg Road – north of US 92
- US 92 – west of Williams Road
- US 92 – east of Williams Road
- Williams Road – south of US 92
- Williams Road – north of US 92
- US 92 – west of CR 579/Mango Road
- US 92 – east of CR 579/Mango Road
- CR 579/Mango Road – south of US 92
- CR 579/Mango Road – north of US 92
- US 92 – west of Peach Avenue
- Peach Avenue – south of US 92
- Peach Avenue – north of US 92
- US 92 – between Peach Avenue and Pine Avenue
- US 92 – east of Pine Street
- Pine Street – south of US 92
- Pine Street – north of US 92
- US 92 – west of Parsons Avenue
- US 92 – east of Parsons Avenue
- Parsons Avenue – south of US 92
- Parsons Avenue – north of US 92
- US 92 – west of Kingsway Road
- US 92 – east of Kingsway Road
- Kingsway Road – south of US 92
- Kingsway Road – north of US 92
- US 92 – west of McIntosh Road
- McIntosh Road – south of US 92
- McIntosh Road – north of US 92
- US 92 – between McIntosh Road and Gallagher Road
- US 92 – east of Gallagher Road
- Gallagher Road – south of US 92

- Gallagher Road – north of US 92
- US 92 – west of Branch Forbes Road
- US 92 – east of Branch Forbes Road
- Branch Forbes Road – south of US 92
- Branch Forbes Road – north of US 92
- US 92 – west of Turkey Creek Road
- US 92 – east of Turkey Creek Road
- Turkey Creek Road – south of US 92
- US 92 – west of Whitehurst Road/Walter Drive
- US 92 – east of Whitehurst Road/Walter Drive
- Walter Drive – south of US 92
- Whitehurst Road – north of US 92
- US 92 – west of SR 566/Thonotosassa Road/Lemon Street
- US 92 – east of SR 566/Thonotosassa Road/Lemon Street
- Lemon Street – south of US 92
- Thonotosassa Road – north of US 92
- US 92 – west of Maryland Avenue
- Maryland Avenue – south of US 92
- Maryland Avenue – north of US 92
- US 92 – between Maryland Avenue and SR 553/Park Road
- US 92 – east of SR 553/Park Road
- CR 574/Park Road – south of US 92
- SR 553/Park Road – north of US 92
- US 92 – west of County Line Road
- US 92 – east of County Line Road
- County Line Road – south of US 92
- County Line Road – north of US 92

The 8-hour turning movement counts were conducted between 7:00 AM – 10:00 AM, 11:00 AM – 1:00 PM, and 3:00 PM – 6:00 PM at the following study intersections:

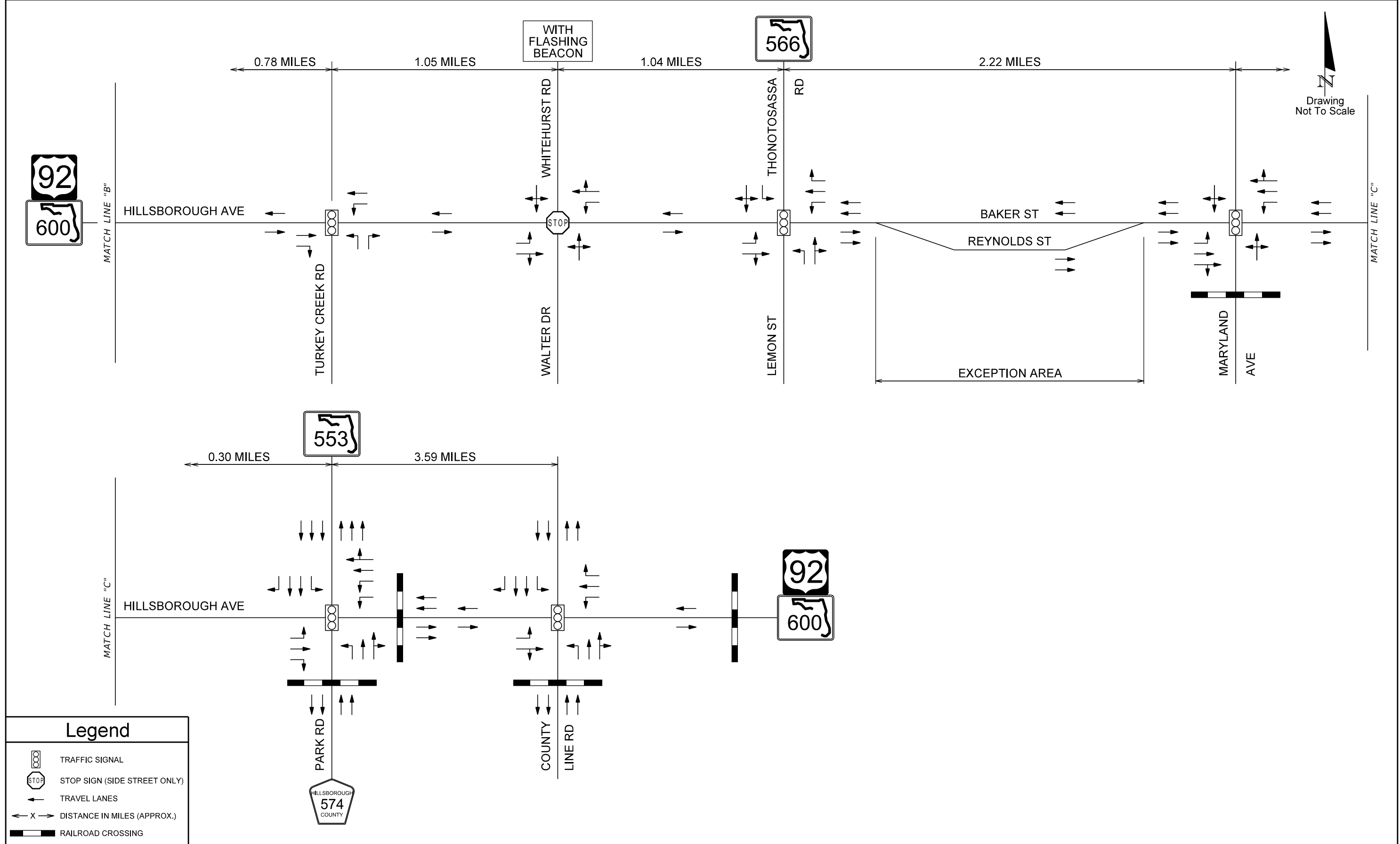
- US 92 at Falkenburg Road (Signalized)
- US 92 at Williams Road (Signalized)
- US 92 at CR 579/Mango Road (Signalized)
- US 92 at Peach Avenue (Signalized)
- US 92 at Pine Street (Signalized)
- US 92 at Parsons Avenue (Signalized)
- US 92 at Kingsway Road (Signalized)
- US 92 at McIntosh Road (Signalized)
- US 92 at Gallagher Road (Signalized)
- US 92 at Branch Forbes Road (Signalized)
- US 92 at Turkey Creek Road (Signalized)
- US 92 at Whitehurst Road/Walter Drive (Un-signalized with Flashing Beacon)
- US 92 at SR 566/Thonotosassa Road/Lemon Street (Signalized)
- US 92 at Maryland Avenue (Signalized)
- US 92 at SR 553/Park Road (Signalized)
- US 92 at County Line Road (Polk) (Signalized)



SR 600 (US 92) PD&E Study Re-evaluation
From East of I-4 to East of County Line Road
Hillsborough County, Florida
 Work Program Item Segment No.: 435749-1
 Federal Aid Project No.: N/A

Existing Lane Geometry

Figure 3-1A



SR 600 (US 92) PD&E Study Re-evaluation
 From East of I-4 to East of County Line Road
 Hillsborough County, Florida
 Work Program Item Segment No.: 435749-1
 Federal Aid Project No.: N/A

Existing Lane Geometry

Figure 3-1B

3.3 TRAFFIC PARAMETERS

The design hour traffic factors recommended for the US 92 PD&E study include a standard K factor of 9.0% per the *2014 Project Traffic Forecasting Handbook* along US 92 and all the side streets. The recommended D-factor along the US 92 study corridor is 59.60% based on the 72-hour classification counts conducted (**Appendix A**). The D-factor from the recently conducted classification counts was compared with the historical D-factors along the study corridor over a period of five years and was found to be in line with the historical values as shown in **Appendix B**. The recommended D-factor along US 92 is within the acceptable range identified in the *2014 FDOT Project Traffic Forecasting Handbook*. The D-factors along the side streets that were used in the development of the existing AM and PM peak hour traffic volumes were estimated from the actual AM and PM peak hour turning movement counts in **Appendix A**. Information for the D-factors for US 92 and the side streets is provided in **Appendix B**. These recommended K and D factors will be used for the development of existing and future traffic volumes.

Recommended daily truck percentages (T_{24}) along the study corridor based on the 72-hour classification counts are 7.0% west of Falkenburg Road, 9.0% west of McIntosh Road, and 14.9% east of County Line Road. For the existing and future analysis along the side streets, Design Hour Truck (DHT) will be used based on the AM and PM peak hour turning movement counts. DHT for US 92 is assumed to be half of T_{24} , rounded up to the nearest percent. Information on DHT for side streets is provided in **Appendix B**.

A Peak Hour Factor (PHF) of 0.95 has been used in the existing and future analysis for this study.

Table 3-1 below shows the recommended design traffic factors for the US 92 corridor.

Table 3-1 Recommended K, D, T Factors along US 92

US 92	Standard K	D	Daily Truck (T_{24})	Design Hour Truck (DHT)
West of Falkenburg Road	9.00%	59.60%	7.0%	4.0%
West of McIntosh Road			9.0%	5.0%
East of County Line Road (Polk)			14.9%	7.0%

3.4 DEVELOPMENT OF EXISTING YEAR 2015 DESIGN HOUR TRAFFIC VOLUMES

Existing design hour volumes for the AM and the PM peak periods were developed based on the seasonally adjusted AADT using the recommended K and the D factors along with the proportion of the existing turning movement counts.

Existing AADT volumes are obtained by applying seasonal factor and axle factor adjustment to the raw Average Daily Traffic (ADT) from the 72-hour approach counts. The adjustment factors were obtained from *2013 Florida Transportation Information (FTI) DVD*. These existing AADT volumes in the study area are shown in **Figure 3-2**. All the information related to the AADTs along with the adjustment factors is included in **Appendix D**.

Existing year 2015 AM and PM peak hour Directional Design Hour Volumes (DDHV) were obtained by multiplying the existing AADT volumes by the recommended K and D factors of 9.0% and 59.60%, respectively as shown on **Table 3-1**.

The AM and PM peak hour turning movement volumes were developed by multiplying the existing turning percentages with the DDHV estimated from AADTs. The existing turning percentages are obtained from the AM (proposed peak: 7:00am – 8:00am) and the PM (proposed peak: 5:00pm – 6:00pm) peak hour raw turning movement counts. Westbound is considered to be the peak direction along US 92 within the project limits during the AM peak period in the development of the peak hour turning volumes. For the PM peak, eastbound for US 92 (reverse of the AM peak) was used to be the peak direction. Peak direction for every side street was obtained from the existing traffic counts and has been included as a part of **Appendix B**. The existing year 2015 AM and PM peak hour volumes are shown in **Figure 3-3**. Calculation of the adjusted AADTs, DDHV and AM and PM peak hour turning movement volumes, and the spreadsheets illustrating the development of the existing traffic AM and PM peak hour are included as a part of **Appendix D**.



HILLSBOROUGH AVE



FALKENBURG RD



WILLIAMS RD



MANGO RD

PEACH AVE

PINE ST



HILLSBOROUGH AVE

PARSONS AVE

KINGSWAY RD

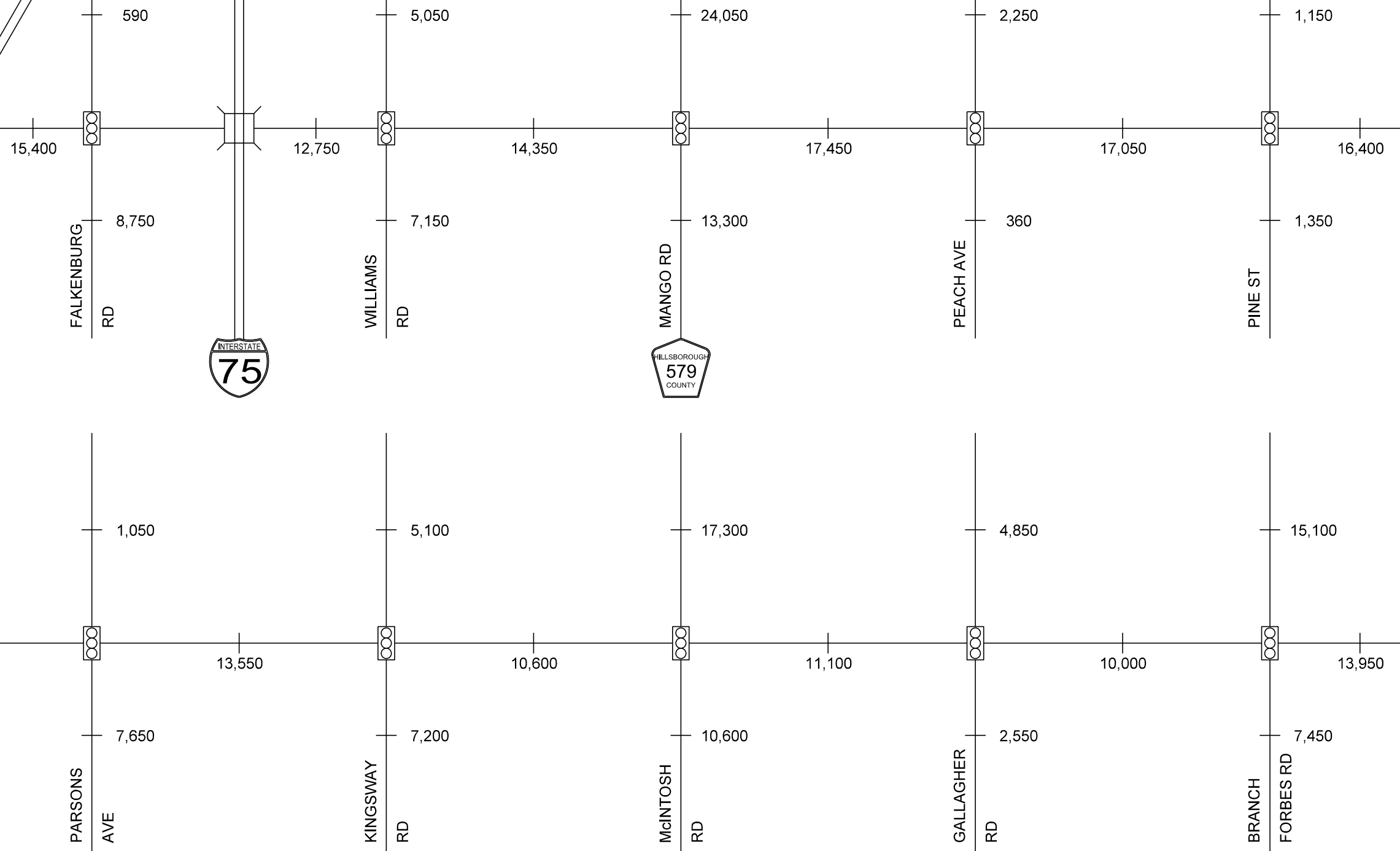
McINTOSH RD

GALLAGHER RD



BRANCH FORBES RD

MATCH LINE "A"

MATCH LINE "B"



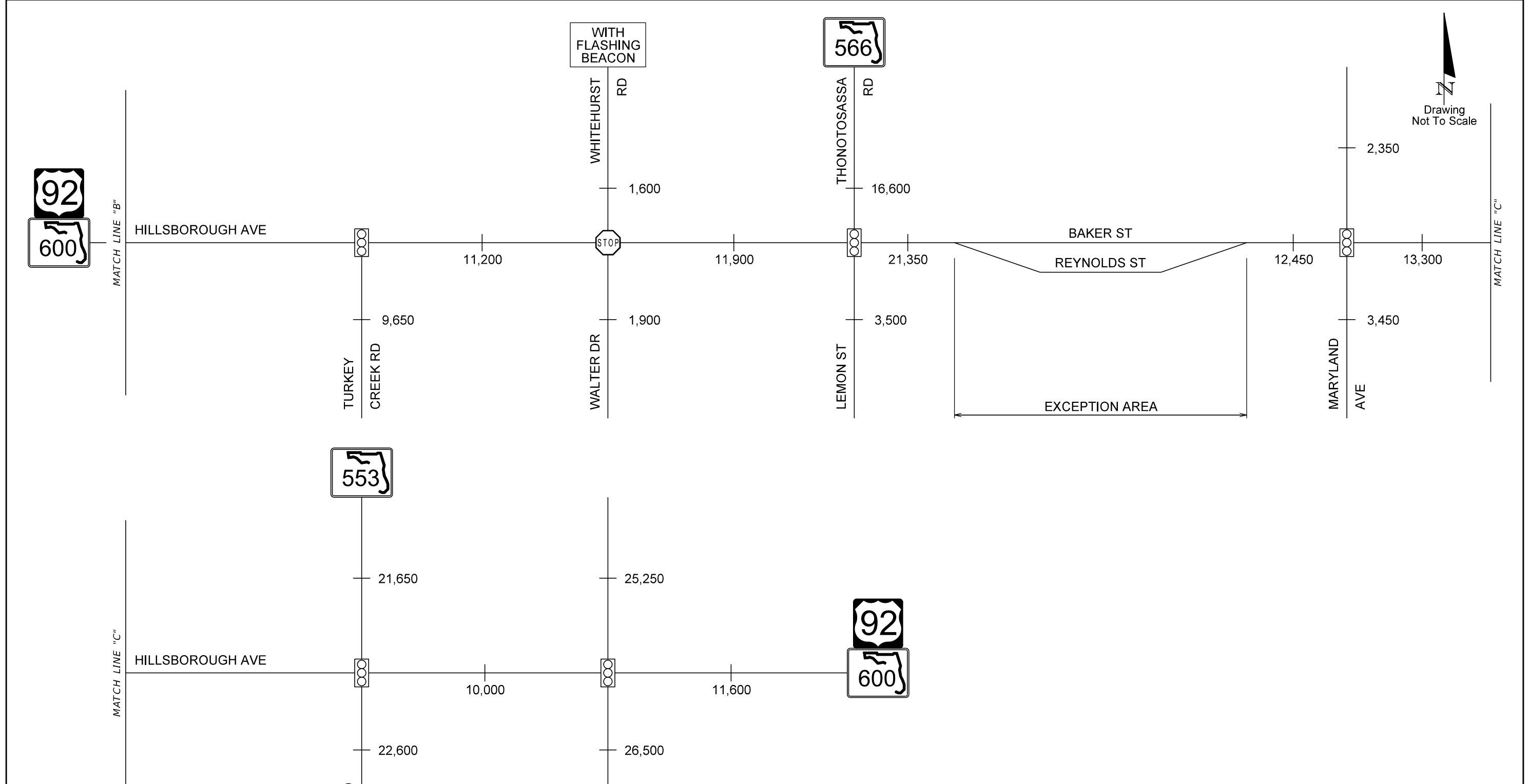
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-  STOP SIGN (SIDE STREET ONLY)
- 1234 AADT

SR 600 (US 92) PD&E Study Re-evaluation
From East of I-4 to East of County Line Road
 Hillsborough County, Florida
 Work Program Item Segment No.: 435749-1
 Federal Aid Project No.: N/A



Existing 2015 Annual Average Daily Traffic (AADT)

Figure 3-2A



Drawing Not To Scale

Legend

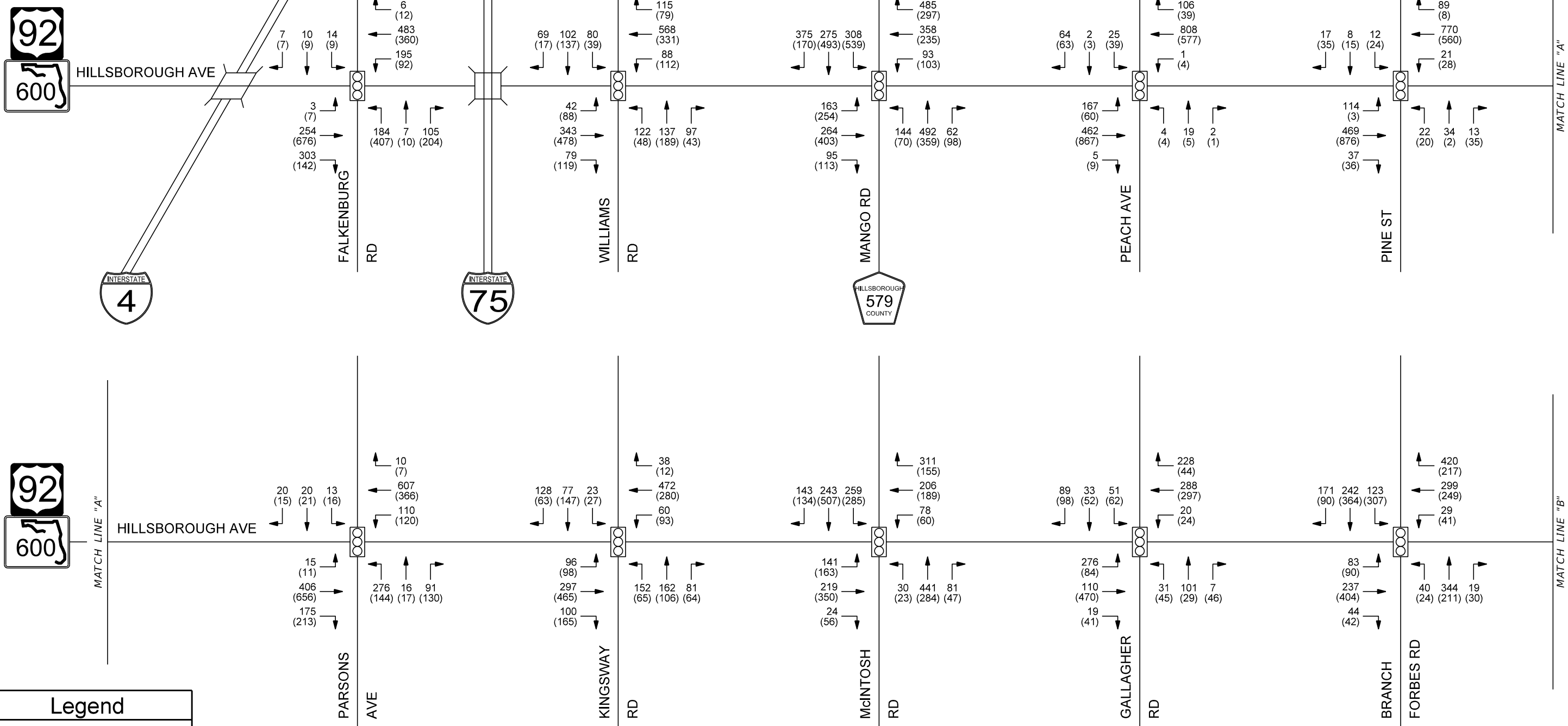
-  TRAFFIC SIGNAL
-  STOP SIGN (SIDE STREET ONLY)
- 1234 AADT

SR 600 (US 92) PD&E Study Re-evaluation
 From East of I-4 to East of County Line Road
 Hillsborough County, Florida
 Work Program Item Segment No.: 435749-1
 Federal Aid Project No.: N/A

Existing 2015 Annual Average Daily Traffic (AADT)

Figure 3-2B

Drawing
Not To Scale



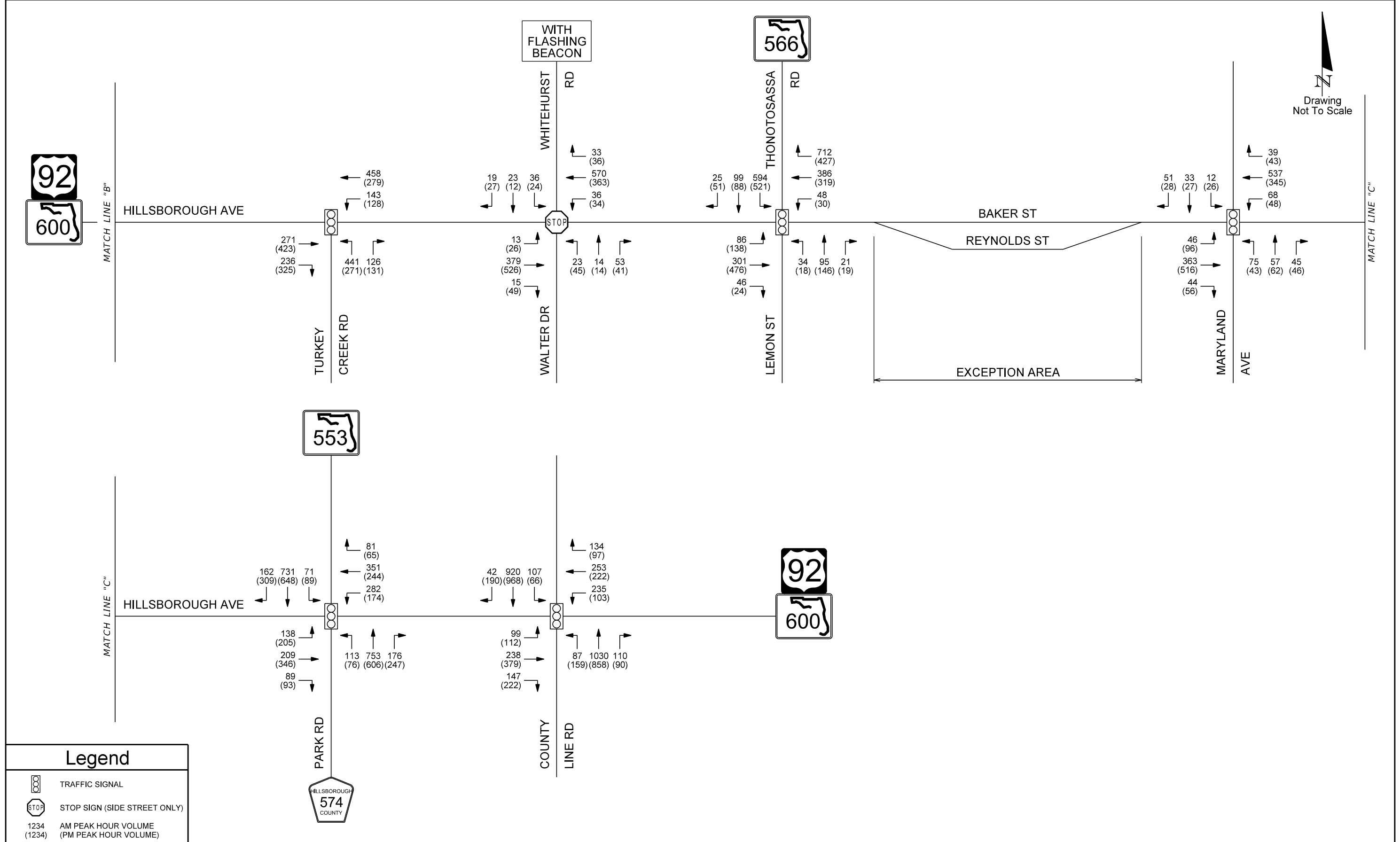
Legend

- TRAFFIC SIGNAL
- STOP SIGN (SIDE STREET ONLY)
- 1234 AM PEAK HOUR VOLUME
(1234) PM PEAK HOUR VOLUME

SR 600 (US 92) PD&E Study Re-evaluation
 From East of I-4 to East of County Line Road
 Hillsborough County, Florida
 Work Program Item Segment No.: 435749-1
 Federal Aid Project No.: N/A

Year 2015 AM and PM Peak Hour Traffic Volumes

Figure 3-3A



SR 600 (US 92) PD&E Study Re-evaluation
From East of I-4 to East of County Line Road
 Hillsborough County, Florida
 Work Program Item Segment No.: 435749-1
 Federal Aid Project No.: N/A

Year 2015 AM and PM Peak Hour Traffic Volumes

Figure 3-3B

3.5 EXISTING YEAR 2015 INTERSECTION LEVEL OF SERVICE ANALYSIS

Existing year 2015 lane geometry and existing AM and PM peak hour traffic volumes, along with signal timing plans obtained from Hillsborough County, Plant City and FDOT District One with phasing verified from the field were used for the existing analysis. The existing signal timing plans have been included in **Appendix E**. The acceptable LOS standard for the existing condition in the study corridor of US 92 in the urbanized area within the entire study limits is 'LOS D' based on the Planning Boundaries for LOS standards for Hillsborough County and Page 123 of the 2013 FDOT Quality/Level of Service Handbook. SYNCHRO Version 8.0 (Build 805) was used as the analysis tool within the study limits. Signalized intersection LOS was estimated from SYNCHRO Version 8.0 (Build 805) software. The latest Highway Capacity Software (HCS 2010) Version 6.65 was used for the un-signalized intersection. Existing year 2015 LOS and control delay results for all the study intersections are summarized in **Table 3-2**. Existing LOS analysis details (HCS output worksheets from SYNCHRO) are provided in **Appendix F**.

Table 3-2 Existing Year 2015 AM/PM Intersection Delay and LOS

Intersection	Overall Average Delay (seconds/vehicle)	Overall Intersection LOS
US 92 at Falkenburg Road (signalized)	25.9/45.4	C/D
US 92 at Williams Road (signalized)	21.2/23.0	C/C
US 92 at CR 579/Mango Road (signalized)	43.4/49.6	D/D
US 92 at Peach Avenue (signalized)	5.7/20.7	A/C
US 92 at Pine Street (signalized)	18.9/12.8	B/B
US 92 at Parsons Avenue (signalized)	30.6/18.5	C/B
US 92 at Kingsway Road (signalized)	26.9/24.4	C/C
US 92 at McIntosh Road (signalized)	49.6/98.7	D/F
US 92 at Gallagher Road (signalized)	37.4/34.8	D/C
US 92 at Branch Forbes Road (signalized)	28.3/26.3	C/C
US 92 at Turkey Creek Road (signalized)	51.4/13.6	D/B
US 92 at Whitehurst Road/Walter Drive ⁽¹⁾ (un-signalized)	37.7/33.2	E/D
US 92 at SR 566/Thonotosassa Road/Lemon Street (signalized)	34.4/43.2	C/D
US 92 at Maryland Avenue (signalized)	15.9/15.3	B/B
US 92 at SR 553/Park Road (signalized)	53.7/48.1	D/D
US 92 at County Line Road (signalized)	61.1/76.5	E/E

(1) Un-signalized Intersection – Delay/LOS along worst minor approach.

Based on the existing analysis, all the study intersections operate at an acceptable level of service during both peak periods with the exception of the intersections at McIntosh Road and County Line Road which do not operate at an acceptable level of service during one or both peak periods. Also, the intersection at Whitehurst Road/Walter Drive does not operate at an acceptable level of service during the AM peak period.

3.6 EXISTING YEAR 2015 ROADWAY SEGMENT ANALYSIS

SYNCHRO Version 8.0 (Build 805) was used as the roadway segment analysis tool for US 92 between Falkenburg Road and County Line Road. The existing year 2015 roadway segment LOS analyses were conducted for US 92 using the estimated existing year 2015 AM and PM peak hour volumes. For the roadway segment analysis, the free flow speed was assumed to be the posted speed limit which varies between 45 mph and 55 mph with the exception of the section of US 92 – Baker Street and Reynolds Street through downtown Plant City where the posted speed limits vary between 30 mph to 35 mph. The arterial class for US 92 was established to be Class I by SYNCHRO software. The existing roadway segment LOS results for the eastbound and westbound directions of US 92 are summarized in **Tables 3-3 and 3-4**. The roadway segment analysis SYNCHRO outputs are provided in **Appendix F**.

Table 3-3 Existing Year 2015 AM/PM EB Roadway Segment Speed and LOS

Roadway	Segment	Existing Condition		
		Distance (mi)	Arterial Speed (mph)	Roadway Segment LOS
US 92 EB	Falkenburg Road to Williams Road	1.03	42.3/43.0	A/A
	Williams Road to CR 579/Mango Road	1.01	35.1/30.3	B/C
	CR 579/Mango Road to Peach Avenue	0.34	32.6/31.7	C/C
	Peach Avenue to Pine Street	0.17	26.7/20.6	D/E
	Pine Street to Parsons Avenue	0.50	31.2/36.5	C/B
	Parsons Avenue to Kingsway Road	0.50	32.2/34.1	C/B
	Kingsway Road to McIntosh Road	2.08	42.4/45.9	A/A
	McIntosh Road to Gallagher Road	0.51	32.7/23.8	C/D
	Gallagher Road to Branch Forbes Road	3.23	51.6/50.8	A/A
	Branch Forbes Road to Turkey Creek Road	0.78	47.2/45.9	A/A
	Turkey Creek Road to SR 566/Thonotosassa Road/Lemon Street	2.09	37.4/35.1	B/B
	East of SR 566/Thonotosassa Road/Lemon Street	-	-	-
	West of Maryland Avenue	-	34.5/34.4	B/B
	Maryland Avenue to SR 553/Park Road	0.30	15.2/15.1	F/F
SR 553/Park Road to County Line Road	3.59	34.3/37.7	B/B	

Table 3-4 Existing Year 2015 AM/PM WB Roadway Segment Speed and LOS

Roadway	Segment	Existing Condition		
		Distance (mi)	Arterial Speed (mph)	Roadway Segment LOS
US 92 WB	County Line Road to SR 553/Park Road	3.59	47.5/47.5	A/A
	SR 553/Park Road to Maryland Avenue	0.30	25.7/26.2	D/D
	West of Maryland Avenue	-	-	-
	East of SR 566/Thonotosassa Road/Lemon Street	-	28.6/29.3	C/C
	SR 566/Thonotosassa Road/Lemon Street to Turkey Creek Road	2.09	46.2/46.9	A/A
	Turkey Creek Road to Branch Forbes Road	0.78	31.9/41.8	C/B
	Branch Forbes Road to Gallagher Road	3.23	47.7/47.8	A/A
	Gallagher Road to McIntosh Road	0.51	23.3/30.8	D/C
	McIntosh Road to Kingsway Road	2.08	47.4/51.0	A/A
	Kingsway Road to Parsons Avenue	0.50	35.5/38.8	B/B
	Parsons Avenue to Pine Street	0.50	24.7/42.4	D/A
	Pine Street to Peach Avenue	0.17	27.1/18.3	C/E
	Peach Avenue to CR 579/Mango Road	0.34	22.5/15.8	D/F
	CR 579/Mango Road to Williams Road	1.01	38.8/40.1	B/B
Williams Road to Falkenburg Road	1.03	40.0/41.1	B/B	

Based on these results, the existing analysis shows that US 92 within the study limits does not operate at an acceptable LOS in the eastbound direction during the AM and PM peak periods between Maryland Avenue and Park Road; and, between Peach Avenue and Pine Street during the PM peak only. In the westbound direction, US 92 does not operate at an acceptable LOS between Pine Street and CR 579/Mango Road during the PM peak.

3.7 CRASH ANALYSIS

Crash data along US 92 within the project limits was obtained from the FDOT for the most recent five-year (2009 through 2013) period. There were a total of 1,209 crashes reported within the project limits during the five-year period which involved 1,017 injuries and 14

fatalities. **Table 3-5** below summarizes the five-year crash history along the study corridor. As a part of the analysis, the number of crashes that occurred at night was also summarized. The crash rate was calculated and compared to the statewide crash rates for similar roadway segments. Statewide crash rates obtained from FDOT are included in **Appendix G** along with the crash data information.

Table 3-5 Summary of Crash Analysis along US 92

US 92 from East of I-4 (MP 6.498) to County Line Road (MP 24.593) in Hillsborough County	Year					Five Year Total
	2009	2010	2011	2012	2013	
Fatal Crashes	5	2	3	3	1	14
Injury Crashes	116	101	116	114	158	605
Property Damage Only Crashes	110	91	96	113	180	590
Total Crashes	231	194	215	230	339	1209
Night-time crashes	83	69	74	77	110	413
<i>Average Crash Rate with Average AADT of 10,200</i>						3.59
<i>Statewide 5-Year Average Crash Rate for Urban Segments*</i>						2.629

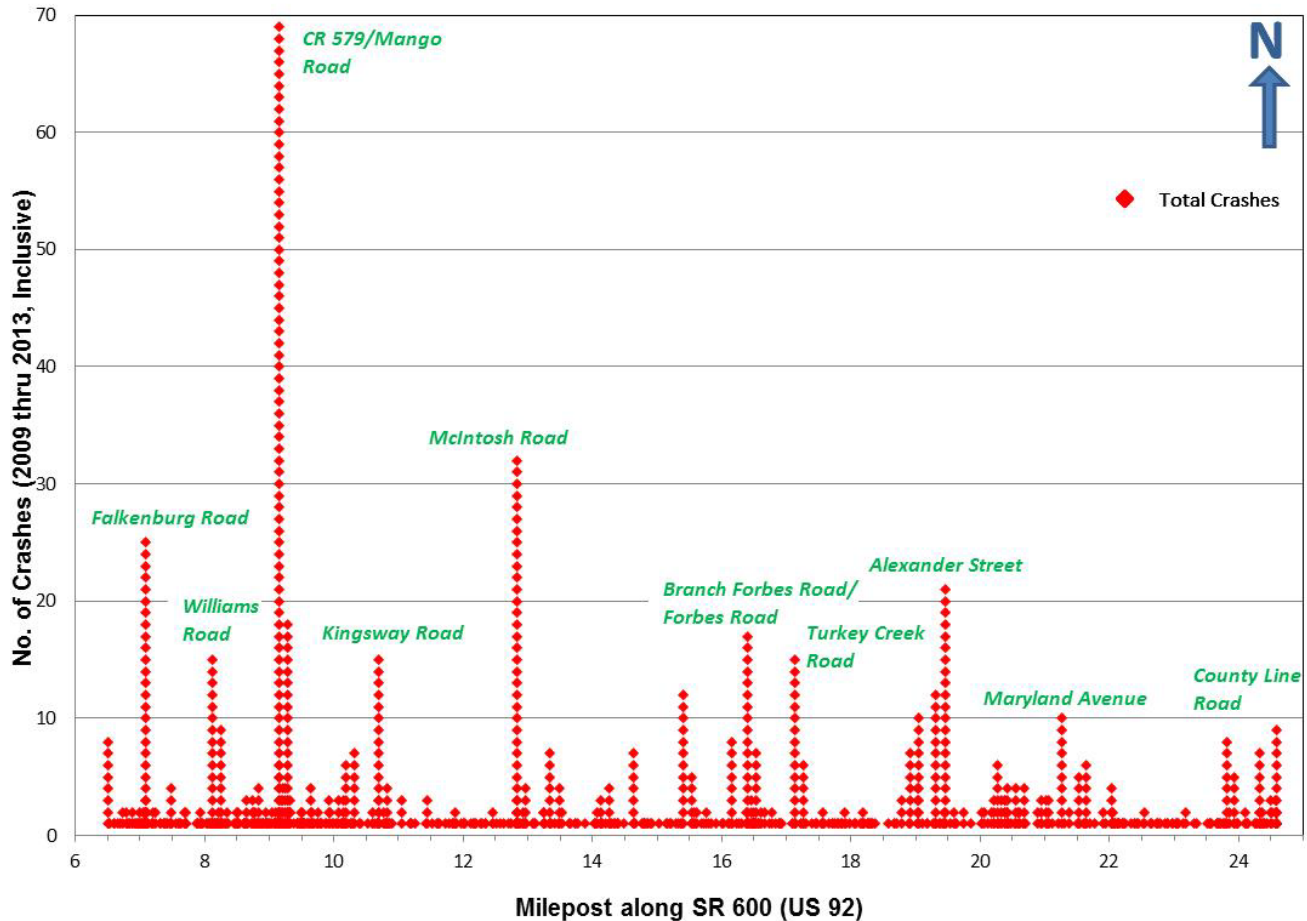
*Obtained from FDOT – District Seven

The table above shows that the average crash rate over the entire length of the US 92 study corridor is 3.59, which is higher than the statewide five-year average crash rate of 2.629 for 2-3 lanes, two-way undivided suburban segments. Approximately 34% of the total crashes along US 92 are night-time crashes. The lighting along the study corridor and at the intersections should be reviewed and evaluated to ensure that it meets FDOT standards. FDOT District Seven is working with the Central Office on a directive for lighting the pedestrian sidewalks and the signalized intersections within the District Seven limits. Per the District Seven Traffic Design Department, lighting along this corridor will be provided within the pedestrian sidewalks and at signalized intersections to meet the new FDOT standards and criteria.

The distribution of crashes by mile post is shown in **Figure 3-4**. The plot indicates that the majority of the crashes occurred at Falkenburg Road, Williams Road, CR 579/Mango Road,

Kingsway Road, McIntosh Road, Branch Forbes Road/Forbes Road, Turkey Creek Road, Alexander Street, Maryland Avenue and County Line Road.

Figure 3-4 Distribution of Crashes (2009-2013) by Milepost along US 92 from East of I-4 to East of County Line Road



The breakdown by crash type of total crashes within the study limits for the last available five years along US 92 is shown in **Table 3-6** and **Figure 3-5**. Overall rear-end crashes accounted for 36 percent of the total crashes, angle crashes accounted for 28 percent, head-on crashes accounted for 4 percent, pedestrians and bicycles involved 2 percent, sideswipe crashes accounted for 1 percent and the remaining 29 percent of the crashes were other crash types.

Table 3-6 Summary of Crash Analysis along US 92 by Crash Types

Crash Type	Year					Total	Percentage	Average Per Year
	2009	2010	2011	2012	2013			
Rear-end	78	82	80	80	116	436	36.1	87.2
Angle	65	46	57	53	113	334	27.6	66.8
Sideswipe	4	6	0	0	0	10	0.8	2.0
Head-On	11	7	8	10	10	46	3.8	9.2
Pedestrian/Bicycle	7	0	9	6	6	28	2.3	5.6
Other	66	53	61	81	94	355	29.4	71.0
Total	231	194	215	230	339	1209	100.0	

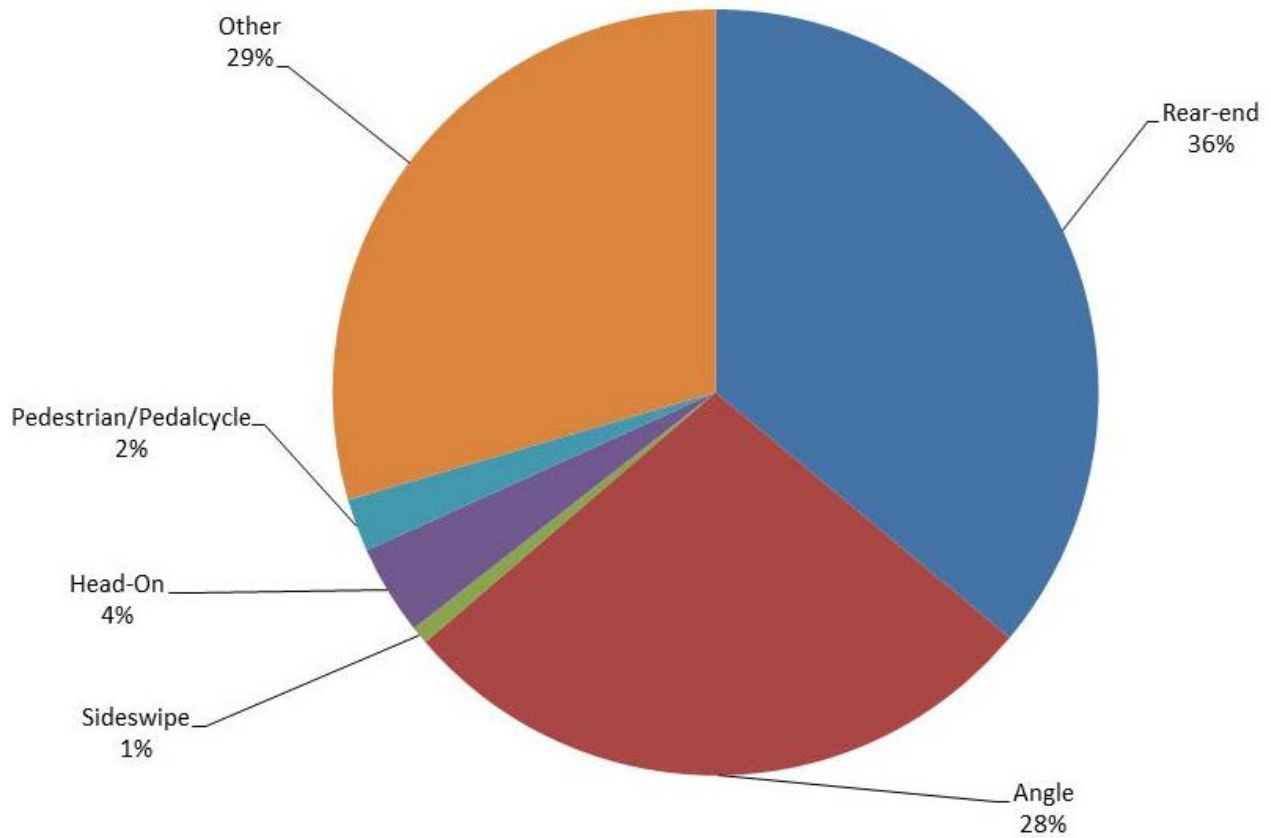


Figure 3-5 Crashes Types along US 92 from East of I-4 to East of County Line Road

There were 28 crashes involving a pedestrian or a bike; these crashes were predominantly non-vehicular and involved a pedestrian or a pedalcycle. Pedestrian and bicycle safety will be enhanced by providing sidewalks and bike lanes along the entire project corridor except from Mobley Street through the downtown Plant City area to east of Park Road. Pedestrian crosswalks, pedestrian ramps, and pedestrian signals will be provided per FDOT standards as a part of the design for the widening project. Also, crosswalks will be provided at all un-signalized intersections per FDOT standards for the widening project. These are intended to help to reduce pedestrian/bicycle crashes as well as facilitate their mobility along the study corridor.

SECTION 4 FUTURE TRAFFIC PROJECTIONS

Future year traffic volumes were developed using the TBRPM Version 8.0. As indicated in the traffic methodology already approved by FDOT District Seven in March 2015, only one set of future traffic volumes were developed which will be used for both the no-build and the build conditions. The approved traffic methodology is included in **Appendix C**.

4.1 TRAVEL DEMAND MODEL

For the development of the future traffic volumes, TBRPM version 8.0 was used. A base year 2010 model validation (reasonableness check) was performed for the study area along US 92 from east of I-4 to east of County Line Road and the model was found to be reasonable. A check for model accuracy level was performed using methodology in the National Cooperative Highway Research Program (NCHRP) 255. Also, subarea model network checks for centroid connectors, facility types and area types were performed along US 92 within project limits. Details on subarea validation have been included as a part of **Appendix H**.

NCHRP 255 adjustment techniques (Ratio and Difference Method) were applied to the future year 2040 model volumes along US 92 and major side streets where desired level of accuracy was not attained or where improved accuracy levels can be attained. The variation in the growth rate along the side streets over 18 miles length of the study corridor has been incorporated along the major side streets as indicated by the travel demand model. However, along the minor side streets of Peach Avenue, Pine Street, Parsons Avenue, Gallagher Road, Turkey Creek Road, Whitehurst Road/Walter Drive, Lemon Street, Maryland Avenue and the northern approach of Falkenburg Road, the growth rate was based on the comparison of the socioeconomic data between base year 2010 and future year 2040 for the appropriate or adjacent traffic analysis zones. This indicated that the annual growth rate along these minor side streets varied between 0.87% and 2.17%. The detailed calculation of these growth rates has been included in a table in **Appendix H**. Thus, an annual growth rate of 1.5% was used for traffic forecasting along these minor side streets. The adjusted 2040 model volumes along US 92 and major side streets within the project limits along with the NCHRP 255 adjusted volumes (where necessary) along with the existing AADT were used in forecasting.

The NCHRP 255 adjustment and the model plots for the base year 2010, future year 2040, and the calculations of the minor side street growth rate based on comparison of socioeconomic data and the historical data within the project limits are provided as a part of **Appendix H**.

4.2 DEVELOPMENT OF FUTURE YEAR ANNUAL AVERAGE DAILY TRAFFIC (AADT) AND DESIGN HOUR TRAFFIC VOLUMES

Design year 2040 AADT was obtained by adjusting the TBRPM Version 8.0 model volumes. The opening year 2020 and interim year 2030 were obtained by interpolation and extrapolation between the existing year 2015 AADT and the established year 2040 future model volumes for the US 92 volumes and the major side streets within the project limits. For the minor side street, future year AADTs were calculated by applying an annual growth rate of 1.5% on the existing year 2015 AADT. The future year no-build and build AADT are shown in **Figure 4-1**. These have also been provided in **Appendix H**.

Future year AM and PM peak hour DDHV were obtained by multiplying the future year AADT volumes by the recommended K and D factors, respectively. These estimated DDHVs were then distributed at the study intersections by applying the existing turning percentages from the existing traffic counts. As in the existing year 2015, westbound is considered to be the peak direction along US 92 within the project limits during the AM peak period and eastbound is considered to be the peak direction during the PM peak period in the development of the peak hour turning volumes. Peak direction for each side street was obtained from the existing traffic counts and has been included in **Appendix B**.

Calculation of the DDHV, the future AM and PM peak hour turning movements, and spreadsheets illustrating the development of the AM and PM peak hour traffic volumes for the opening year, interim year and design year are provided as a part of **Appendix I**. The future no-build and build AM and PM peak hour volumes for the opening year 2020, interim year 2030 and design year 2040 are shown in **Figures 4-2, 4-3 and 4-4**, respectively. At the intersection of County Line Road it was agreed upon on March 22, 2016, the development of the volume and analysis for this intersection was from the Final Design Traffic Technical Memorandum for US 92 PD&E Study, FPID: 433558-1-22-01, which was approved by the FDOT District One Office.

Drawing
Not To Scale



HILLSBOROUGH AVE



(20,200)
{29,750}
[39,300]

(11,600)
{17,250}
[22,900]

FALKENBURG
RD

(630)
{720}
[810]



(17,750)
{27,700}
[37,650]

(8,700)
{11,850}
[14,950]

WILLIAMS
RD

(9,150)
{17,350}
[22,550]



(18,100)
{25,650}
[33,200]

(13,850)
{14,900}
[15,950]

MANGO RD

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[41,650]

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{27,250}
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(390)
{440}
[500]

PEACH AVE

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[3,100]

(20,400)
{27,100}
[33,800]

(1,450)
{1,650}
[1,850]

PINE ST

(1,250)
{1,400}
[1,600]

MATCH LINE "A"



HILLSBOROUGH AVE

MATCH LINE "A"

(1,150)
{1,300}
[1,440]

(8,200)
{9,350}
[10,500]

PARSONS
AVE

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(7,300)
{7,550}
[7,750]

KINGSWAY
RD

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McINTOSH
RD

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GALLAGHER
RD

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

(7,900)
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BRANCH
FORBES
RD

(16,950)
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MATCH LINE "B"

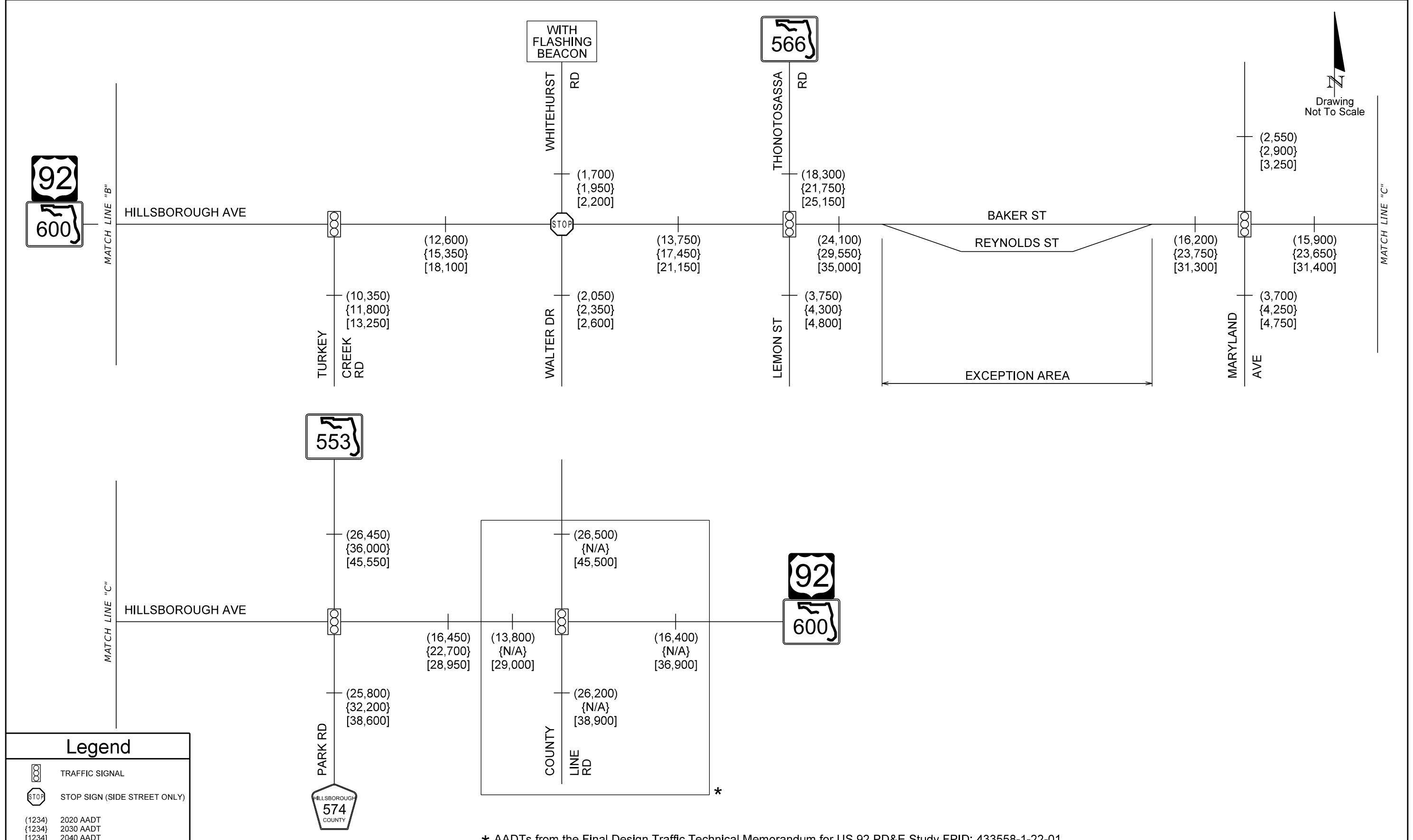
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- {1234} 2030 AADT
- [1234] 2040 AADT

SR 600 (US 92) PD&E Study Re-evaluation
From East of I-4 to East of County Line Road
Hillsborough County, Florida
Work Program Item Segment No.: 435749-1
Federal Aid Project No.: N/A

Future Years Annual Average Daily Traffic (AADT)

Figure 4-1A

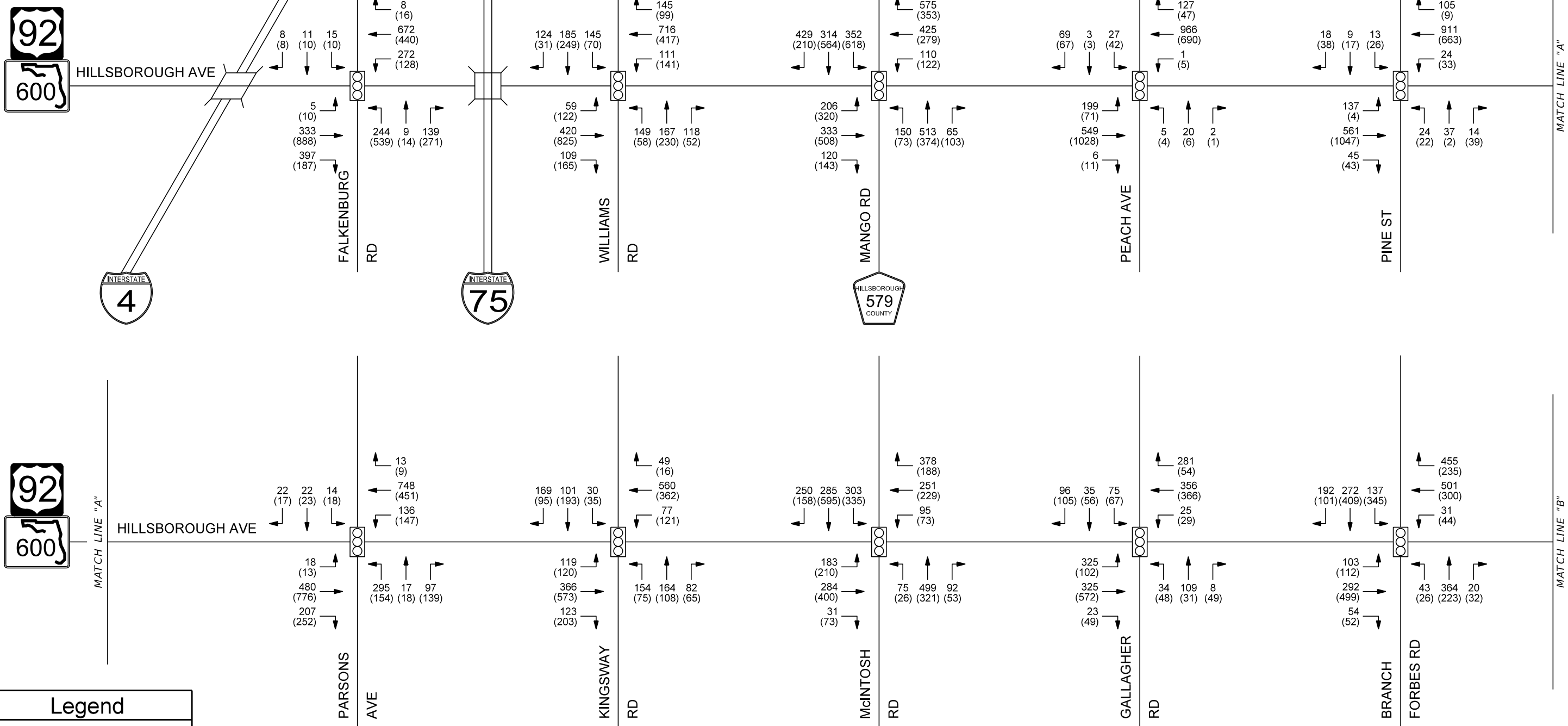


SR 600 (US 92) PD&E Study Re-evaluation
 From East of I-4 to East of County Line Road
 Hillsborough County, Florida
 Work Program Item Segment No.: 435749-1
 Federal Aid Project No.: N/A

Future Years Annual Average Daily Traffic (AADT)

Figure 4-1B

Drawing
Not To Scale



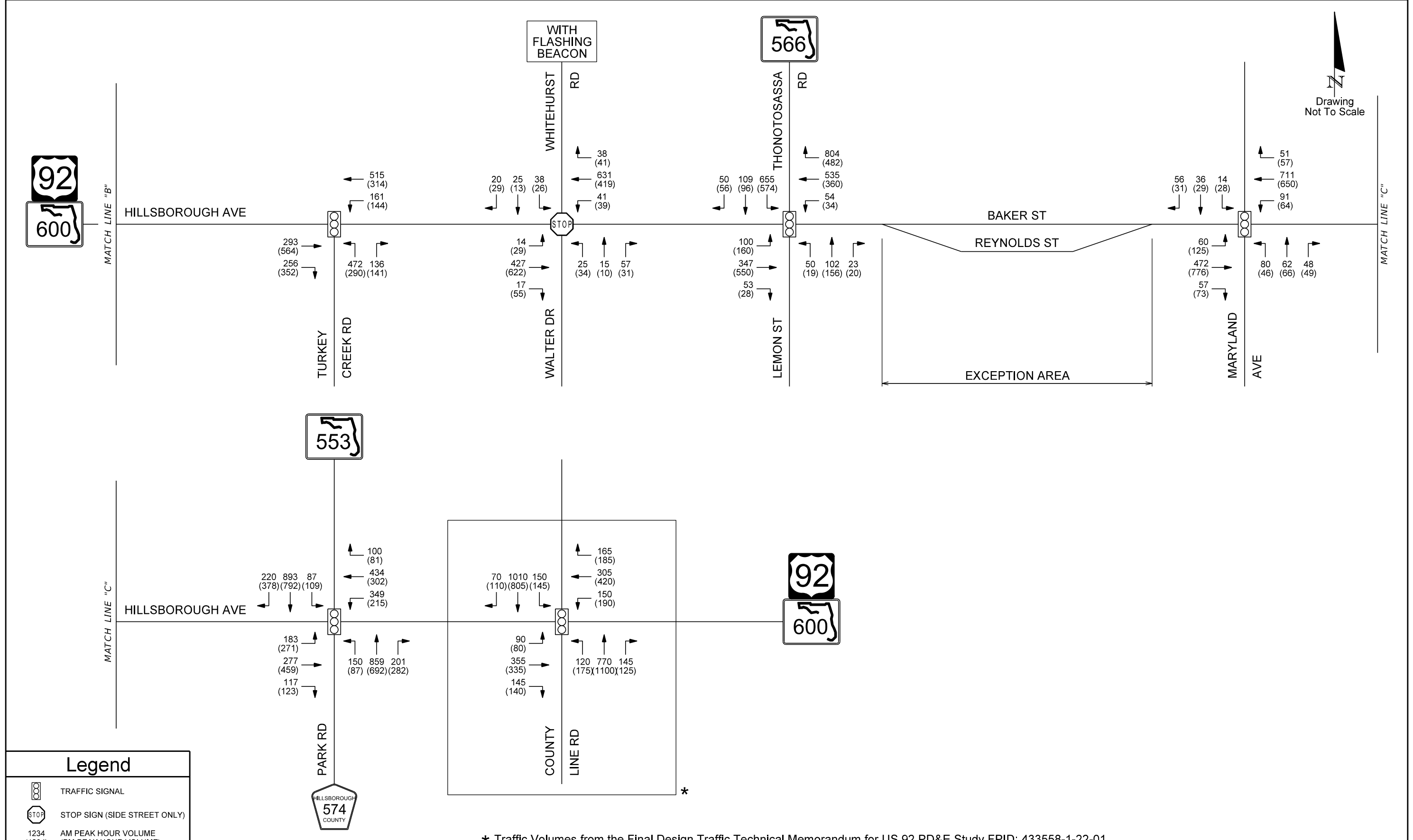
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- STOP SIGN (SIDE STREET ONLY)
- 1234 AM PEAK HOUR VOLUME
(1234) PM PEAK HOUR VOLUME

SR 600 (US 92) PD&E Study Re-evaluation
 From East of I-4 to East of County Line Road
 Hillsborough County, Florida
 Work Program Item Segment No.: 435749-1
 Federal Aid Project No.: N/A

Opening Year 2020 AM and PM Peak Hour Traffic Volumes

Figure 4-2A

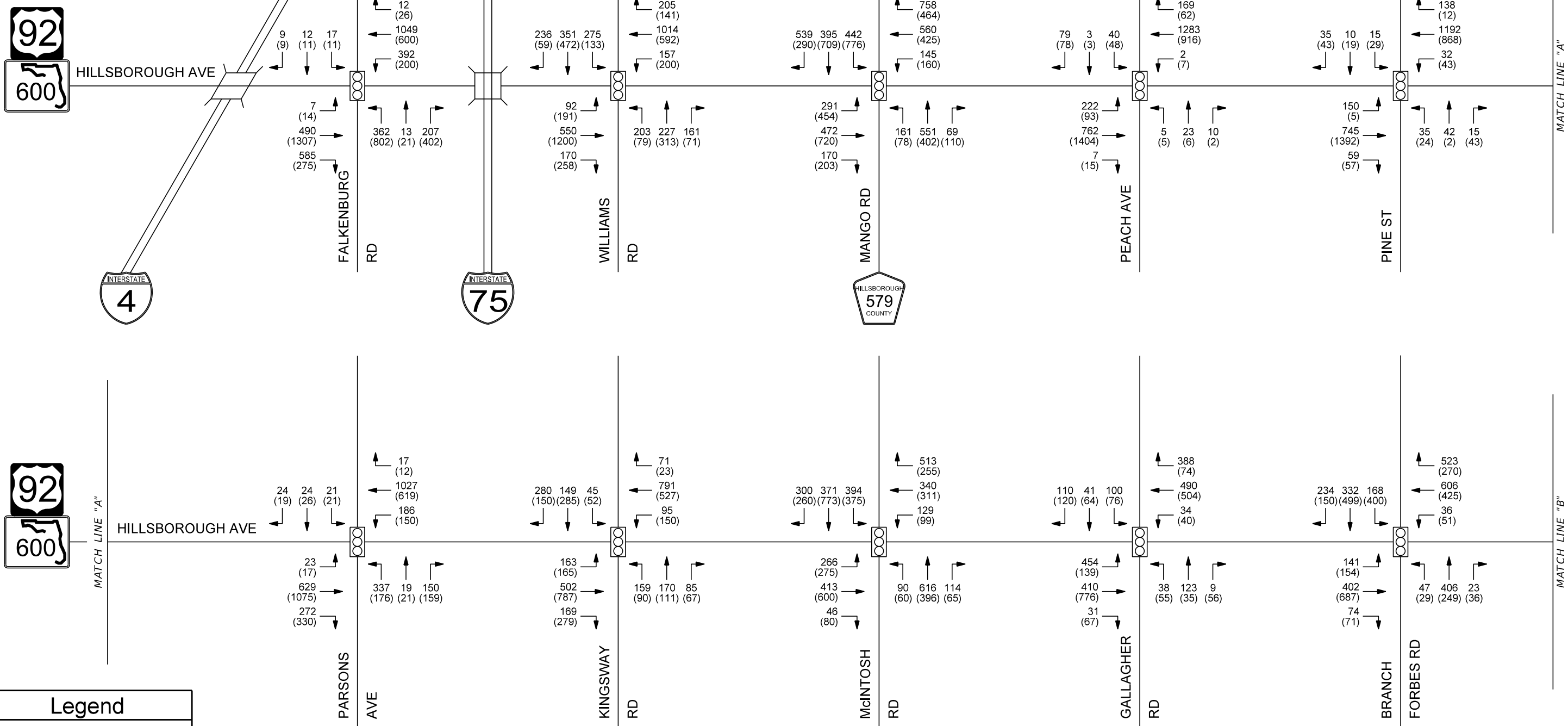


SR 600 (US 92) PD&E Study Re-evaluation
 From East of I-4 to East of County Line Road
 Hillsborough County, Florida
 Work Program Item Segment No.: 435749-1
 Federal Aid Project No.: N/A

Opening Year 2020 AM and PM Peak Hour Traffic Volumes

Figure 4-2B

Drawing
Not To Scale



SR 600 (US 92) PD&E Study Re-evaluation
 From East of I-4 to East of County Line Road
 Hillsborough County, Florida
 Work Program Item Segment No.: 435749-1
 Federal Aid Project No.: N/A

Interim Year 2030 AM and PM Peak Hour Traffic Volumes

Figure 4-3A



MATCH LINE "B"

HILLSBOROUGH AVE

403 (762)
294 (450)
538 (331) 155 (161)

TURKEY CREEK RD

WITH FLASHING BEACON

WHITEHURST RD

23 (33) 29 (15) 44 (29)
48 (52) 771 (486) 52 (50)

17 (35) 520 (821) 21 (67)
29 (39) 17 (12) 66 (36)

WALTER DR



THONOTOSASSA RD

65 (66) 129 (115) 778 (682)
900 (591) 619 (442) 66 (42)

126 (203) 440 (698) 68 (35)
65 (22) 117 (179) 26 (23)

LEMON ST

BAKER ST

REYNOLDS ST

EXCEPTION AREA

63 (35) 41 (33) 15 (32)
76 (84) 910 (780) 135 (95)

MARYLAND AVE

87 (183) 693 (1181) 84 (107)
92 (53) 71 (76) 55 (56)



MATCH LINE "C"

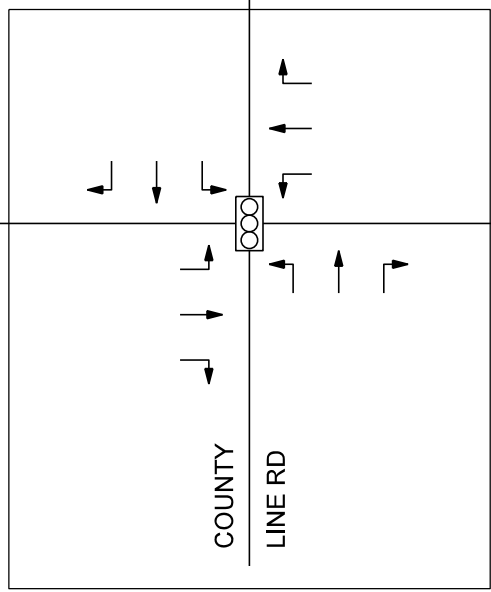


HILLSBOROUGH AVE

290 (514) 1215 (1078) 119 (148)
138 (111) 599 (350) 481 (250)

PARK RD

273 (403) 413 (683) 175 (183)
175 (109) 1072 (864) 251 (353)



*



* Not Available from the Final Design Traffic Technical Memorandum for US 92 PD&E Study FPID: 433558-1-22-01

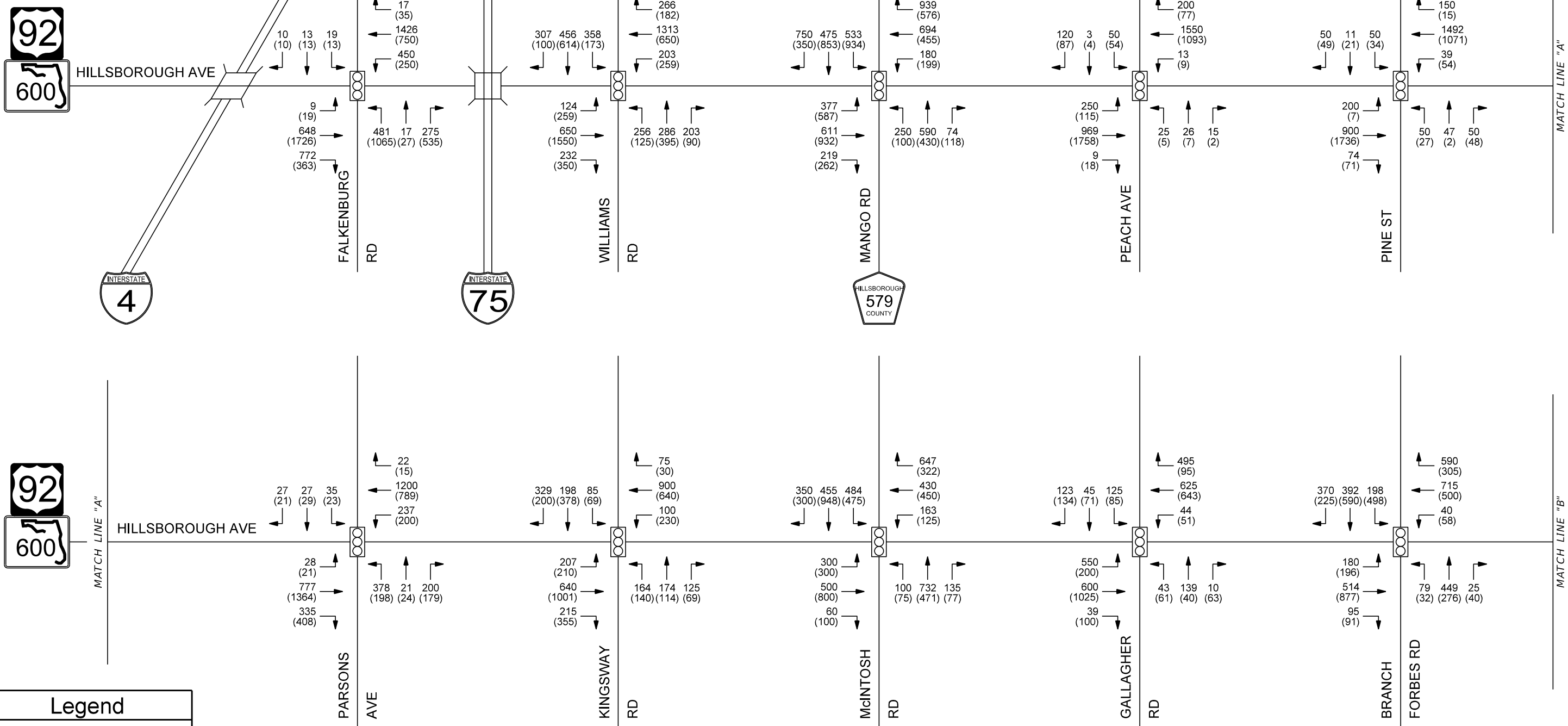
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1234 (1234)	AM PEAK HOUR VOLUME (PM PEAK HOUR VOLUME)

SR 600 (US 92) PD&E Study Re-evaluation
 From East of I-4 to East of County Line Road
 Hillsborough County, Florida
 Work Program Item Segment No.: 435749-1
 Federal Aid Project No.: N/A

Interim Year 2030 AM and PM Peak Hour Traffic Volumes

Figure 4-3B

Drawing
Not To Scale



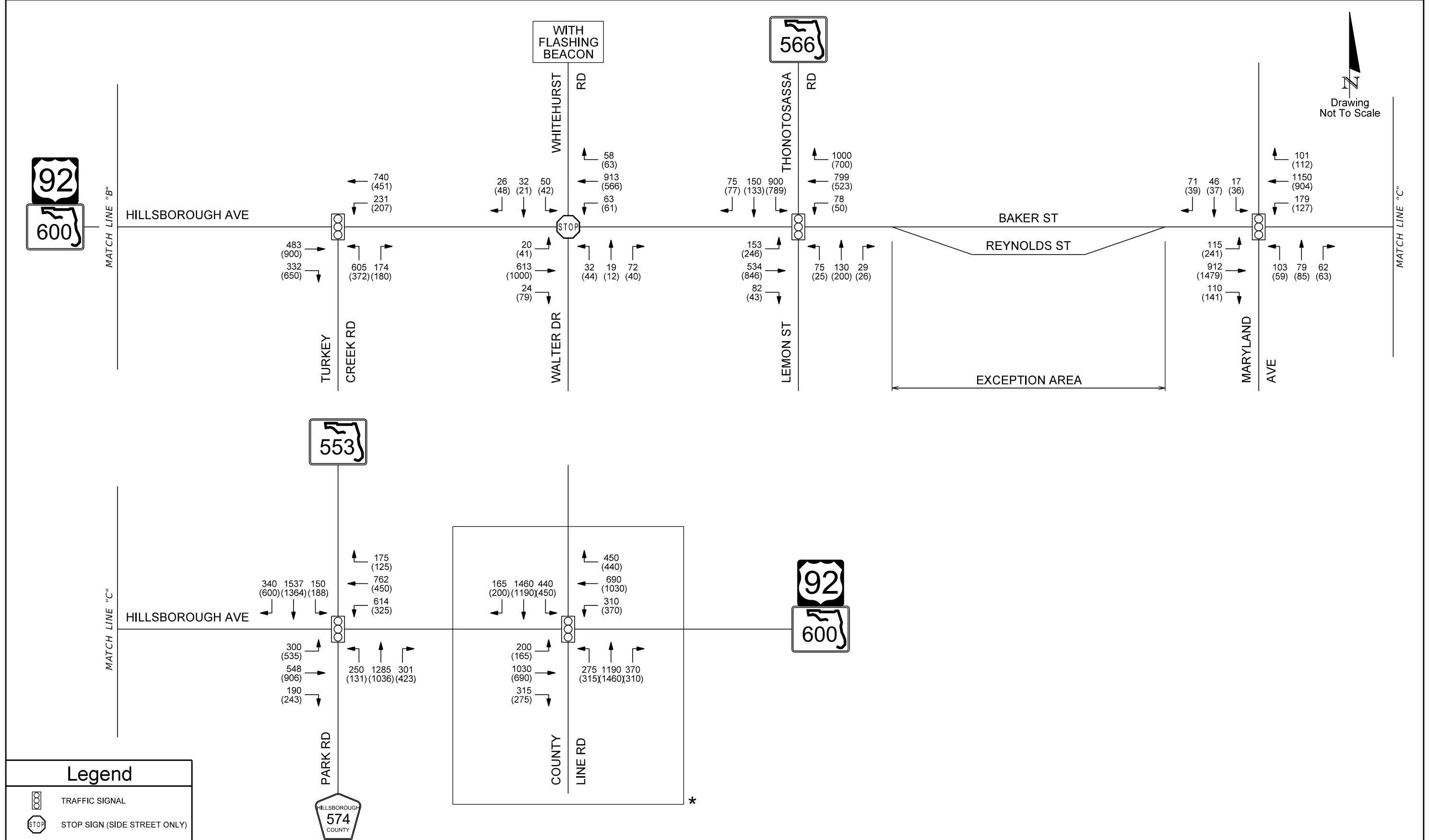
Legend

- TRAFFIC SIGNAL
- STOP SIGN (SIDE STREET ONLY)
- 1234 AM PEAK HOUR VOLUME
1234 PM PEAK HOUR VOLUME

SR 600 (US 92) PD&E Study Re-evaluation
 From East of I-4 to East of County Line Road
 Hillsborough County, Florida
 Work Program Item Segment No.: 435749-1
 Federal Aid Project No.: N/A

Design Year 2040 AM and PM Peak Hour Traffic Volumes

Figure 4-4A



* Traffic Volumes from the Final Design Traffic Technical Memorandum for US 92 PD&E Study FPID: 433558-1-22-01

SR 600 (US 92) PD&E Study Re-evaluation
 From East of I-4 to East of County Line Road
 Hillsborough County, Florida
 Work Program Item Segment No.: 435749-1
 Federal Aid Project No.: N/A

Design Year 2040 AM and PM Peak Hour Traffic Volumes

Figure 4-4B

SECTION 5 FUTURE OPERATIONAL ANALYSIS

All signalized, un-signalized intersections and roadway segments within the study area were evaluated for both the no-build and the build scenarios to determine the future levels of service. The acceptable LOS standard is 'LOS D' for the study corridor of US 92 in the urbanized area from east of I-4 to east of County Line Road based on the planning boundaries for LOS standards for Hillsborough County.

SYNCHRO Version 8.0 (Build 805) was used as the analysis tool for the signalized intersections and roadway segments within the study limits from east of I-4 to east of County Line Road. The latest HCS 2010 Version 6.65 was used for the un-signalized study intersections.

The following are the future analysis scenarios that were evaluated in the future traffic operational analysis:

Opening Year	2020	No-Build and Build
Interim Year	2030	Build
Design Year	2040	No-Build and Build

The future operational analysis was conducted for the no-build and the build conditions, except for the exempted section between Mobley Street and Gordon Street, for which no data was collected nor was an analysis provided. At the intersection of County Line Road it was agreed upon on March 22, 2016, the development of the volume and analysis for this intersection was from the Final Design Traffic Technical Memorandum for US 92 PD&E Study, FPID: 433558-1-22-01, which was approved by the FDOT District One Office. The no-build condition considers the existing lane geometry shown in **Figure 3-1**. The build analysis considers US 92 to be widened to four lanes within the project limits. The proposed build typical section along US 92 within the study limits comprises of four-lane divided roadway with 45 mph design and posted speed from east of I-4 to Crow Wing Drive and from Edward Street to Thonotosassa Boulevard, and 50 mph design and posted speed for the section of the project from Crow Wing Drive to Edward Street and from Park Road to County Line Road. The proposed typical sections and design speeds are included in

Appendix J. The build analysis also considers additional improvements required for US 92 and the study intersections to operate at an acceptable level of service. The same traffic volumes were used for the no-build and the build analysis.

5.1 DESIGN YEAR 2040 NO-BUILD LEVEL OF SERVICE ANALYSIS

The 2040 no-build condition includes the existing geometry shown in **Figure 3-1**. LOS for the study intersections and roadway segments have been calculated using the design hour volumes shown in **Figure 4-4**. The year 2040 no-build calculated LOS for signalized and un-signalized intersections and the US 92 roadway segment within the project limits are summarized in **Tables 5-1, 5-2** and **5-3**. Signal timings were optimized as a part of the future year analysis. The design year no-build LOS analysis details (SYNCHRO and HCS intersection analysis worksheets and roadway segment outputs) are provided in **Appendix J**.

Table 5-1 Design Year 2040 No-Build AM/PM Intersection Delay and LOS

Intersection	Overall Average Delay (seconds/vehicle)	Overall Intersection LOS
US 92 at Falkenburg Road (signalized)	503.6/514.8	F/F
US 92 at Williams Road (signalized)	397.5/397.2	F/F
US 92 at CR 579/Mango Road (signalized)	161.1/166.5	F/F
US 92 at Peach Avenue (signalized)	146.5/112.7	F/F
US 92 at Pine Street (signalized)	138.8/143.5	F/F
US 92 at Parsons Avenue (signalized)	150.2/142.7	F/F
US 92 at Kingsway Road (signalized)	176.4/255.0	F/F
US 92 at McIntosh Road (signalized)	232.5/365.4	F/F
US 92 at Gallagher Road (signalized)	59.7/191.9	E/F
US 92 at Branch Forbes Road (signalized)	170.1/150.4	F/F
US 92 at Turkey Creek Road (signalized)	100.0/52.6	F/D
US 92 at Whitehurst Road/Walter Drive ⁽¹⁾ (un-signalized)	719.6/739.9	F/F
US 92 at SR 566/Thonotosassa Road/Lemon Street (signalized)	218.6/201.8	F/F
US 92 at Maryland Avenue (signalized)	22.6/34.5	C/C
US 92 at SR 553/Park Road (signalized)	258.9/228.1	F/F
US 92 at County Line Road (signalized) ⁽²⁾	218.9/213.6	F/F

(1) Un-signalized Intersection – Delay/LOS along worst minor approach.

(2) From Final Design Traffic Technical Memorandum for US 92 PD&E Study, FPID: 433558-1-22-01.

Based on the design year 2040 no-build analysis, all the study intersections operate at an unacceptable level of service during both peak periods with the exception of the intersection

at Maryland Avenue, which does operate at an acceptable level of service during both peak periods and the intersection of Turkey Creek Road, which does operate at an acceptable level of service during the PM peak period.

Design year 2040 no-build roadway segment LOS analyses were conducted for US 92 using the estimated design year 2040 AM and PM peak hour volumes. For the roadway segment analysis, the free flow speed was assumed to be the posted speed limit which varies between 45 mph and 50 mph with the exception of the section of US 92 – Baker Street and Reynolds Street through downtown Plant City where the posted speed limits vary between 30 mph to 35 mph, and which is exempted from all future analysis. The arterial class for US 92 was established to be Class I by SYNCHRO software.

Table 5-2 Design Year 2040 No-Build AM/PM EB Roadway Segment Speed and LOS

Roadway	Segment	2040 No-Build Condition		
		Distance (mi)	Arterial Speed (mph)	Roadway Segment LOS
US 92 EB	Falkenburg Road to Williams Road	1.03	30.1/9.3	C/F
	Williams Road to CR 579/Mango Road	1.01	25.7/32.9	D/C
	CR 579/Mango Road to Peach Avenue	0.34	30.5/5.6	C/F
	Peach Avenue to Pine Street	0.17	13.1/2.4	F/F
	Pine Street to Parsons Avenue	0.50	28.5/13.2	C/F
	Parsons Avenue to Kingsway Road	0.50	21.0/9.4	E/F
	Kingsway Road to McIntosh Road	2.08	33.2/20.4	C/E
	McIntosh Road to Gallagher Road	0.51	25.5/4.7	D/F
	Gallagher Road to Branch Forbes Road	3.23	49.3/33.9	A/C
	Branch Forbes Road to Turkey Creek Road	0.78	45.2/31.6	A/C
	Turkey Creek Road to SR 566/Thonotosassa Road/Lemon Street	2.09	18.4/11.5	E/F
	East of SR 566/Thonotosassa Road/Lemon Street	-	-	-
	West of Maryland Avenue	-	33.9/32.6	C/C
	Maryland Avenue to SR 553/Park Road	0.30	8.1/3.3	F/F
SR 553/Park Road to County Line Road	3.59	13.5/14.5	F/F	

Table 5-3 Design Year 2040 No-Build AM/PM WB Roadway Segment Speed and LOS

Roadway	Segment	2040 No-Build Condition		
		Distance (mi)	Arterial Speed (mph)	Roadway Segment LOS
US 92 WB	County Line Road to SR 553/Park Road	3.59	41.5/45.1	B/A
	SR 553/Park Road to Maryland Avenue	0.30	22.6/23.8	D/D
	West of Maryland Avenue	-	-	-
	East of SR 566/Thonotosassa Road/Lemon Street	-	10.6/18.0	F/E
	SR 566/Thonotosassa Road/Lemon Street to Turkey Creek Road	2.09	44.0/46.3	A/A
	Turkey Creek Road to Branch Forbes Road	0.78	6.9/23.7	F/D
	Branch Forbes Road to Gallagher Road	3.23	35.6/39.2	B/B
	Gallagher Road to McIntosh Road	0.51	18.9/26.1	E/D
	McIntosh Road to Kingsway Road	2.08	35.2/49.0	B/A
	Kingsway Road to Parsons Avenue	0.50	15.1/35.5	F/B
	Parsons Avenue to Pine Street	0.50	6.3/38.0	F/B
	Pine Street to Peach Avenue	0.17	2.3/10.1	F/F
	Peach Avenue to CR 579/Mango Road	0.34	6.5/5.7	F/F
	CR 579/Mango Road to Williams Road	1.01	8.3/38.5	F/B
Williams Road to Falkenburg Road	1.03	8.8/32.4	F/C	

Based on the 2040 no-build roadway segment analysis, US 92 within the study limits does not operate at an acceptable level of service in the eastbound direction during both peak periods or during the PM peak period for 10 segments. In the westbound direction, US 92 does not operate at an acceptable level of service within 8 segments within the study limits during both peak periods or during the AM.

5.2 DESIGN YEAR 2040 BUILD LEVEL OF SERVICE ANALYSIS

The design year 2040 build proposed geometry is shown in **Figure 5-1**. This includes the four-laning of US 92 with additional improvements at the intersections. The LOS for the

study intersections and roadway segments has been calculated using the DHVs shown in **Figure 4-4**. Design year 2040 build calculated LOS for signalized and un-signalized intersections and the US 92 roadway segment within the project limits are summarized in **Tables 5-4, 5-5 and 5-6**. Design year 2040 build LOS analysis details (SYNCHRO and HCS intersection analysis worksheets and roadway segment outputs) are also provided in **Appendix J**.

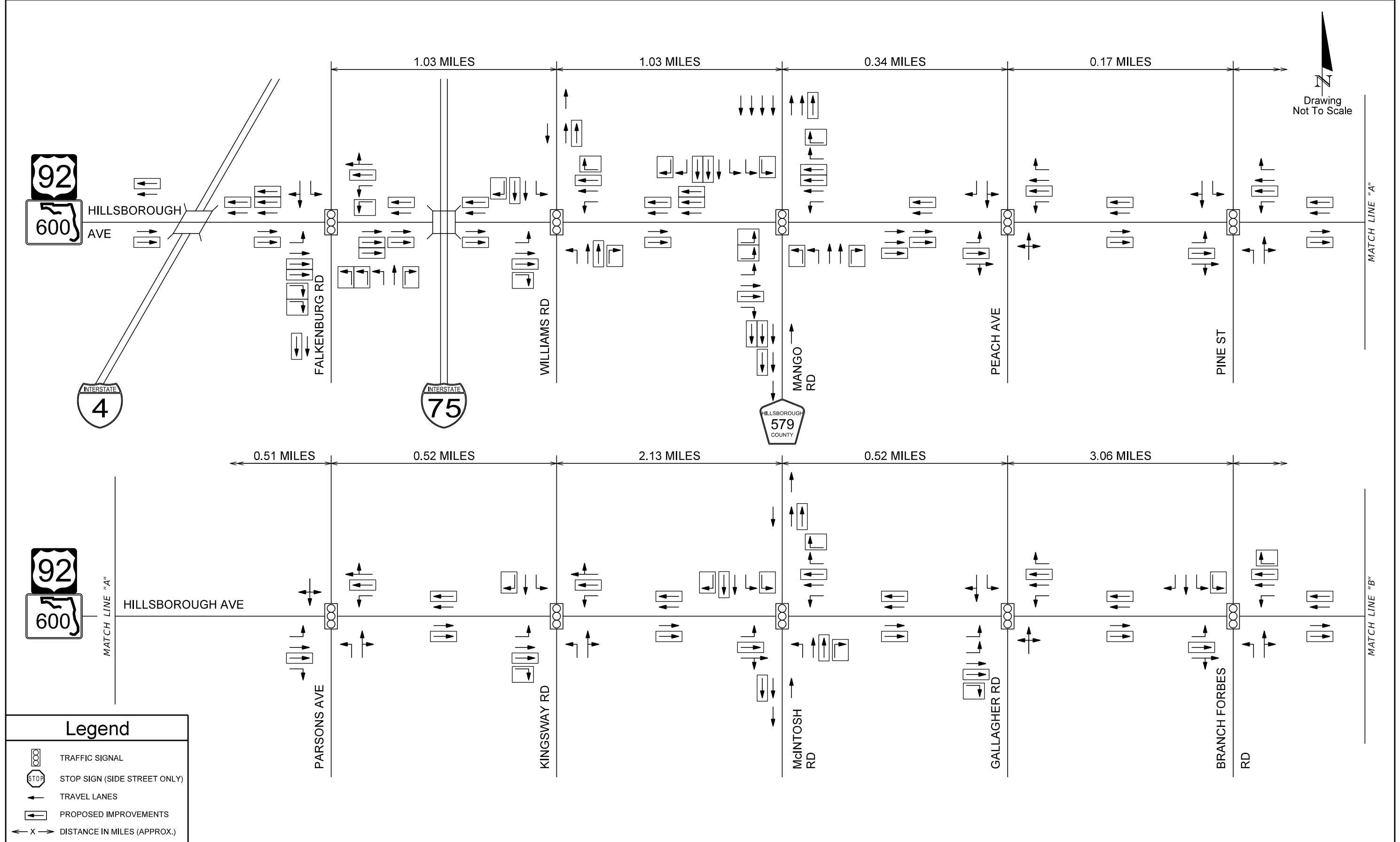
Table 5-4 Design Year 2040 Build AM/PM Intersection Delay and LOS

Intersection	Overall Average Delay (seconds/vehicle)	Overall Intersection LOS	Overall with No Build Side Streets
US 92 at Falkenburg Road (signalized)	43.2/42.8	D/D	D/F
US 92 at Williams Road (signalized)	41.7/52.3	D/D	F/F
US 92 at CR 579/Mango Road (signalized)	43.2/53.4	D/D	E/F
US 92 at Peach Avenue (signalized)	8.0/9.4	A/A	A/A
US 92 at Pine Street (signalized)	21.8/15.4	C/B	C/B
US 92 at Parsons Avenue (signalized)	31.4/37.0	C/D	C/D
US 92 at Kingsway Road (signalized)	32.5/34.5	C/C	D/D
US 92 at McIntosh Road (signalized)	47.5/46.6	D/D	F/F
US 92 at Gallagher Road (signalized)	48.0/32.7	D/C	D/C
US 92 at Branch Forbes Road (signalized)	38.6/40.4	D/D	D/D
US 92 at Turkey Creek Road (signalized)	25.9/23.0	C/C	C/C
US 92 at Whitehurst Road/Walter Drive ⁽¹⁾ (un-signalized)	392.0/393.9	F/F	F/F
US 92 at SR 566/Thonotosassa Road/Lemon Street (signalized)	50.6/47.9	D/D	E/E
US 92 at Maryland Avenue (signalized)	24.4/13.7	C/B	C/B
US 92 at SR 553/Park Road (signalized)	48.2/53.8	D/D	F/F
US 92 at County Line Road (signalized) ⁽²⁾	56.3/57.9	E/E	N/A

(1) Un-signalized Intersection – Delay/LOS along worst minor approach.

(2) From Final Design Traffic Technical Memorandum for US 92 PD&E Study, FPID: 433558-1-22-01.

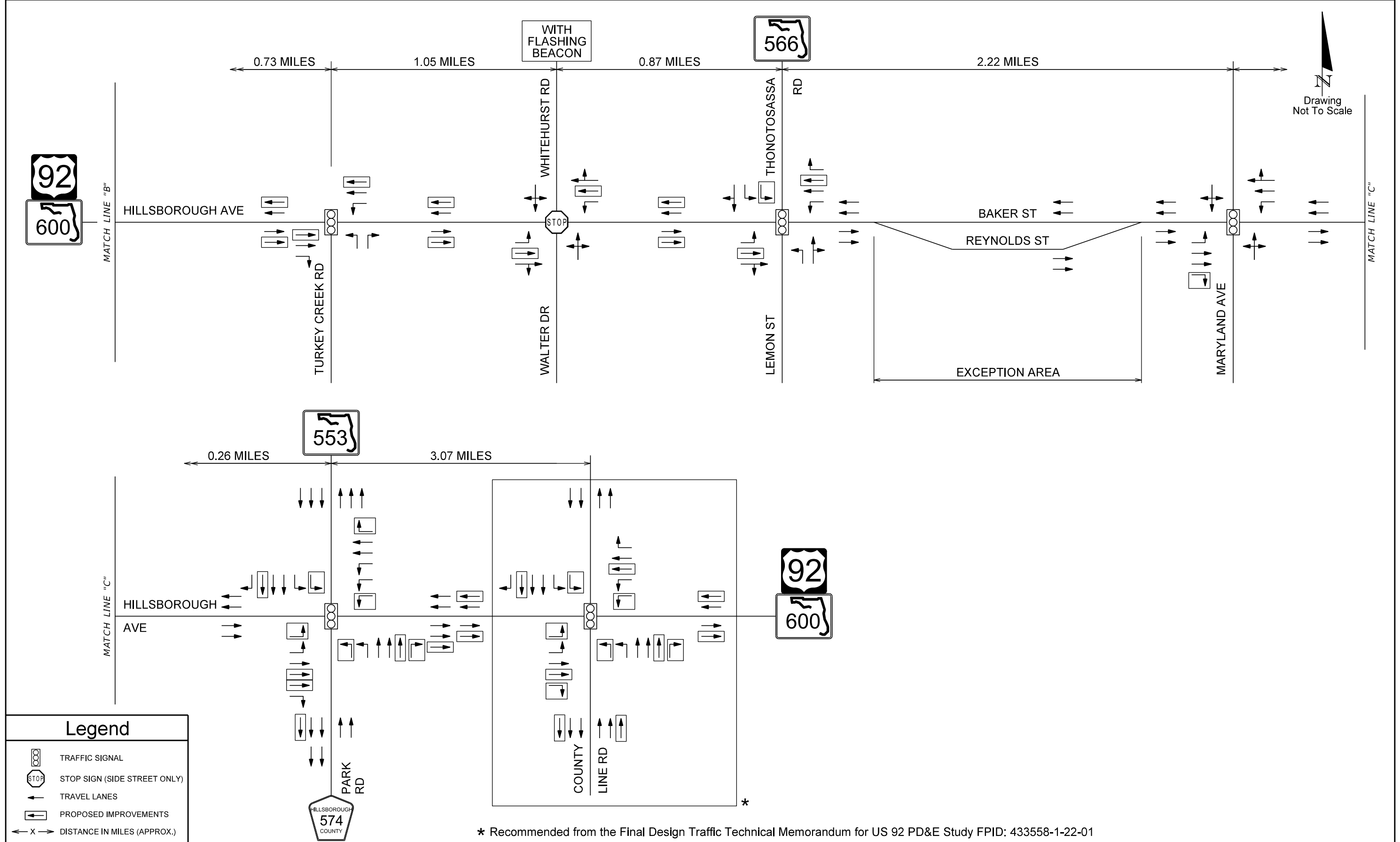
Based on the results of the 2040 build intersection analysis in the table above, all intersections are operating at an acceptable LOS except the minor approaches of the un-signalized intersection at Whitehurst Road/Walter Drive, which does not operate at an acceptable LOS during the AM and PM peak periods. Without the side street improvements shown in **Figure 5-1A**, most of the major intersections would experience LOS E or F in at least one peak period as shown in the last column of **Table 5-4**. The analysis and planned improvements are all included in **Appendix J**.



SR 600 (US 92) PD&E Study Re-evaluation
From East of I-4 to East of County Line Road
Hillsborough County, Florida
 Work Program Item Segment No.: 435749-1
 Federal Aid Project No.: N/A

**Proposed Build Lane Geometry
 Required for Acceptable LOS**

Figure 5-1A



SR 600 (US 92) PD&E Study Re-evaluation
From East of I-4 to East of County Line Road
Hillsborough County, Florida
 Work Program Item Segment No.: 435749-1
 Federal Aid Project No.: N/A

Proposed Build Lane Geometry Required for Acceptable LOS

Figure 5-1B

Design year 2040 AM and PM peak hour volumes for the worst failing approach along Whitehurst Road/Walter Drive are 123 vehicles per hour and 111 vehicles per hour, respectively, which is high compared with even the 70% volume threshold of 75 vehicles per hour for one lane approach from Signal Warrant 3 – Peak Hour Warrant from MUTCD 2009 Edition. Design year 2040 AM and PM peak hour traffic volumes along Whitehurst Road/Walter Drive are low in order for a signal to be warranted at this intersection. However, during the design phase, a complete signal warrant analysis may be performed at this location to evaluate if a traffic signal would be warranted at the intersection of US 92 and Whitehurst Road/Walter Drive.

Table 5-5 Design Year 2040 Build AM/PM EB Roadway Segment Speed and LOS

Roadway	Segment	2040 Build Condition		
		Distance (mi)	Arterial Speed (mph)	Roadway Segment LOS
US 92 EB	Falkenburg Road to Williams Road	1.03	33.9/24.9	C/D
	Williams Road to CR 579/Mango Road	1.01	33.1/26.9	C/D
	CR 579/Mango Road to Peach Avenue	0.34	33.6/30.9	C/C
	Peach Avenue to Pine Street	0.17	23.0/25.2	D/D
	Pine Street to Parsons Avenue	0.50	24.7/21.1	D/D
	Parsons Avenue to Kingsway Road	0.50	25.2/23.2	D/D
	Kingsway Road to McIntosh Road	2.08	40.0/36.9	B/B
	McIntosh Road to Gallagher Road	0.51	28.1/26.2	C/D
	Gallagher Road to Branch Forbes Road	3.23	45.5/43.0	A/A
	Branch Forbes Road to Turkey Creek Road	0.78	38.6/41.6	B/B
	Turkey Creek Road to SR 566/Thonotosassa Road/Lemon Street	2.09	40.5/37.7	B/B
	East of SR 566/Thonotosassa Road/Lemon Street	-	-	-
	West of Maryland Avenue	-	33.7/34.4	B/B
	Maryland Avenue to SR 553/Park Road	0.30	17.0/18.6	D/D
	SR 553/Park Road to County Line Road	3.59	42.1/40.1	A/A

Table 5-6 Design Year 2040 Build AM/PM WB Roadway Segment Speed and LOS

Roadway	Segment	2040 Build Condition		
		Distance (mi)	Arterial Speed (mph)	Roadway Segment LOS
US 92 WB	County Line Road to SR 553/Park Road	3.59	39.2/43.4	B/A
	SR 553/Park Road to Maryland Avenue	0.30	24.7/30.4	D/C
	West of Maryland Avenue	-	-	-
	East of SR 566/Thonotosassa Road/Lemon Street	-	30.6/29.7	C/C
	SR 566/Thonotosassa Road/Lemon Street to Turkey Creek Road	2.09	44.1/46.9	A/A
	Turkey Creek Road to Branch Forbes Road	0.78	33.1/32.7	C/C
	Branch Forbes Road to Gallagher Road	3.23	41.8/44.2	B/A
	Gallagher Road to McIntosh Road	0.51	24.4/21.8	D/D
	McIntosh Road to Kingsway Road	2.08	37.5/41.9	B/B
	Kingsway Road to Parsons Avenue	0.50	25.4/29.2	D/C
	Parsons Avenue to Pine Street	0.50	23.8/36.3	D/B
	Pine Street to Peach Avenue	0.17	25.3/21.6	D/D
	Peach Avenue to CR 579/Mango Road	0.34	23.0/21.0	D/D
	CR 579/Mango Road to Williams Road	1.01	30.6/35.1	C/B
Williams Road to Falkenburg Road	1.03	31.5/35.7	C/B	

Based on the results of the design year 2040 build roadway segment analysis, all the segments along US 92 operate at an acceptable LOS during both peak periods in both the eastbound and the westbound directions.

5.3 INTERIM YEAR 2030 BUILD LEVEL OF SERVICE ANALYSIS

The LOS for the study intersections and roadway segments for the interim year 2030 have been calculated using the DHV shown in **Figure 4-3** and the proposed build geometry shown in **Figure 5-1**. Interim year 2030 build calculated LOS for signalized and un-signalized intersections and the US 92 roadway segment within the project limits are summarized in **Tables 5-7, 5-8 and 5-9**. Interim year 2030 build LOS analysis details (SYNCHRO and HCS

intersection analysis worksheets and roadway segment outputs) are also provided in **Appendix K**.

Table 5-7 Interim Year 2030 Build AM/PM Intersection Delay and LOS

Intersection	Overall Average Delay (seconds/vehicle)	Overall Intersection LOS
US 92 at Falkenburg Road (signalized)	35.7/33.4	D/C
US 92 at Williams Road (signalized)	30.1/30.0	C/C
US 92 at CR 579/Mango Road (signalized)	32.1/51.5	C/D
US 92 at Peach Avenue (signalized)	5.8/7.7	A/A
US 92 at Pine Street (signalized)	16.5/13.4	B/B
US 92 at Parsons Avenue (signalized)	26.8/31.6	C/C
US 92 at Kingsway Road (signalized)	27.8/22.3	C/C
US 92 at McIntosh Road (signalized)	36.0/39.8	D/D
US 92 at Gallagher Road (signalized)	42.1/29.6	D/C
US 92 at Branch Forbes Road (signalized)	31.1/33.3	C/C
US 92 at Turkey Creek Road (signalized)	20.4/16.8	C/B
US 92 at Whitehurst Road/Walter Drive ⁽¹⁾ (un-signalized)	107.7/79.9	F/F
US 92 at SR 566/Thonotosassa Road/Lemon Street (signalized)	41.9/37.3	D/D
US 92 at Maryland Avenue (signalized)	19.8/9.8	B/A
US 92 at SR 553/Park Road (signalized)	41.3/37.7	D/D
US 92 at County Line Road (signalized) ⁽²⁾	N/A	N/A

(1) *Un-signalized Intersection – Delay/LOS along worst minor approach.*

(2) *Not available from the Final Design Traffic Technical Memorandum for US 92 PD&E Study, FPID: 4335581-1-22-01.*

Based on the results of the interim year 2030 build intersection analysis shown in **Table 5-7** above, all the intersections are operating at an acceptable LOS except the minor approaches of the un-signalized intersections along Whitehurst Road/Walter Drive.

Table 5-8 Interim Year 2030 Build AM/PM EB Roadway Segment Speed and LOS

Roadway	Segment	2030 Build Condition		
		Distance (mi)	Arterial Speed (mph)	Roadway Segment LOS
US 92 EB	Falkenburg Road to Williams Road	1.03	34.6/32.5	B/C
	Williams Road to CR 579/Mango Road	1.01	31.5/28.2	C/C
	CR 579/Mango Road to Peach Avenue	0.34	35.4/33.8	B/C
	Peach Avenue to Pine Street	0.17	23.6/25.6	D/D
	Pine Street to Parsons Avenue	0.50	27.5/23.4	C/D
	Parsons Avenue to Kingsway Road	0.50	25.9/26.0	D/D
	Kingsway Road to McIntosh Road	2.08	40.4/38.1	B/B
	McIntosh Road to Gallagher Road	0.51	28.9/29.0	C/C
	Gallagher Road to Branch Forbes Road	3.23	45.9/44.7	A/A
	Branch Forbes Road to Turkey Creek Road	0.78	39.1/42.3	B/A
	Turkey Creek Road to SR 566/Thonotosassa Road/Lemon Street	2.09	41.3/40.6	B/B
	East of SR 566/Thonotosassa Road/Lemon Street	-	-	-
	West of Maryland Avenue	-	34.0/34.9	B/B
	Maryland Avenue to SR 553/Park Road	0.30	17.5/19.9	D/D
	SR 553/Park Road to County Line Road	3.59	42.3/40.9	A/A

Table 5-9 Interim Year 2030 Build AM/PM WB Roadway Segment Speed and LOS

Roadway	Segment	2030 Build Condition		
		Distance (mi)	Arterial Speed (mph)	Roadway Segment LOS
US 92 WB	County Line Road to SR 553/Park Road	3.59	42.4/43.9	A/A
	SR 553/Park Road to Maryland Avenue	0.30	30.7/31.1	C/C
	West of Maryland Avenue	-	-	-
	East of SR 566/Thonotosassa Road/Lemon Street	-	31.1/30.3	C/C
	SR 566/Thonotosassa Road/Lemon Street to Turkey Creek Road	2.09	44.5/47.0	A/A
	Turkey Creek Road to Branch Forbes Road	0.78	34.1/33.1	B/C
	Branch Forbes Road to Gallagher Road	3.23	42.6/44.5	A/A
	Gallagher Road to McIntosh Road	0.51	25.0/21.7	D/D
	McIntosh Road to Kingsway Road	2.08	39.3/43.1	B/A
	Kingsway Road to Parsons Avenue	0.50	28.0/29.9	C/C
	Parsons Avenue to Pine Street	0.50	28.1/36.1	C/B
	Pine Street to Peach Avenue	0.17	25.0/22.6	D/D
	Peach Avenue to CR 579/Mango Road	0.34	24.2/21.2	D/D
	CR 579/Mango Road to Williams Road	1.01	33.6/35.8	C/B
	Williams Road to Falkenburg Road	1.03	34.2/37.2	B/B

Based on the results of the interim year 2030 build roadway segment analysis, all the segments along US 92 operate at an acceptable LOS during both peak periods in both the eastbound and the westbound directions.

5.4 OPENING YEAR 2020 NO-BUILD LEVEL OF SERVICE ANALYSIS

The opening year 2020 no-build condition includes the existing geometry shown in **Figure 3-1**. The LOS for the study intersections and roadway segments has been calculated using the design hour volumes shown in **Figure 4-2**. Opening year 2020 no-build calculated LOS for signalized and un-signalized intersections and the US 92 roadway segment within the project limits are summarized in **Tables 5-10, 5-11 and 5-12**. Signal timings were optimized as a

part of the future year analysis. Opening year no-build LOS analysis details (SYNCHRO and HCS intersection analysis worksheets and roadway segment outputs) are provided in **Appendix L**.

Table 5-10 Opening Year 2020 No-Build AM/PM Intersection Delay and LOS

Intersection	Overall Average Delay (seconds/vehicle)	Overall Intersection LOS
US 92 at Falkenburg Road (signalized)	119.5/118.8	F/F
US 92 at Williams Road (signalized)	33.0/33.9	C/C
US 92 at CR 579/Mango Road (signalized)	48.4/61.8	D/E
US 92 at Peach Avenue (signalized)	5.8/23.3	A/C
US 92 at Pine Street (signalized)	23.6/16.2	C/B
US 92 at Parsons Avenue (signalized)	34.9/19.8	C/B
US 92 at Kingsway Road (signalized)	29.8/28.7	C/C
US 92 at McIntosh Road (signalized)	76.4/144.3	E/F
US 92 at Gallagher Road (signalized)	35.2/31.5	D/C
US 92 at Branch Forbes Road (signalized)	73.8/35.8	E/D
US 92 at Turkey Creek Road (signalized)	60.7/15.0	E/B
US 92 at Whitehurst Road/Walter Drive ⁽¹⁾ (un-signalized)	56.0/43.3	F/E
US 92 at SR 566/Thonotosassa Road/Lemon Street (signalized)	41.7/43.2	D/D
US 92 at Maryland Avenue (signalized)	16.5/16.6	B/B
US 92 at SR 553/Park Road (signalized)	75.2/63.4	E/E
US 92 at County Line Road (signalized) ⁽²⁾	34.4/38.5	C/D

(1) *Un-signalized Intersection – Delay/LOS along worst minor approach.*

(2) *From Final Design Traffic Technical Memorandum for US 92 PD&E Study, FPID: 433558-1-22-01.*

Based on the opening year 2020 no-build intersection analysis, all the signalized study intersections operate at an acceptable LOS during both peak periods, except for five intersections which do not have acceptable LOS during either peak period, and three intersections which are not acceptable during one peak period, as shown in the above **Table 5-10**.

Table 5-11 Opening Year 2020 No-Build AM/PM EB Roadway Segment Speed and LOS

Roadway	Segment	2020 No-Build Condition		
		Distance (mi)	Arterial Speed (mph)	Roadway Segment LOS
US 92 EB	Falkenburg Road to Williams Road	1.03	41.2/37.3	B/B
	Williams Road to CR 579/Mango Road	1.01	34.2/29.6	B/C
	CR 579/Mango Road to Peach Avenue	0.34	32.1/30.0	C/C
	Peach Avenue to Pine Street	0.17	25.6/16.2	D/E
	Pine Street to Parsons Avenue	0.50	30.2/33.8	C/C
	Parsons Avenue to Kingsway Road	0.50	30.9/33.8	C/C
	Kingsway Road to McIntosh Road	2.08	41.5/44.9	B/A
	McIntosh Road to Gallagher Road	0.51	30.7/28.1	C/C
	Gallagher Road to Branch Forbes Road	3.23	51.3/50.1	A/A
	Branch Forbes Road to Turkey Creek Road	0.78	47.1/44.1	A/A
	Turkey Creek Road to SR 566/Thonotosassa Road/Lemon Street	2.09	40.0/38.2	B/B
	East of SR 566/Thonotosassa Road/Lemon Street	-	-	-
	West of Maryland Avenue	-	34.4/34.1	B/B
	Maryland Avenue to SR 553/Park Road	0.30	13.9/13.4	F/F
	SR 553/Park Road to County Line Road	3.59	26.9/29.2	D/C

Table 5-12 Opening Year 2020 No-Build AM/PM WB Roadway Segment Speed and LOS

Roadway	Segment	2020 No-Build Condition		
		Distance (mi)	Arterial Speed (mph)	Roadway Segment LOS
US 92 WB	County Line Road to SR 553/Park Road	3.59	46.5/46.8	A/A
	SR 553/Park Road to Maryland Avenue	0.30	25.0/25.2	D/D
	West of Maryland Avenue	-	-	-
	East of SR 566/Thonotosassa Road/Lemon Street	-	29.3/30.9	C/C
	SR 566/Thonotosassa Road/Lemon Street to Turkey Creek Road	2.09	46.0/46.8	A/A
	Turkey Creek Road to Branch Forbes Road	0.78	15.2/40.3	F/B
	Branch Forbes Road to Gallagher Road	3.23	46.6/49.2	A/A
	Gallagher Road to McIntosh Road	0.51	22.7/30.2	D/C
	McIntosh Road to Kingsway Road	2.08	46.5/50.6	A/A
	Kingsway Road to Parsons Avenue	0.50	33.3/41.0	C/B
	Parsons Avenue to Pine Street	0.50	22.8/39.9	D/B
	Pine Street to Peach Avenue	0.17	19.6/18.1	E/E
	Peach Avenue to CR 579/Mango Road	0.34	21.7/15.1	D/F
	CR 579/Mango Road to Williams Road	1.01	31.9/40.1	C/B
Williams Road to Falkenburg Road	1.03	36.7/40.3	B/B	

Based on the results of the opening year 2020 no-build roadway segment analysis, US 92 operates at an acceptable LOS in both the eastbound and westbound directions during both of the peak periods, except in the eastbound direction between Peach Avenue and Pine Street during the PM peak and between Maryland Avenue and SR 553/Park Road during both peak periods.

Also in the westbound direction between Turkey Creek Road and Branch Forbes Road in the AM peak and between Peach Avenue and CR 579/Mango Road during the PM peak and between Pine Street and Peach Avenue during both peak periods.

5.5 OPENING YEAR 2020 BUILD LEVEL OF SERVICE ANALYSIS

The LOS for the study intersections and roadway segments for the opening year 2020 have been calculated using the design hour volumes shown in **Figure 4-2** and the design year build geometry shown in **Figure 5-1**. The opening year 2020 build calculated LOS for signalized and un-signalized intersections and the US 92 roadway segment within the project limits are summarized in **Tables 5-13, 5-14 and 5-15**. The opening year build LOS analysis details (SYNCHRO and HCS intersection analysis worksheets and roadway segment outputs) are also provided in **Appendix L**.

Table 5-13 Opening Year 2020 Build AM/PM Intersection Delay and LOS

Intersection	Overall Average Delay (seconds/vehicle)	Overall Intersection LOS
US 92 at Falkenburg Road (signalized)	30.7/27.5	C/C
US 92 at Williams Road (signalized)	24.3/23.1	C/C
US 92 at CR 579/Mango Road (signalized)	35.4/42.8	D/D
US 92 at Peach Avenue (signalized)	4.9/8.0	A/A
US 92 at Pine Street (signalized)	14.3/13.4	B/B
US 92 at Parsons Avenue (signalized)	24.1/28.8	C/C
US 92 at Kingsway Road (signalized)	23.6/27.6	C/C
US 92 at McIntosh Road (signalized)	31.8/35.4	C/D
US 92 at Gallagher Road (signalized)	37.2/26.9	D/C
US 92 at Branch Forbes Road (signalized)	26.2/29.7	C/C
US 92 at Turkey Creek Road (signalized)	17.4/15.0	B/B
US 92 at Whitehurst Road/Walter Drive ⁽¹⁾ (un-signalized)	38.7/30.4	E/D
US 92 at SR 566/Thonotosassa Road/Lemon Street (signalized)	36.8/31.1	D/C
US 92 at Maryland Avenue (signalized)	19.8/9.8	B/A
US 92 at SR 553/Park Road (signalized)	35.2/32.7	D/C
US 92 at County Line Road (signalized) ⁽²⁾	26.3/27.6	C/C

(1) Un-signalized Intersection – Delay/LOS along worst minor approach.

(2) From Final Design Traffic Technical Memorandum for US 92 PD&E Study, FPID: 433558-1-22-01.

Based on the results of the opening year 2020 build intersection analysis shown in the table above, all the study intersections along US 92 operate at an acceptable LOS during both the peak periods, except the minor approaches of the un-signalized intersection at Whitehurst Road/Walter Drive which do not operate at an acceptable LOS during the AM peak period.

Table 5-14 Opening Year 2020 Build AM/PM EB Roadway Segment Speed and LOS

Roadway	Segment	2020 Build Condition		
		Distance (mi)	Arterial Speed (mph)	Roadway Segment LOS
US 92 EB	Falkenburg Road to Williams Road	1.03	35.4/35.3	B/B
	Williams Road to CR 579/Mango Road	1.01	32.6/29.8	C/C
	CR 579/Mango Road to Peach Avenue	0.34	35.6/32.8	B/C
	Peach Avenue to Pine Street	0.17	27.3/26.4	C/D
	Pine Street to Parsons Avenue	0.50	28.9/25.1	C/D
	Parsons Avenue to Kingsway Road	0.50	26.5/27.1	D/C
	Kingsway Road to McIntosh Road	2.08	41.0/39.3	B/B
	McIntosh Road to Gallagher Road	0.51	29.7/30.0	C/C
	Gallagher Road to Branch Forbes Road	3.23	46.2/45.5	A/A
	Branch Forbes Road to Turkey Creek Road	0.78	39.8/43.0	B/A
	Turkey Creek Road to SR 566/Thonotosassa Road/Lemon Street	2.09	42.0/41.5	B/B
	East of SR 566/Thonotosassa Road/Lemon Street	-	-	-
	West of Maryland Avenue	-	33.8/35.2	B/A
	Maryland Avenue to SR 553/Park Road	0.30	18.8/20.1	D/D
SR 553/Park Road to County Line Road	3.59	42.6/41.2	A/A	

Table 5-15 Opening Year 2020 Build AM/PM WB Roadway Segment Speed and LOS

Roadway	Segment	2020 Build Condition		
		Distance (mi)	Arterial Speed (mph)	Roadway Segment LOS
US 92 WB	County Line Road to SR 553/Park Road	3.59	43.2/44.0	A/A
	SR 553/Park Road to Maryland Avenue	0.30	30.0/33.2	C/C
	West of Maryland Avenue	-	-	-
	East of SR 566/Thonotosassa Road/Lemon Street	-	31.4/30.7	C/C
	SR 566/Thonotosassa Road/Lemon Street to Turkey Creek Road	2.09	44.9/47.1	A/A
	Turkey Creek Road to Branch Forbes Road	0.78	35.0/34.0	B/C
	Branch Forbes Road to Gallagher Road	3.23	43.4/44.8	A/A
	Gallagher Road to McIntosh Road	0.51	25.6/23.0	D/D
	McIntosh Road to Kingsway Road	2.08	40.9/44.4	B/A
	Kingsway Road to Parsons Avenue	0.50	30.3/30.5	C/C
	Parsons Avenue to Pine Street	0.50	29.8/36.6	C/B
	Pine Street to Peach Avenue	0.17	27.8/22.0	C/D
	Peach Avenue to CR 579/Mango Road	0.34	23.6/21.1	D/D
	CR 579/Mango Road to Williams Road	1.01	35.1/36.8	B/B
Williams Road to Falkenburg Road	1.03	35.8/39.3	B/B	

Based on the results of the opening year 2020 build roadway segment analysis, all the segments along US 92 operate at an acceptable LOS during both peak periods in both the eastbound and the westbound directions.

5.6 INTERSECTION TURN LANE STORAGE LENGTHS

Intersection storage lengths for the signalized intersections have been calculated for the design year 2040 build conditions based on the Institute of Transportation Engineers (ITE) “red-time” formula. Also, the left-turn lane and the right-turn storage lane lengths along US 92 at the un-signalized intersection of Whitehurst Road/Walter Drive have been estimated for the 2040 build conditions based on *Figure 3-13 of the Manual of Uniform Minimum*

Standards for Design, Construction and Maintenance for Streets and Highways (Florida Greenbook), May 2013. The recommended turn lane lengths have been rounded to the nearest 25-foot increment and are shown in **Table 5-16**. The detailed calculation for the queue lengths and the turn lane lengths are included in **Appendix M**.

Table 5-16 Design Year 2040 Build Recommended Turn Lane Lengths

US 92 Intersections	Approach	Movement	Recommended Turn Lane Length (feet)
Falkenburg Road	Eastbound	Left	700 ⁽¹⁾
		Right	700 ⁽¹⁾
	Westbound	Left	725 ⁽¹⁾
		Thru-Right	
	Northbound	Left	750
		Right	800
	Southbound	Left	200
		Thru-Right	
Williams Road	Eastbound	Left	750 ⁽¹⁾
		Right	750 ⁽¹⁾
	Westbound	Left	600 ⁽¹⁾
		Right	600 ⁽¹⁾
	Northbound	Left	475
		Right	425
	Southbound	Left	575
		Right	550
CR 579/Mango Road	Eastbound	Left	675
		Right	675
	Westbound	Left	425
		Right	575
	Northbound	Left	450
		Right	450
	Southbound	Left	725
		Right	625
Peach Avenue	Eastbound	Left	450 ⁽¹⁾
		Thru-Right	
	Westbound	Left	550 ⁽¹⁾
		Right	550 ⁽¹⁾
	Northbound	Left-Thru-Right	
	Southbound	Left-Thru	
Right		300	

(1) Based on thru lane queue as thru lane queue exceeds storage length for turn lane.

Table 5-16 Design Year 2040 Build Recommended Turn Lane Lengths (continued)

US 92 Intersections	Approach	Movement	Recommended Turn Lane Length (feet)
Pine Street	Eastbound	Left	525
		Thru-Right	
	Westbound	Left	625 ⁽¹⁾
		Right	625 ⁽¹⁾
	Northbound	Left	250
		Thru-Right	
Southbound	Left	250	
	Thru-Right		
Parsons Avenue	Eastbound	Left	825 ⁽¹⁾
		Right	825 ⁽¹⁾
	Westbound	Left	550 ⁽¹⁾
		Thru-Right	
	Northbound	Left	700
		Thru-Right	
Southbound	Left-Thru-Right		
Kingsway Road	Eastbound	Left	425 ⁽¹⁾
		Right	450
	Westbound	Left	475 ⁽¹⁾
		Thru-Right	
	Northbound	Left	350
		Thru-Right	
Southbound	Left	375 ⁽¹⁾	
	Right	475	
McIntosh Road	Eastbound	Left	650 ⁽¹⁾
		Thru-Right	
	Westbound	Left	425
		Right	500
	Northbound	Left	450 ⁽¹⁾
		Right	450 ⁽¹⁾
Southbound	Left	675 ⁽¹⁾	
	Right	675 ⁽¹⁾	

(1) Based on thru lane queue as thru lane queue exceeds storage length for turn lanes.

Table 5-16 Design Year 2040 Build Recommended Turn Lane Lengths (continued)

US 92 Intersections	Approach	Movement	Recommended Turn Lane Length (feet)
Gallagher Road	Eastbound	Left	700
		Right	475 ⁽¹⁾
	Westbound	Left	450 ⁽¹⁾
		Right	800
	Northbound	Left-Thru-Right	
	Southbound	Left	325
Thru-Right			
Branch Forbes Road	Eastbound	Left	475 ⁽¹⁾
		Thru-Right	
	Westbound	Left	325 ⁽¹⁾
		Right	650
	Northbound	Left	450 ⁽¹⁾
		Thru-Right	
	Southbound	Left	525 ⁽¹⁾
		Right	525 ⁽¹⁾
Turkey Creek Road	Eastbound	Thru	
		Right	250
	Westbound	Left	400
		Thru	
	Northbound	Left	700
		Right	425
Whitehurst Road/ Walter Drive (un-signalized)*	Eastbound	Left	300
		Right	350
	Westbound	Left	350
		Right	350
	Northbound	Left-Thru-Right	
	Southbound	Left-Thru-Right	

*For un-signalized intersection, turn lane lengths along US 92 estimated from Figure 3-13 Florida Greenbook, May 2013.

⁽¹⁾ Based on thru lane queue as thru lane queue exceeds storage length for turn lanes.

Table 5-16 Design Year 2040 Build Recommended Turn Lane Lengths (continued)

US 92 Intersections	Approach	Movement	Recommended Turn Lane Length (feet)
Thonotosassa Road/ Lemon Street	Eastbound	Left	450 ⁽¹⁾
		Thru-Right	
	Westbound	Left	475 ⁽¹⁾
		Right	1375
	Northbound	Left	300
		Thru-Right	
	Southbound	Left	850
		Thru-Right	
Maryland Avenue	Eastbound	Left	375 ⁽¹⁾
		Right	375 ⁽¹⁾
	Westbound	Left	475 ⁽¹⁾
		Thru-Right	
	Northbound	Left-Thru-Right	
	Southbound	Left-Thru-Right	
SR 553/Park Road	Eastbound	Left	525
		Right	425
	Westbound	Left	500 ⁽¹⁾
		Right	500 ⁽¹⁾
	Northbound	Left	475 ⁽¹⁾
		Right	650
	Southbound	Left	600 ⁽¹⁾
		Right	750
County Line Road ⁽²⁾	Eastbound	Left	475 ⁽¹⁾
		Right	550
	Westbound	Left	525
		Right	600
	Northbound	Left	500
		Right	575
	Southbound	Left	575
		Right	450

(1) Based on thru lane queue as thru lane queue exceeds storage length for turn lanes.

(2) From Final Design Traffic Technical Memorandum for US 92 PD&E Study, FPID: 433558-1-22-01.

SECTION 6 CONCLUSION

The operational analysis for the existing conditions showed that all of the study intersections operate at an acceptable LOS or better during both AM and PM peak periods with the exception of 1) the intersection at County Line Road which does not operate at an acceptable level of service during either peak period, 2) the intersection at McIntosh Road which does not operate at an acceptable level of service during the PM peak period, and 3) at Whitehurst Road/Walter Drive which does not operate at an acceptable level of service during the AM peak period. The existing roadway segment analysis showed that US 92 within the study limits operates at an acceptable LOS in the both directions during the AM and PM peak periods with the exception of eastbound segments between Maryland Avenue and Park Road during the AM and PM peak periods and between Peach Avenue and Pine Street during the PM peak period only. Also, the westbound direction does not operation at acceptable LOS between Pine Street and CR 579/Mango Road during the PM peak period.

Operational analyses of future conditions for years 2040 and 2020 were conducted for both the no-build and the build conditions and only the build condition was analyzed for the year 2030 as a part of this study. Except at the intersection of County Line Road, the traffic volumes and analyses were used from the Final Design Traffic Technical Memorandum for US 92 PD&E Study, FPID: 433558-1-22-01, which was approved by the FDOT District One Office. The no-build condition considered the existing lane geometry with future traffic volumes to be generated by all the socioeconomic growth projected to occur along the study corridor. The analysis showed that the study intersections and the roadway segments deteriorated during the future years under the no-build conditions. The build condition considered widening US 92 to four lanes within the project limits with the exception of the section from Mobley Street through the downtown Plant City area to east of Park Road which is currently a four-lane divided section. Operational analysis for build conditions showed that widening of US 92 to four lanes from east of I-4 to east of County Line Road with additional improvements at the intersections will result in improved traffic operation and reduced delay by design year 2040 along US 92 within the project limits and also at the study intersections with intersection turn lane improvements. There were no changes in the

LOS from the existing analysis at the intersection of Whitehurst Road/Walter Drive. A complete signal warrant analysis may need to be performed during the design phase to evaluate if a traffic signal would be warranted.

Pedestrian crosswalks, pedestrian ramps and pedestrian signals will be provided per FDOT standards as a part of the design for the widening project. Also, crosswalks will be provided at all un-signalized intersections per FDOT District Seven standards for the widening project. Pedestrian and bicycle safety will be enhanced by providing sidewalks and bike lanes along the entire project corridor except from Mobley Street through the downtown Plant City area to east of Park Road. The lighting along the study corridor and at the intersections should be reviewed and evaluated to ensure that it meets FDOT standards. FDOT District Seven is working with the Central Office on a directive for lighting the pedestrian sidewalks and the signalized intersections within the District Seven limits. Per the District Seven Traffic Design Department, lighting along this corridor will be provided within the pedestrian sidewalks and at signalized intersections to meet the new FDOT standards and criteria.

APPENDICES

Appendix A

Existing Traffic Counts

TRAFFIC COUNT DATA

FINANCE NO: _____
LOCATION CODE: _____
COUNT LOCATION: US 92 west of Falkenburg Road

TYPE OF COUNT: _____
72 Hour Classification Count

TIME OF COUNT:
Start Date: 2/24/2015 Start Time: Midnight
End Date: 2/27/2015 End Time: Midnight

VOLUMES:
Average Daily: 15,698 Peak Hour Start Time: 4:30 PM
Daily Truck Avg: 1,100 Average Peak Hour: 1,576
Max Hour Truck Avg: 137
Peak Hour Truck Avg: 96

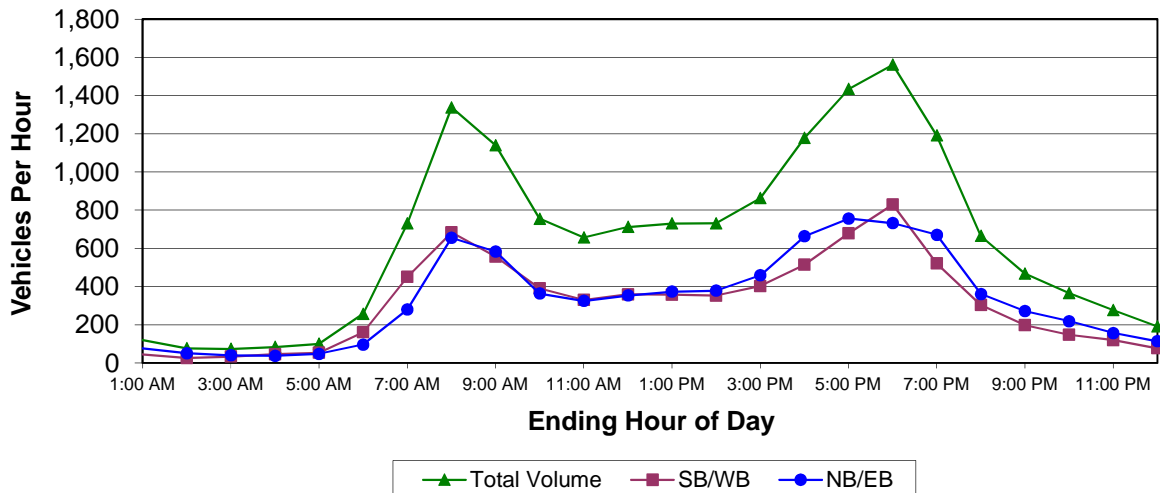
TRAVEL CHARACTERISTICS:

K MEASURED		D MEASURED	
K=	10.0%	D=	53.2%
T Max Hour	8.7%	T daily	7.0%
T med (max)	4.3%	T med Daily	3.7%
T heavy (max)	4.4%	T heavy Daily	3.3%
T Peak Hour	6.1%		
T med Peak Hour	2.9%	Axle Factor	0.95
T heavy Peak Hour	3.2%		

HOURLY DISTRIBUTIONS OF TRAFFIC VOLUMES

FINANCE NO: 0
 LOCATION CODE: 0
 COUNT LOCATION: US 92 west of Falkenburg Road

HOURLY VOLUME DIRECTION (NB OR EB)	HOURLY VOLUME DIRECTION (SB OR WB)	TOTAL VOLUME BOTH DIRECTIONS	DISTRIBUTION PERCENT DIRECTION (NB OR EB)	DISTRIBUTION PERCENT DIRECTION (SB OR WB)	TOTAL PERCENT BOTH DIRECTIONS	
1:00 AM	76	44	121	0.95%	0.58%	0.77%
2:00 AM	51	25	76	0.63%	0.33%	0.49%
3:00 AM	40	33	73	0.50%	0.44%	0.47%
4:00 AM	37	46	83	0.46%	0.60%	0.53%
5:00 AM	48	53	101	0.59%	0.70%	0.64%
6:00 AM	96	161	257	1.19%	2.10%	1.64%
7:00 AM	279	451	730	3.46%	5.91%	4.65%
8:00 AM	655	683	1,338	8.12%	8.95%	8.52%
9:00 AM	583	556	1,139	7.23%	7.28%	7.26%
10:00 AM	364	391	755	4.51%	5.12%	4.81%
11:00 AM	326	331	656	4.04%	4.33%	4.18%
12:00 PM	353	359	712	4.38%	4.71%	4.54%
1:00 PM	373	358	731	4.63%	4.69%	4.66%
2:00 PM	379	353	731	4.70%	4.62%	4.66%
3:00 PM	459	403	862	5.70%	5.28%	5.49%
4:00 PM	663	515	1,178	8.22%	6.74%	7.50%
5:00 PM	756	679	1,435	9.38%	8.89%	9.14%
6:00 PM	733	829	1,562	9.09%	10.86%	9.95%
7:00 PM	671	521	1,192	8.32%	6.82%	7.59%
8:00 PM	361	304	665	4.48%	3.98%	4.23%
9:00 PM	271	197	468	3.36%	2.58%	2.98%
10:00 PM	219	147	365	2.71%	1.92%	2.33%
11:00 PM	157	120	276	1.94%	1.57%	1.76%
12:00 AM	114	76	191	1.42%	1.00%	1.21%
TOTALS	8,064	7,634	15,698	100.0%	100.0%	100.0%



ANNUAL VEHICLE CLASSIFICATION REPORT

FINANCE NO: 0
 LOCATION CODE: 0
 COUNT LOCATION: US 92 west of Falkenburg Road

Vehicle Classification	Vehicle Type	Average Daily Statistics	
		Volume	Percentage
Class 1	Motorcycles	107	0.68%
Class 2	Cars	10,697	68.14%
Class 3	Pick-Ups & Vans	3,292	20.97%
Class 4	Buses	90	0.57%
Class 5	2 Axle, Single Unit Trucks	490	3.12%
Class 6	3 Axle, Single Unit Trucks	285	1.82%
Class 7	4 Axle, Single Unit Trucks	13	0.08%
Class 8	2 Axle Trctr with 1 or 2 Axle Trlr, 3 Axle Trctr with 1 Axle	109	0.69%
Class 9	3 Axle Tractor with 2 Axle Trailer	92	0.59%
Class 10	3 Axle Tractor with 3 Axle Trailer	12	0.08%
Class 11	5 Axle Multi Trailer	1	0.01%
Class 12	6 Axle Multi Trailer	0	0.00%
Class 13	7 or more Axles	9	0.06%
Class 14	Not Used	0	0.00%
Class 15	Other	501	3.19%
TOTALS		15,698	100.00%

TRAFFIC COUNT DATA

FINANCE NO: _____
LOCATION CODE: _____
COUNT LOCATION: US 92 west of McIntosh Road

TYPE OF COUNT: _____
72 Hour Classification Count

TIME OF COUNT:
Start Date: 3/3/2015 Start Time: Midnight
End Date: 3/6/2015 End Time: Midnight

VOLUMES:
Average Daily: 10,016 Peak Hour Start Time: 4:45 PM
Daily Truck Avg: 902 Average Peak Hour: 951
Max Hour Truck Avg: 109
Peak Hour Truck Avg: 71

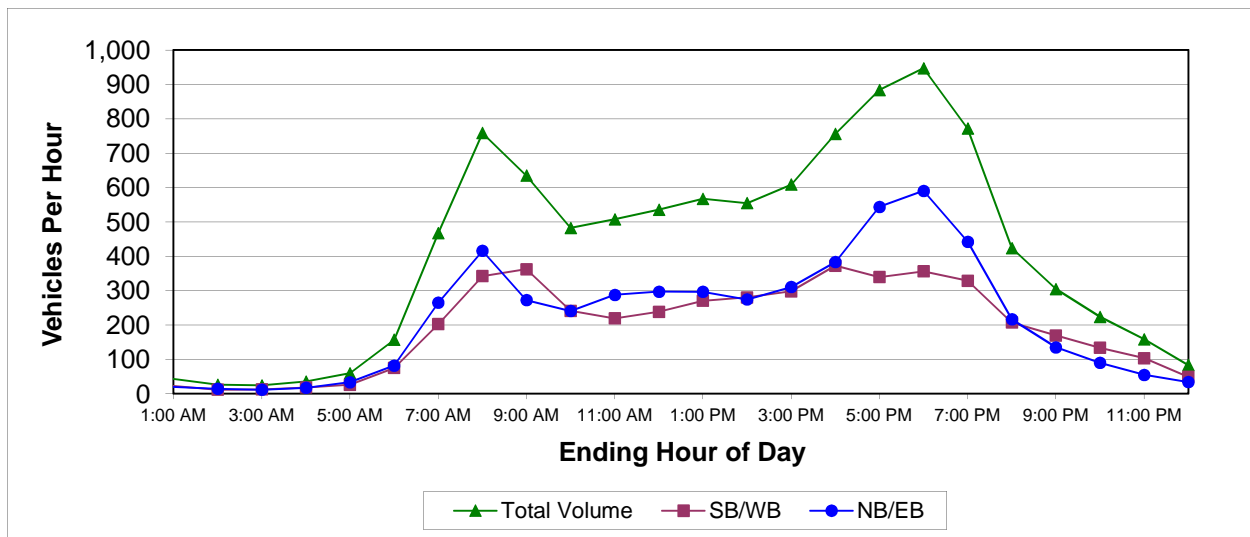
TRAVEL CHARACTERISTICS:

K MEASURED		D MEASURED	
K=	9.5%	D=	62.6%
T Max Hour	11.5%	T daily	9.0%
T med (max)	6.5%	T med Daily	4.9%
T heavy (max)	4.9%	T heavy Daily	4.1%
T Peak Hour	7.4%		
T med Peak Hour	4.7%	Axle Factor	0.97
T heavy Peak Hour	2.8%		

HOURLY DISTRIBUTIONS OF TRAFFIC VOLUMES

FINANCE NO: 0
 LOCATION CODE: 0
 COUNT LOCATION: US 92 west of McIntosh Road

HOUR ENDING AT	HOURLY VOLUME DIRECTION (NB OR EB)	HOURLY VOLUME DIRECTION (SB OR WB)	TOTAL VOLUME BOTH DIRECTIONS	DISTRIBUTION PERCENT DIRECTION (NB OR EB)	DISTRIBUTION PERCENT DIRECTION (SB OR WB)	TOTAL PERCENT BOTH DIRECTIONS
1:00 AM	20	23	43	0.38%	0.49%	0.43%
2:00 AM	15	12	26	0.28%	0.25%	0.26%
3:00 AM	12	13	24	0.22%	0.27%	0.24%
4:00 AM	17	18	36	0.33%	0.39%	0.36%
5:00 AM	34	26	60	0.63%	0.56%	0.60%
6:00 AM	82	75	157	1.54%	1.60%	1.57%
7:00 AM	265	203	468	4.97%	4.33%	4.67%
8:00 AM	416	342	758	7.80%	7.31%	7.57%
9:00 AM	272	362	635	5.11%	7.74%	6.34%
10:00 AM	241	241	482	4.52%	5.15%	4.82%
11:00 AM	288	220	508	5.40%	4.69%	5.07%
12:00 PM	297	238	535	5.57%	5.09%	5.34%
1:00 PM	297	271	567	5.56%	5.78%	5.66%
2:00 PM	274	280	555	5.15%	5.99%	5.54%
3:00 PM	311	298	609	5.83%	6.36%	6.08%
4:00 PM	383	373	756	7.19%	7.96%	7.55%
5:00 PM	544	340	884	10.20%	7.25%	8.82%
6:00 PM	591	356	947	11.08%	7.61%	9.46%
7:00 PM	443	329	772	8.30%	7.02%	7.70%
8:00 PM	217	207	424	4.06%	4.43%	4.23%
9:00 PM	135	170	305	2.53%	3.62%	3.04%
10:00 PM	90	134	224	1.69%	2.85%	2.23%
11:00 PM	55	103	159	1.04%	2.21%	1.58%
12:00 AM	34	49	83	0.64%	1.05%	0.83%
TOTALS	5,332	4,684	10,016	100.0%	100.0%	100.0%



ANNUAL VEHICLE CLASSIFICATION REPORT

FINANCE NO: 0
 LOCATION CODE: 0
 COUNT LOCATION: US 92 west of McIntosh Road

Vehicle Classification	Vehicle Type	Average Daily Statistics	
		Volume	Percentage
Class 1	Motorcycles	125	1.25%
Class 2	Cars	6,311	63.01%
Class 3	Pick-Ups & Vans	2,577	25.73%
Class 4	Buses	45	0.45%
Class 5	2 Axle, Single Unit Trucks	446	4.45%
Class 6	3 Axle, Single Unit Trucks	102	1.02%
Class 7	4 Axle, Single Unit Trucks	13	0.13%
Class 8	2 Axle Trctr with 1 or 2 Axle Trlr, 3 Axle Trctr with 1 Axle	144	1.44%
Class 9	3 Axle Tractor with 2 Axle Trailer	126	1.26%
Class 10	3 Axle Tractor with 3 Axle Trailer	22	0.22%
Class 11	5 Axle Multi Trailer	2	0.02%
Class 12	6 Axle Multi Trailer	1	0.01%
Class 13	7 or more Axles	0	0.00%
Class 14	Not Used	0	0.00%
Class 15	Other	102	1.02%
TOTALS		10,016	100.00%

TRAFFIC COUNT DATA

FINANCE NO: _____
LOCATION CODE: _____
COUNT LOCATION: US 92 east of County Line Road

TYPE OF COUNT: _____
72 Hour Classification Count

TIME OF COUNT:
Start Date: 2/24/2015 Start Time: Midnight
End Date: 2/27/2015 End Time: Midnight

VOLUMES:

Average Daily:	11,226	Peak Hour Start Time:	4:30 PM
Daily Truck Avg:	1,669	Average Peak Hour:	921
		Max Hour Truck Avg:	143
		Peak Hour Truck Avg:	76

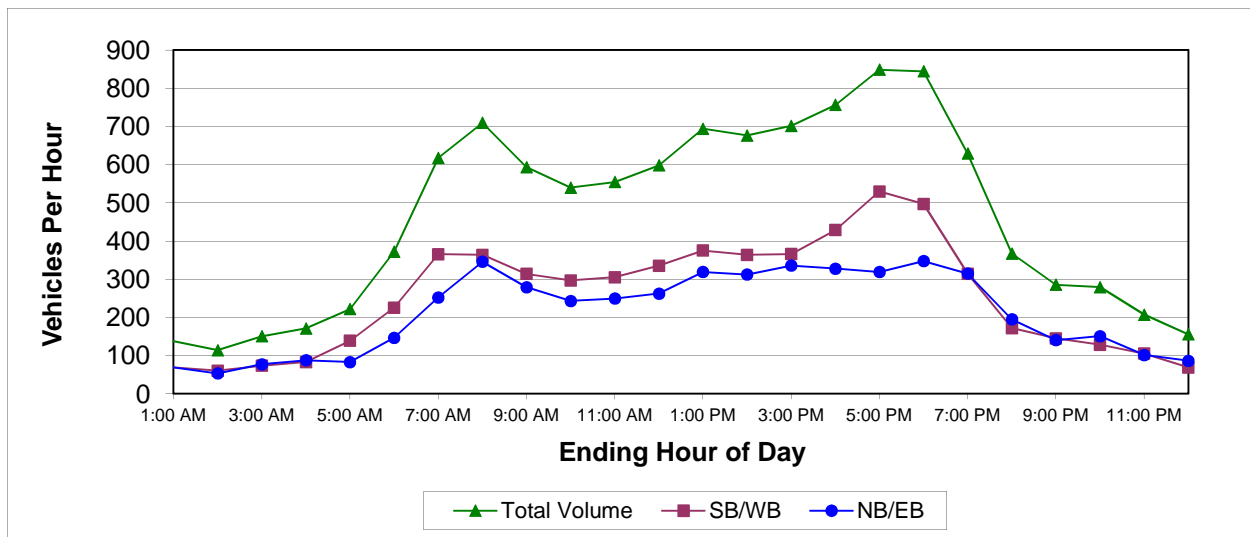
TRAVEL CHARACTERISTICS:

K MEASURED		D MEASURED	
K=	8.2%	D=	63.0%
T Max Hour	15.5%	T daily	14.9%
T med (max)	3.6%	T med Daily	3.1%
T heavy (max)	11.9%	T heavy Daily	11.8%
T Peak Hour	8.3%		
T med Peak Hour	2.6%	Axle Factor	0.93
T heavy Peak Hour	5.7%		

HOURLY DISTRIBUTIONS OF TRAFFIC VOLUMES

FINANCE NO: 0
 LOCATION CODE: 0
 COUNT LOCATION: US 92 east of County Line Road

HOUR ENDING AT	HOURLY VOLUME DIRECTION (NB OR EB)	HOURLY VOLUME DIRECTION (SB OR WB)	TOTAL VOLUME BOTH DIRECTIONS	DISTRIBUTION PERCENT DIRECTION (NB OR EB)	DISTRIBUTION PERCENT DIRECTION (SB OR WB)	TOTAL PERCENT BOTH DIRECTIONS
1:00 AM	69	69	138	1.35%	1.13%	1.23%
2:00 AM	53	61	114	1.05%	0.99%	1.02%
3:00 AM	77	73	151	1.52%	1.20%	1.34%
4:00 AM	88	83	171	1.72%	1.36%	1.52%
5:00 AM	83	139	222	1.63%	2.26%	1.97%
6:00 AM	147	226	372	2.88%	3.68%	3.32%
7:00 AM	252	365	618	4.95%	5.96%	5.50%
8:00 AM	346	364	709	6.78%	5.94%	6.32%
9:00 AM	279	314	593	5.48%	5.13%	5.29%
10:00 AM	243	297	540	4.77%	4.84%	4.81%
11:00 AM	250	305	555	4.89%	4.98%	4.94%
12:00 PM	263	335	598	5.15%	5.47%	5.33%
1:00 PM	319	375	694	6.25%	6.12%	6.18%
2:00 PM	312	364	676	6.12%	5.94%	6.02%
3:00 PM	336	366	702	6.58%	5.98%	6.25%
4:00 PM	328	429	756	6.42%	7.00%	6.74%
5:00 PM	319	530	849	6.25%	8.65%	7.56%
6:00 PM	347	497	844	6.81%	8.11%	7.52%
7:00 PM	315	314	629	6.17%	5.13%	5.60%
8:00 PM	195	172	367	3.82%	2.81%	3.27%
9:00 PM	141	145	286	2.76%	2.37%	2.54%
10:00 PM	151	128	279	2.96%	2.10%	2.49%
11:00 PM	102	105	207	1.99%	1.72%	1.84%
12:00 AM	87	69	156	1.70%	1.13%	1.39%
TOTALS	5,101	6,125	11,226	100.0%	100.0%	100.0%



ANNUAL VEHICLE CLASSIFICATION REPORT

FINANCE NO: 0
 LOCATION CODE: 0
 COUNT LOCATION: US 92 east of County Line Road

Vehicle Classification	Vehicle Type	Average Daily Statistics	
		Volume	Percentage
Class 1	Motorcycles	276	2.46%
Class 2	Cars	6,440	57.37%
Class 3	Pick-Ups & Vans	2,716	24.19%
Class 4	Buses	28	0.25%
Class 5	2 Axle, Single Unit Trucks	318	2.83%
Class 6	3 Axle, Single Unit Trucks	561	5.00%
Class 7	4 Axle, Single Unit Trucks	16	0.14%
Class 8	2 Axle Trctr with 1 or 2 Axle Trlr, 3 Axle Trctr with 1 Axle	70	0.62%
Class 9	3 Axle Tractor with 2 Axle Trailer	663	5.91%
Class 10	3 Axle Tractor with 3 Axle Trailer	6	0.05%
Class 11	5 Axle Multi Trailer	2	0.02%
Class 12	6 Axle Multi Trailer	3	0.03%
Class 13	7 or more Axles	2	0.02%
Class 14	Not Used	0	0.00%
Class 15	Other	125	1.11%
TOTALS		11,226	100.00%

Volume Count Report

3-Day Average

Start Date: March 3, 2015	Start Time: 00:00	Station: 0
Stop Date: March 5, 2015	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: US 92 west of Falkenburg Road		

Eastbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	21	16	10	12	11	18	53	140	187	95	91	84
30	23	14	14	11	15	23	59	168	164	99	84	84
45	14	12	10	11	13	33	91	195	131	108	89	96
00	13	12	9	11	15	37	120	195	130	81	104	96
Hr Total	70	53	43	44	54	111	322	698	612	383	367	360

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	111	104	117	137	183	246	227	109	69	55	40	30
30	103	102	109	144	196	217	242	104	78	70	45	32
45	102	112	120	158	237	221	169	88	72	60	33	35
00	96	113	138	164	256	229	121	82	66	48	33	27
Hr Total	412	430	484	604	871	912	759	383	285	233	152	123

24 Hour Total:	8,767				
AM Peak Hour begins:	7:15	AM Peak Volume:	745	AM Peak Hour Factor:	0.95
PM Peak Hour begins:	16:30	PM Peak Volume:	955	PM Peak Hour Factor:	0.93

Westbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	18	10	9	11	11	23	74	160	133	94	84	100
30	14	9	5	17	11	32	103	167	144	100	96	93
45	9	6	10	9	16	49	124	167	126	89	86	92
00	4	8	9	10	14	72	167	176	113	82	83	85
Hr Total	45	33	33	47	52	177	467	670	517	365	348	370

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	106	85	105	139	167	234	189	101	51	43	37	25
30	104	90	107	127	164	218	169	77	55	49	25	24
45	90	96	105	144	198	221	129	68	52	44	26	23
00	103	95	103	130	207	178	115	64	50	39	23	19
Hr Total	403	366	420	541	736	851	602	310	207	175	111	91

24 Hour Total:	7,939				
AM Peak Hour begins:	7:00	AM Peak Volume:	670	AM Peak Hour Factor:	0.95
PM Peak Hour begins:	16:45	PM Peak Volume:	880	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	39	26	18	23	22	41	126	300	320	189	175	184
30	36	23	20	28	25	55	162	335	308	198	180	177
45	23	18	20	20	29	82	214	363	257	197	174	187
00	17	20	18	21	29	109	287	371	244	163	187	181
Hr Total	115	86	76	92	106	288	790	1,368	1,129	747	716	729

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	217	189	223	277	350	479	417	210	120	98	77	56
30	207	192	216	271	360	435	411	181	133	119	70	55
45	192	208	225	303	434	442	298	156	124	104	59	58
00	199	208	241	294	463	407	236	146	116	87	56	46
Hr Total	816	797	905	1,145	1,608	1,763	1,361	694	492	408	263	215

24 Hour Total:	16,706				
AM Peak Hour begins:	7:15	AM Peak Volume:	1,388	AM Peak Hour Factor:	0.94
PM Peak Hour begins:	16:45	PM Peak Volume:	1,819	PM Peak Hour Factor:	0.95

Volume Count Report

Start Date: March 3, 2015
 Stop Date: March 3, 2015
 City: Tampa
 Location: US 92 west of Falkenburg Road

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Eastbound Volume for Lane 1

Tuesday, March 03, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	20	9	6	8	9	15	61	144	170	91	99	101
30	19	12	7	10	14	26	67	186	174	97	77	83
45	13	17	6	18	14	25	87	218	122	98	80	81
00	9	11	7	8	14	33	125	199	130	79	96	111
Hr Total	61	49	26	44	51	99	340	747	596	365	352	376

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	101	92	131	136	174	211	178	116	52	37	49	31
30	112	107	116	139	152	169	147	100	72	56	54	25
45	108	99	122	168	189	159	132	84	64	54	37	25
00	101	117	140	164	205	138	127	78	65	47	35	28
Hr Total	422	415	509	607	720	677	584	378	253	194	175	109

24 Hour Total: 8,149
 AM Peak Hour begins: 7:15 AM Peak Volume: 773 AM Peak Hour Factor: 0.89
 PM Peak Hour begins: 16:30 PM Peak Volume: 774 PM Peak Hour Factor: 0.92

Westbound Volume for Lane 2

Tuesday, March 03, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	17	5	10	11	13	20	66	183	147	102	86	84
30	16	11	4	25	11	33	103	179	190	103	91	87
45	11	6	11	7	14	55	115	197	133	101	79	78
00	4	12	9	10	19	71	171	207	131	88	83	61
Hr Total	48	34	34	53	57	179	455	766	601	394	339	310

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	102	94	90	144	167	210	173	95	53	43	36	21
30	117	73	107	134	138	220	163	67	45	48	27	19
45	87	82	121	147	183	186	130	66	54	45	24	19
00	110	97	99	105	200	160	121	60	39	39	22	15
Hr Total	416	346	417	530	688	776	587	288	191	175	109	74

24 Hour Total: 7,867
 AM Peak Hour begins: 7:00 AM Peak Volume: 766 AM Peak Hour Factor: 0.93
 PM Peak Hour begins: 16:45 PM Peak Volume: 816 PM Peak Hour Factor: 0.93

Total Volume for All Lanes

Tuesday, March 03, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	37	14	16	19	22	35	127	327	317	193	185	185
30	35	23	11	35	25	59	170	365	364	200	168	170
45	24	23	17	25	28	80	202	415	255	199	159	159
00	13	23	16	18	33	104	296	406	261	167	179	172
Hr Total	109	83	60	97	108	278	795	1,513	1,197	759	691	686

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	203	186	221	280	341	421	351	211	105	80	85	52
30	229	180	223	273	290	389	310	167	117	104	81	44
45	195	181	243	315	372	345	262	150	118	99	61	44
00	211	214	239	269	405	298	248	138	104	86	57	43
Hr Total	838	761	926	1,137	1,408	1,453	1,171	666	444	369	284	183

24 Hour Total: 16,016
 AM Peak Hour begins: 7:00 AM Peak Volume: 1,513 AM Peak Hour Factor: 0.91
 PM Peak Hour begins: 16:30 PM Peak Volume: 1,587 PM Peak Hour Factor: 0.94

Volume Count Report

Start Date: March 4, 2015
 Stop Date: March 4, 2015
 City: Tampa
 Location: US 92 west of Falkenburg Road

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Eastbound Volume for Lane 1

Wednesday, March 04, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	19	12	12	18	11	15	44	132	187	101	79	81
30	23	15	20	10	17	26	61	159	155	104	90	89
45	14	9	13	10	15	29	94	187	145	117	93	95
00	17	14	9	10	14	39	121	181	115	81	111	92
Hr Total	73	50	54	48	57	109	320	659	602	403	373	357

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	103	104	119	132	179	265	261	104	80	68	35	22
30	96	102	120	155	199	265	301	103	89	75	39	39
45	98	122	126	154	246	258	190	97	84	61	27	37
00	88	113	131	143	281	274	118	78	72	55	30	29
Hr Total	385	441	496	584	905	1,062	870	382	325	259	131	127

24 Hour Total: 9,072
 AM Peak Hour begins: 7:15
 PM Peak Hour begins: 17:30
 AM Peak Volume: 714
 PM Peak Volume: 1,094
 AM Peak Hour Factor: 0.95
 PM Peak Hour Factor: 0.91

Westbound Volume for Lane 2

Wednesday, March 04, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	19	16	11	11	8	24	78	148	132	89	78	117
30	14	9	8	7	14	32	89	157	123	104	103	88
45	10	6	8	13	16	48	129	149	118	79	96	97
00	4	10	10	7	10	71	168	164	93	75	85	93
Hr Total	47	41	37	38	48	175	464	618	466	347	362	395

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	100	83	117	140	173	263	185	93	50	43	39	24
30	94	99	121	126	170	212	179	78	63	40	24	21
45	89	111	87	145	200	235	131	67	51	57	27	26
00	93	93	106	137	198	186	114	71	48	36	27	21
Hr Total	376	386	431	548	741	896	609	309	212	176	117	92

24 Hour Total: 7,931
 AM Peak Hour begins: 6:45
 PM Peak Hour begins: 16:45
 AM Peak Volume: 622
 PM Peak Volume: 908
 AM Peak Hour Factor: 0.93
 PM Peak Hour Factor: 0.86

Total Volume for All Lanes

Wednesday, March 04, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	38	28	23	29	19	39	122	280	319	190	157	198
30	37	24	28	17	31	58	150	316	278	208	193	177
45	24	15	21	23	31	77	223	336	263	196	189	192
00	21	24	19	17	24	110	289	345	208	156	196	185
Hr Total	120	91	91	86	105	284	784	1,277	1,068	750	735	752

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	203	187	236	272	352	528	446	197	130	111	74	46
30	190	201	241	281	369	477	480	181	152	115	63	60
45	187	233	213	299	446	493	321	164	135	118	54	63
00	181	206	237	280	479	460	232	149	120	91	57	50
Hr Total	761	827	927	1,132	1,646	1,958	1,479	691	537	435	248	219

24 Hour Total: 17,003
 AM Peak Hour begins: 7:15
 PM Peak Hour begins: 16:45
 AM Peak Volume: 1,316
 PM Peak Volume: 1,977
 AM Peak Hour Factor: 0.95
 PM Peak Hour Factor: 0.94

Volume Count Report

Start Date: March 5, 2015
 Stop Date: March 5, 2015
 City: Tampa
 Location: US 92 west of Falkenburg Road

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Eastbound Volume for Lane 1

Thursday, March 05, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	24	26	11	9	13	24	53	144	204	93	95	70
30	26	14	16	13	13	17	50	159	162	95	84	80
45	14	10	11	5	11	45	91	181	126	108	93	111
00	12	10	11	14	17	38	113	205	146	84	105	85
Hr Total	76	60	49	41	54	124	307	689	638	380	377	346

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	129	115	102	144	196	261	243	107	74	60	36	38
30	102	97	91	137	236	216	279	110	73	78	43	31
45	100	115	113	153	275	247	184	84	69	64	35	42
00	99	108	142	186	282	274	117	89	61	43	35	23
Hr Total	430	435	448	620	989	998	823	390	277	245	149	134

24 Hour Total: 9,079
 AM Peak Hour begins: 7:30 AM Peak Volume: 752 AM Peak Hour Factor: 0.92
 PM Peak Hour begins: 16:15 PM Peak Volume: 1,054 PM Peak Hour Factor: 0.93

Westbound Volume for Lane 2

Thursday, March 05, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	17	9	5	12	11	25	77	150	119	91	87	100
30	11	7	4	20	7	32	116	164	120	92	94	104
45	7	6	10	6	18	45	127	156	128	88	82	100
00	5	2	8	13	14	75	163	156	116	82	81	100
Hr Total	40	24	27	51	50	177	483	626	483	353	344	404

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	117	78	109	134	161	228	210	115	51	42	37	31
30	101	99	92	122	185	222	164	86	56	60	24	31
45	93	95	107	141	210	241	126	71	50	31	27	24
00	107	95	105	148	224	189	111	62	62	42	20	22
Hr Total	418	367	413	545	780	880	611	334	219	175	108	108

24 Hour Total: 8,020
 AM Peak Hour begins: 6:45 AM Peak Volume: 633 AM Peak Hour Factor: 0.96
 PM Peak Hour begins: 16:45 PM Peak Volume: 915 PM Peak Hour Factor: 0.95

Total Volume for All Lanes

Thursday, March 05, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	41	35	16	21	24	49	130	294	323	184	182	170
30	37	21	20	33	20	49	166	323	282	187	178	184
45	21	16	21	11	29	90	218	337	254	196	175	211
00	17	12	19	27	31	113	276	361	262	166	186	185
Hr Total	116	84	76	92	104	301	790	1,315	1,121	733	721	750

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	246	193	211	278	357	489	453	222	125	102	73	69
30	203	196	183	259	421	438	443	196	129	138	67	62
45	193	210	220	294	485	488	310	155	119	95	62	66
00	206	203	247	334	506	463	228	151	123	85	55	45
Hr Total	848	802	861	1,165	1,769	1,878	1,434	724	496	420	257	242

24 Hour Total: 17,099
 AM Peak Hour begins: 7:15 AM Peak Volume: 1,344 AM Peak Hour Factor: 0.93
 PM Peak Hour begins: 16:45 PM Peak Volume: 1,921 PM Peak Hour Factor: 0.95

Volume Count Report 3-Day Average

Start Date: March 3, 2015	Start Time: 00:00	Station: 0
Stop Date: March 5, 2015	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Falkenburg Road north of US 92		

Northbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	0	1	2	0	2	4	4	3	4	6
30	2	0	0	0	0	1	1	3	7	3	4	4
45	0	1	1	1	0	0	1	3	4	4	6	5
00	0	0	1	1	0	2	1	4	3	3	4	7
Hr Total	4	2	2	3	2	3	4	14	17	13	17	21

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	5	6	4	5	6	6	10	6	4	3	2	1
30	8	3	4	5	10	9	5	4	3	4	1	1
45	4	4	5	7	4	6	5	3	3	4	2	1
00	7	4	6	5	6	7	3	3	3	3	3	0
Hr Total	24	18	20	22	25	28	24	16	13	14	8	3

24 Hour Total:	319			
AM Peak Hour begins:	11:30	AM Peak Volume:	25	AM Peak Hour Factor: 0.78
PM Peak Hour begins:	17:15	PM Peak Volume:	32	PM Peak Hour Factor: 0.77

Southbound Volume for Lane 2

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	5	4	3	4	6
30	1	0	0	1	0	1	2	7	4	3	5	7
45	0	1	0	0	1	2	9	4	5	2	6	4
00	1	1	0	0	1	0	3	5	4	5	5	7
Hr Total	3	2	1	1	4	4	15	21	17	13	21	24

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

24 Hour Total:	328			
AM Peak Hour begins:	11:15	AM Peak Volume:	27	AM Peak Hour Factor: 0.77
PM Peak Hour begins:	12:00	PM Peak Volume:	26	PM Peak Hour Factor: 0.76

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	1	1	1	3	1	3	9	8	7	8	12
30	2	0	0	1	1	2	2	10	11	6	9	10
45	0	2	1	1	2	2	10	7	8	6	12	9
00	1	1	1	1	1	2	4	9	8	7	9	14
Hr Total	6	5	3	4	6	7	19	35	35	26	38	45

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	14	11	8	11	11	13	15	10	7	5	5	2
30	13	10	7	8	18	17	11	8	8	7	2	1
45	9	8	10	11	8	11	12	6	6	10	3	2
00	14	11	12	11	9	12	6	6	7	7	5	1
Hr Total	51	39	38	41	45	53	43	31	27	29	15	5

24 Hour Total:	647			
AM Peak Hour begins:	11:30	AM Peak Volume:	50	AM Peak Hour Factor: 0.90
PM Peak Hour begins:	17:15	PM Peak Volume:	56	PM Peak Hour Factor: 0.80

Volume Count Report

Start Date: March 3, 2015
 Stop Date: March 3, 2015
 City: Tampa
 Location: Falkenburg Road north of US 92

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Tuesday, March 03, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	2	1	0	1	3	3	2	6	6
30	1	0	0	0	0	0	0	3	8	2	3	2
45	1	3	0	1	1	0	2	3	4	5	4	9
00	0	0	0	1	0	2	2	5	2	4	4	4
Hr Total	2	3	0	4	2	2	5	14	17	13	17	21

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	7	3	7	10	3	5	9	8	3	5	5	0
30	9	5	6	5	11	7	3	1	3	2	0	1
45	3	3	10	7	5	5	5	3	2	2	2	3
00	9	6	6	6	4	5	4	1	3	4	4	0
Hr Total	28	17	29	28	23	22	21	13	11	13	11	4

24 Hour Total: 320
 AM Peak Hour begins: 11:30 AM Peak Volume: 29 AM Peak Hour Factor: 0.81
 PM Peak Hour begins: 14:15 PM Peak Volume: 32 PM Peak Hour Factor: 0.80

Southbound Volume for Lane 2

Tuesday, March 03, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	1	0	2	6	5	2	5	9
30	1	0	0	1	0	1	1	5	3	3	2	1
45	0	2	0	0	1	2	11	7	6	3	5	6
00	0	1	0	1	2	0	4	1	2	5	6	8
Hr Total	1	3	0	2	4	3	18	19	16	13	18	24

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	8	3	6	4	7	6	3	6	2	2	3	0
30	8	7	5	2	8	8	7	1	6	2	1	0
45	5	4	5	5	6	4	3	2	1	4	1	2
00	10	8	6	6	3	3	1	3	4	4	1	0
Hr Total	31	22	22	17	24	21	14	12	13	12	6	2

24 Hour Total: 317
 AM Peak Hour begins: 11:30 AM Peak Volume: 30 AM Peak Hour Factor: 0.94
 PM Peak Hour begins: 12:00 PM Peak Volume: 31 PM Peak Hour Factor: 0.78

Total Volume for All Lanes

Tuesday, March 03, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	2	2	0	3	9	8	4	11	15
30	2	0	0	1	0	1	1	8	11	5	5	3
45	1	5	0	1	2	2	13	10	10	8	9	15
00	0	1	0	2	2	2	6	6	4	9	10	12
Hr Total	3	6	0	6	6	5	23	33	33	26	35	45

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	15	6	13	14	10	11	12	14	5	7	8	0
30	17	12	11	7	19	15	10	2	9	4	1	1
45	8	7	15	12	11	9	8	5	3	6	3	5
00	19	14	12	12	7	8	5	4	7	8	5	0
Hr Total	59	39	51	45	47	43	35	25	24	25	17	6

24 Hour Total: 637
 AM Peak Hour begins: 11:30 AM Peak Volume: 59 AM Peak Hour Factor: 0.87
 PM Peak Hour begins: 12:00 PM Peak Volume: 59 PM Peak Hour Factor: 0.78

Volume Count Report

Start Date: March 4, 2015
 Stop Date: March 4, 2015
 City: Tampa
 Location: Falkenburg Road north of US 92

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Wednesday, March 04, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	1	1	2	0	3	2	5	4	4	5
30	2	0	0	0	1	0	1	3	5	5	7	5
45	0	1	1	1	0	0	0	4	2	2	6	3
00	1	0	0	0	0	2	0	4	6	0	4	6
Hr Total	4	2	2	2	3	2	4	13	18	11	21	19

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

24 Hour Total: 304
 AM Peak Hour begins: 10:15 AM Peak Volume: 22 AM Peak Hour Factor: 0.79
 PM Peak Hour begins: 17:15 PM Peak Volume: 36 PM Peak Hour Factor: 0.82

Southbound Volume for Lane 2

Wednesday, March 04, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	1	0	0	1	1	5	3	7	3	2
30	0	1	0	2	0	1	0	7	5	1	10	10
45	0	1	0	0	2	2	9	2	4	2	9	3
00	2	0	0	0	0	1	2	9	5	4	6	6
Hr Total	4	3	1	2	2	5	12	23	17	14	28	21

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	10	2	4	5	4	5	6	2	6	1	2	1
30	3	7	3	4	5	9	6	5	4	5	1	0
45	6	4	4	2	3	8	9	5	3	2	2	0
00	7	5	9	7	4	6	1	2	1	2	3	2
Hr Total	26	18	20	18	16	28	22	14	14	10	8	3

24 Hour Total: 329
 AM Peak Hour begins: 11:15 AM Peak Volume: 29 AM Peak Hour Factor: 0.73
 PM Peak Hour begins: 17:15 PM Peak Volume: 29 PM Peak Hour Factor: 0.81

Total Volume for All Lanes

Wednesday, March 04, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	2	2	1	2	1	4	7	8	11	7	7
30	2	1	0	2	1	1	1	10	10	6	17	15
45	0	2	1	1	2	2	9	6	6	4	15	6
00	3	0	0	0	0	3	2	13	11	4	10	12
Hr Total	8	5	3	4	5	7	16	36	35	25	49	40

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	12	9	6	9	10	12	17	4	14	2	3	2
30	11	11	5	9	11	19	8	12	7	8	3	0
45	9	7	7	6	7	14	13	9	5	5	4	0
00	14	8	18	14	11	15	1	8	5	7	6	3
Hr Total	46	35	36	38	39	60	39	33	31	22	16	5

24 Hour Total: 633
 AM Peak Hour begins: 10:00 AM Peak Volume: 49 AM Peak Hour Factor: 0.72
 PM Peak Hour begins: 17:15 PM Peak Volume: 65 PM Peak Hour Factor: 0.86

Volume Count Report

Start Date: March 5, 2015
 Stop Date: March 5, 2015
 City: Tampa
 Location: Falkenburg Road north of US 92

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Thursday, March 05, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	1	0	1	2	1	1	6	3	4	2	6
30	2	0	0	0	0	2	1	3	7	3	2	4
45	0	0	1	1	0	0	1	2	5	4	7	3
00	0	1	2	1	0	2	1	4	2	4	3	10
Hr Total	5	2	3	3	2	5	4	15	17	15	14	23

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	7	9	4	2	8	7	11	8	1	4	1	3
30	7	1	4	4	13	9	11	5	3	7	2	1
45	5	5	3	9	2	6	7	1	6	6	1	0
00	6	4	3	3	6	7	5	3	2	1	2	0
Hr Total	25	19	14	18	29	29	34	17	12	18	6	4

24 Hour Total: 333
 AM Peak Hour begins: 11:45 AM Peak Volume: 29 AM Peak Hour Factor: 0.73
 PM Peak Hour begins: 17:45 PM Peak Volume: 36 PM Peak Hour Factor: 0.82

Southbound Volume for Lane 2

Thursday, March 05, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	0	0	2	1	0	5	4	1	5	7
30	1	0	0	0	1	1	4	10	5	5	3	9
45	0	0	1	0	1	2	6	2	4	2	4	3
00	0	1	1	0	1	0	4	5	6	5	4	8
Hr Total	3	1	2	0	5	4	14	22	19	13	16	27

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	8	9	2	7	5	8	5	5	1	2	4	0
30	5	5	2	5	10	9	4	6	4	1	0	0
45	5	4	5	7	3	5	7	3	3	12	1	1
00	4	6	3	3	3	6	6	3	6	6	2	0
Hr Total	22	24	12	22	21	28	22	17	14	21	7	1

24 Hour Total: 337
 AM Peak Hour begins: 11:15 AM Peak Volume: 28 AM Peak Hour Factor: 0.78
 PM Peak Hour begins: 17:00 PM Peak Volume: 28 PM Peak Hour Factor: 0.78

Total Volume for All Lanes

Thursday, March 05, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	1	0	1	4	2	1	11	7	5	7	13
30	3	0	0	0	1	3	5	13	12	8	5	13
45	0	0	2	1	1	2	7	4	9	6	11	6
00	0	2	3	1	1	2	5	9	8	9	7	18
Hr Total	8	3	5	3	7	9	18	37	36	28	30	50

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	15	18	6	9	13	15	16	13	2	6	5	3
30	12	6	6	9	23	18	15	11	7	8	2	1
45	10	9	8	16	5	11	14	4	9	18	2	1
00	10	10	6	6	9	13	11	6	8	7	4	0
Hr Total	47	43	26	40	50	57	56	34	26	39	13	5

24 Hour Total: 670
 AM Peak Hour begins: 11:45 AM Peak Volume: 55 AM Peak Hour Factor: 0.76
 PM Peak Hour begins: 15:30 PM Peak Volume: 58 PM Peak Hour Factor: 0.63

Volume Count Report 3-Day Average

Start Date:	March 3, 2015	Start Time:	00:00	Station:	0
Stop Date:	March 5, 2015	Stop Time:	24:00	ID:	0
City:	Tampa	County:	Hillsborough		
Location	Falkenburg Road south of US 92				

Southbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	6	5	5	4	6	25	92	158	79	49	47
30	9	4	8	5	6	12	43	117	138	65	45	44
45	6	6	4	5	7	15	67	161	107	69	45	50
00	8	4	4	5	7	24	86	192	108	52	51	59
Hr Total	32	20	21	20	23	57	221	562	511	266	190	200

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	65	59	58	63	60	68	52	51	34	28	21	18
30	58	60	54	60	72	58	66	44	36	32	21	15
45	61	56	62	62	81	60	58	35	33	33	16	17
00	66	61	55	57	63	62	44	38	30	24	17	13
Hr Total	250	236	229	242	276	248	220	168	133	117	75	63

24 Hour Total:	4,380				
AM Peak Hour begins:	7:30	AM Peak Volume:	649	AM Peak Hour Factor:	0.84
PM Peak Hour begins:	16:15	PM Peak Volume:	284	PM Peak Hour Factor:	0.88

Northbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	5	3	2	7	9	31	88	62	48	50	53
30	9	3	2	6	4	4	37	83	66	51	48	54
45	5	4	2	4	5	20	57	103	64	43	51	52
00	2	3	6	5	6	26	87	84	58	46	44	60
Hr Total	23	16	12	18	22	60	212	357	251	189	192	219

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	73	64	73	94	138	238	163	74	38	24	23	13
30	62	54	66	69	126	253	118	59	33	23	12	13
45	59	59	70	94	165	239	99	45	29	23	14	13
00	64	63	63	91	205	160	82	44	25	28	13	10
Hr Total	258	240	271	348	633	890	462	221	125	97	62	49

24 Hour Total:	5,227				
AM Peak Hour begins:	6:45	AM Peak Volume:	360	AM Peak Hour Factor:	0.87
PM Peak Hour begins:	16:45	PM Peak Volume:	934	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	12	7	8	11	15	56	179	221	127	99	100
30	18	7	10	12	10	16	80	200	203	117	93	98
45	11	10	6	8	12	35	124	264	172	113	96	102
00	10	7	10	10	12	50	173	276	166	98	95	119
Hr Total	55	36	34	38	46	116	433	919	762	455	382	419

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	138	123	131	157	197	306	215	125	73	52	45	31
30	120	114	120	129	198	311	185	102	68	54	33	28
45	120	115	132	155	246	298	157	80	62	56	30	30
00	130	125	118	148	268	222	126	82	54	51	30	23
Hr Total	508	476	500	590	909	1,138	682	390	257	213	137	113

24 Hour Total:	9,607				
AM Peak Hour begins:	7:30	AM Peak Volume:	964	AM Peak Hour Factor:	0.87
PM Peak Hour begins:	16:45	PM Peak Volume:	1,183	PM Peak Hour Factor:	0.95

Volume Count Report

Start Date: March 3, 2015
 Stop Date: March 3, 2015
 City: Tampa
 Location: Falkenburg Road south of US 92

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Southbound Volume for Lane 1

Tuesday, March 03, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	7	4	7	2	6	26	96	174	73	47	45
30	7	2	6	4	6	12	40	117	147	65	37	36
45	3	8	6	5	7	13	68	153	105	83	45	45
00	6	7	4	6	7	18	90	231	129	58	49	64
Hr Total	27	24	20	22	22	49	224	597	555	279	178	190

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	56	47	68	63	60	77	40	45	36	27	25	18
30	52	66	63	61	56	64	57	45	38	20	24	12
45	71	40	65	63	79	55	56	33	28	25	17	14
00	74	56	50	55	58	62	49	46	31	19	20	18
Hr Total	253	209	246	242	253	258	202	169	133	91	86	62

24 Hour Total: 4,391
 AM Peak Hour begins: 7:30
 PM Peak Hour begins: 16:30
 AM Peak Volume: 705
 PM Peak Volume: 278
 AM Peak Hour Factor: 0.76
 PM Peak Hour Factor: 0.88

Northbound Volume for Lane 2

Tuesday, March 03, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	5	1	3	7	7	30	105	71	50	49	51
30	14	0	2	11	3	4	41	104	73	57	53	49
45	3	2	4	3	2	24	51	132	66	49	47	41
00	1	4	7	3	9	20	90	108	58	43	49	48
Hr Total	24	11	14	20	21	55	212	449	268	199	198	189

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	72	66	68	92	151	228	151	75	36	25	27	14
30	62	48	67	74	100	255	122	43	26	21	7	13
45	52	56	82	90	152	222	100	44	31	24	13	9
00	72	70	57	75	195	153	80	46	20	31	11	11
Hr Total	258	240	274	331	598	858	453	208	113	101	58	47

24 Hour Total: 5,199
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 16:45
 AM Peak Volume: 449
 PM Peak Volume: 900
 AM Peak Hour Factor: 0.85
 PM Peak Hour Factor: 0.88

Total Volume for All Lanes

Tuesday, March 03, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	17	12	5	10	9	13	56	201	245	123	96	96
30	21	2	8	15	9	16	81	221	220	122	90	85
45	6	10	10	8	9	37	119	285	171	132	92	86
00	7	11	11	9	16	38	180	339	187	101	98	112
Hr Total	51	35	34	42	43	104	436	1,046	823	478	376	379

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	128	113	136	155	211	305	191	120	72	52	52	32
30	114	114	130	135	156	319	179	88	64	41	31	25
45	123	96	147	153	231	277	156	77	59	49	30	23
00	146	126	107	130	253	215	129	92	51	50	31	29
Hr Total	511	449	520	573	851	1,116	655	377	246	192	144	109

24 Hour Total: 9,590
 AM Peak Hour begins: 7:15
 PM Peak Hour begins: 16:45
 AM Peak Volume: 1,090
 PM Peak Volume: 1,154
 AM Peak Hour Factor: 0.80
 PM Peak Hour Factor: 0.90

Volume Count Report

Start Date: March 4, 2015
 Stop Date: March 4, 2015
 City: Tampa
 Location: Falkenburg Road south of US 92

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Southbound Volume for Lane 1

Wednesday, March 04, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	7	5	7	4	5	26	84	143	75	45	58
30	9	6	8	7	9	13	42	109	134	69	50	46
45	8	5	5	7	7	15	58	168	115	63	39	56
00	8	2	3	4	5	29	90	178	91	54	57	54
Hr Total	32	20	21	25	25	62	216	539	483	261	191	214

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	72	66	53	65	61	49	53	52	32	34	17	18
30	60	61	55	57	78	60	61	36	38	42	17	21
45	55	68	57	58	72	56	50	36	36	34	20	18
00	73	63	56	59	68	62	40	30	33	29	17	8
Hr Total	260	258	221	239	279	227	204	154	139	139	71	65

24 Hour Total: 4,345
 AM Peak Hour begins: 7:30
 PM Peak Hour begins: 16:00
 AM Peak Volume: 623
 PM Peak Volume: 279
 AM Peak Hour Factor: 0.88
 PM Peak Hour Factor: 0.89

Northbound Volume for Lane 2

Wednesday, March 04, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	6	6	3	9	8	31	75	54	52	51	57
30	7	2	4	1	9	3	35	69	72	48	54	44
45	7	10	0	4	8	20	57	85	65	34	48	54
00	4	4	3	4	4	26	87	74	50	45	38	68
Hr Total	27	22	13	12	30	57	210	303	241	179	191	223

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	65	62	72	98	141	259	175	78	35	20	25	11
30	64	57	71	65	124	254	132	58	32	21	10	10
45	61	60	54	100	178	242	89	42	25	25	18	14
00	63	50	59	97	210	149	89	44	22	27	18	14
Hr Total	253	229	256	360	653	904	485	222	114	93	71	49

24 Hour Total: 5,197
 AM Peak Hour begins: 6:45
 PM Peak Hour begins: 16:45
 AM Peak Volume: 316
 PM Peak Volume: 965
 AM Peak Hour Factor: 0.91
 PM Peak Hour Factor: 0.93

Total Volume for All Lanes

Wednesday, March 04, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	13	11	10	13	13	57	159	197	127	96	115
30	16	8	12	8	18	16	77	178	206	117	104	90
45	15	15	5	11	15	35	115	253	180	97	87	110
00	12	6	6	8	9	55	177	252	141	99	95	122
Hr Total	59	42	34	37	55	119	426	842	724	440	382	437

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	137	128	125	163	202	308	228	130	67	54	42	29
30	124	118	126	122	202	314	193	94	70	63	27	31
45	116	128	111	158	250	298	139	78	61	59	38	32
00	136	113	115	156	278	211	129	74	55	56	35	22
Hr Total	513	487	477	599	932	1,131	689	376	253	232	142	114

24 Hour Total: 9,542
 AM Peak Hour begins: 7:30
 PM Peak Hour begins: 16:45
 AM Peak Volume: 908
 PM Peak Volume: 1,198
 AM Peak Hour Factor: 0.90
 PM Peak Hour Factor: 0.95

Volume Count Report

Start Date: March 5, 2015
 Stop Date: March 5, 2015
 City: Tampa
 Location: Falkenburg Road south of US 92

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Southbound Volume for Lane 1

Thursday, March 05, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	5	5	2	5	8	24	95	158	90	55	39
30	11	4	10	5	3	10	47	125	132	62	47	50
45	6	5	2	2	7	16	74	162	102	62	51	50
00	10	2	6	4	8	25	78	168	104	44	48	58
Hr Total	36	16	23	13	23	59	223	550	496	258	201	197

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	68	64	53	62	58	78	62	56	35	24	22	18
30	61	53	44	62	82	51	81	50	31	33	21	13
45	58	60	64	64	91	68	68	37	35	40	10	18
00	50	65	59	56	64	62	42	39	25	23	15	14
Hr Total	237	242	220	244	295	259	253	182	126	120	68	63

24 Hour Total: 4,404
 AM Peak Hour begins: 7:30 AM Peak Volume: 620 AM Peak Hour Factor: 0.92
 PM Peak Hour begins: 16:15 PM Peak Volume: 315 PM Peak Hour Factor: 0.87

Northbound Volume for Lane 2

Thursday, March 05, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	5	1	1	5	11	31	83	62	42	50	51
30	7	7	0	7	1	6	34	75	52	49	37	70
45	5	1	2	4	6	17	64	92	62	47	57	60
00	1	2	7	9	4	33	84	69	67	51	44	64
Hr Total	19	15	10	21	16	67	213	319	243	189	188	245

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	82	64	78	92	121	227	163	69	44	26	18	15
30	60	57	60	69	153	249	101	75	40	26	20	16
45	63	60	73	91	165	252	107	49	31	19	11	16
00	58	70	72	102	209	179	77	41	32	25	9	5
Hr Total	263	251	283	354	648	907	448	234	147	96	58	52

24 Hour Total: 5,286
 AM Peak Hour begins: 6:45 AM Peak Volume: 334 AM Peak Hour Factor: 0.91
 PM Peak Hour begins: 16:45 PM Peak Volume: 937 PM Peak Hour Factor: 0.93

Total Volume for All Lanes

Thursday, March 05, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	10	6	3	10	19	55	178	220	132	105	90
30	18	11	10	12	4	16	81	200	184	111	84	120
45	11	6	4	6	13	33	138	254	164	109	108	110
00	11	4	13	13	12	58	162	237	171	95	92	122
Hr Total	55	31	33	34	39	126	436	869	739	447	389	442

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	150	128	131	154	179	305	225	125	79	50	40	33
30	121	110	104	131	235	300	182	125	71	59	41	29
45	121	120	137	155	256	320	175	86	66	59	21	34
00	108	135	131	158	273	241	119	80	57	48	24	19
Hr Total	500	493	503	598	943	1,166	701	416	273	216	126	115

24 Hour Total: 9,690
 AM Peak Hour begins: 7:15 AM Peak Volume: 911 AM Peak Hour Factor: 0.90
 PM Peak Hour begins: 16:45 PM Peak Volume: 1,198 PM Peak Hour Factor: 0.94

Volume Count Report 3-Day Average

Start Date: March 3, 2015	Start Time: 00:00	Station: 0
Stop Date: March 5, 2015	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: US 92 east of Falkenburg Road		

Eastbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	12	5	7	8	14	45	105	92	67	77	74
30	16	11	10	11	12	17	42	115	86	82	76	74
45	9	11	7	8	12	25	67	121	86	75	78	91
00	8	10	7	9	15	21	82	100	75	67	83	75
Hr Total	48	44	30	36	47	77	236	441	339	291	313	315

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	103	93	96	129	168	229	186	93	53	43	26	19
30	96	78	93	115	173	224	183	90	59	45	33	21
45	88	93	98	150	191	220	144	78	54	42	28	22
00	88	96	124	152	205	201	107	63	47	35	21	18
Hr Total	375	361	412	547	737	875	619	323	212	165	107	79

24 Hour Total:	7,028			
AM Peak Hour begins:	7:00	AM Peak Volume:	441	AM Peak Hour Factor: 0.91
PM Peak Hour begins:	16:45	PM Peak Volume:	879	PM Peak Hour Factor: 0.96

Westbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	12	8	13	9	20	71	150	145	96	79	96
30	11	9	9	17	12	38	100	151	149	100	93	80
45	11	7	11	9	19	42	115	170	124	92	83	101
00	6	8	6	12	18	63	134	179	120	80	82	81
Hr Total	42	36	35	51	58	164	421	650	538	369	337	358

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	100	86	104	123	117	111	89	75	44	47	30	23
30	106	94	102	119	120	102	96	64	54	50	29	22
45	90	93	103	119	119	104	83	57	47	44	25	19
00	104	98	96	113	112	98	83	49	51	32	25	14
Hr Total	400	371	406	474	468	415	351	245	195	174	108	78

24 Hour Total:	6,743			
AM Peak Hour begins:	7:00	AM Peak Volume:	650	AM Peak Hour Factor: 0.91
PM Peak Hour begins:	15:00	PM Peak Volume:	474	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	30	24	13	20	17	34	115	255	237	163	155	170
30	27	20	20	28	23	55	142	266	235	182	169	155
45	20	19	18	17	32	67	182	291	210	168	161	192
00	14	17	14	21	33	85	217	279	195	148	165	156
Hr Total	91	80	64	87	105	241	657	1,091	877	660	650	673

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	204	179	200	252	284	341	274	167	96	90	56	42
30	202	172	195	234	293	327	279	154	113	95	62	43
45	178	186	202	269	310	324	227	135	101	86	53	40
00	192	194	220	265	317	299	190	112	98	67	45	32
Hr Total	775	731	817	1,021	1,205	1,290	970	568	408	338	216	157

24 Hour Total:	13,771			
AM Peak Hour begins:	7:00	AM Peak Volume:	1,091	AM Peak Hour Factor: 0.94
PM Peak Hour begins:	16:45	PM Peak Volume:	1,308	PM Peak Hour Factor: 0.96

Volume Count Report

Start Date: March 3, 2015
 Stop Date: March 3, 2015
 City: Tampa
 Location: US 92 east of Falkenburg Road

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Eastbound Volume for Lane 1

Tuesday, March 03, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	7	4	5	6	12	52	106	88	52	87	85
30	13	9	4	13	8	18	49	137	99	79	72	75
45	7	10	1	9	12	18	70	149	91	59	71	78
00	5	8	7	5	13	19	85	89	73	63	73	75
Hr Total	40	34	16	32	39	67	256	481	351	253	303	313

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	103	76	108	135	162	220	153	95	46	37	32	17
30	101	69	102	114	159	213	156	82	53	38	34	15
45	77	97	108	163	173	206	115	83	57	44	30	10
00	87	109	126	146	195	163	110	58	40	33	18	16
Hr Total	368	351	444	558	689	802	534	318	196	152	114	58

24 Hour Total: 6,769
 AM Peak Hour begins: 7:00 AM Peak Volume: 481 AM Peak Hour Factor: 0.81
 PM Peak Hour begins: 16:45 PM Peak Volume: 834 PM Peak Hour Factor: 0.95

Westbound Volume for Lane 2

Tuesday, March 03, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	9	10	13	11	17	67	160	185	98	84	67
30	7	11	7	23	13	40	95	145	198	98	82	68
45	10	8	11	7	22	42	122	192	149	110	86	98
00	5	12	7	16	21	65	142	202	153	96	85	84
Hr Total	38	40	35	59	67	164	426	699	685	402	337	317

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	96	91	97	125	106	104	88	63	51	47	29	13
30	112	80	99	117	116	93	87	60	54	46	29	16
45	98	79	109	120	113	99	92	55	45	39	25	19
00	108	96	93	89	99	102	87	50	51	28	27	12
Hr Total	414	346	398	451	434	398	354	228	201	160	110	60

24 Hour Total: 6,823
 AM Peak Hour begins: 7:30 AM Peak Volume: 777 AM Peak Hour Factor: 0.96
 PM Peak Hour begins: 14:45 PM Peak Volume: 455 PM Peak Hour Factor: 0.91

Total Volume for All Lanes

Tuesday, March 03, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	31	16	14	18	17	29	119	266	273	150	171	152
30	20	20	11	36	21	58	144	282	297	177	154	143
45	17	18	12	16	34	60	192	341	240	169	157	176
00	10	20	14	21	34	84	227	291	226	159	158	159
Hr Total	78	74	51	91	106	231	682	1,180	1,036	655	640	630

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	199	167	205	260	268	324	241	158	97	84	61	30
30	213	149	201	231	275	306	243	142	107	84	63	31
45	175	176	217	283	286	305	207	138	102	83	55	29
00	195	205	219	235	294	265	197	108	91	61	45	28
Hr Total	782	697	842	1,009	1,123	1,200	888	546	397	312	224	118

24 Hour Total: 13,592
 AM Peak Hour begins: 7:30 AM Peak Volume: 1,202 AM Peak Hour Factor: 0.88
 PM Peak Hour begins: 16:45 PM Peak Volume: 1,229 PM Peak Hour Factor: 0.95

Volume Count Report

Start Date: March 4, 2015
 Stop Date: March 4, 2015
 City: Tampa
 Location: US 92 east of Falkenburg Road

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Eastbound Volume for Lane 1

Wednesday, March 04, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	10	5	9	8	14	38	92	90	80	69	62
30	15	11	18	6	12	17	38	113	76	78	85	79
45	12	13	8	12	14	24	66	107	96	86	85	89
00	13	11	7	7	15	23	87	94	74	76	88	74
Hr Total	55	45	38	34	49	78	229	406	336	320	327	304

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	98	95	101	123	166	227	206	105	60	52	29	17
30	88	88	102	129	184	240	213	97	70	48	30	21
45	87	90	98	144	204	242	171	81	59	43	23	24
00	82	102	128	148	225	224	116	74	49	40	23	28
Hr Total	355	375	429	544	779	933	706	357	238	183	105	90

24 Hour Total: 7,315
 AM Peak Hour begins: 7:00 AM Peak Volume: 406 AM Peak Hour Factor: 0.90
 PM Peak Hour begins: 16:45 PM Peak Volume: 934 PM Peak Hour Factor: 0.96

Westbound Volume for Lane 2

Wednesday, March 04, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	19	7	12	6	22	75	145	144	90	80	119
30	15	11	10	9	13	38	91	147	120	106	104	97
45	15	6	12	15	17	42	103	168	106	86	83	98
00	7	9	6	10	12	67	137	174	110	76	84	79
Hr Total	53	45	35	46	48	169	406	634	480	358	351	393

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	107	86	105	113	111	104	82	64	37	46	20	27
30	99	106	109	113	117	97	93	60	55	39	23	22
45	87	103	85	104	111	93	70	54	45	52	28	20
00	112	98	94	111	92	92	74	51	52	36	24	12
Hr Total	405	393	393	441	431	386	319	229	189	173	95	81

24 Hour Total: 6,553
 AM Peak Hour begins: 7:00 AM Peak Volume: 634 AM Peak Hour Factor: 0.91
 PM Peak Hour begins: 15:45 PM Peak Volume: 450 PM Peak Hour Factor: 0.96

Total Volume for All Lanes

Wednesday, March 04, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	31	29	12	21	14	36	113	237	234	170	149	181
30	30	22	28	15	25	55	129	260	196	184	189	176
45	27	19	20	27	31	66	169	275	202	172	168	187
00	20	20	13	17	27	90	224	268	184	152	172	153
Hr Total	108	90	73	80	97	247	635	1,040	816	678	678	697

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	205	181	206	236	277	331	288	169	97	98	49	44
30	187	194	211	242	301	337	306	157	125	87	53	43
45	174	193	183	248	315	335	241	135	104	95	51	44
00	194	200	222	259	317	316	190	125	101	76	47	40
Hr Total	760	768	822	985	1,210	1,319	1,025	586	427	356	200	171

24 Hour Total: 13,868
 AM Peak Hour begins: 7:00 AM Peak Volume: 1,040 AM Peak Hour Factor: 0.95
 PM Peak Hour begins: 16:45 PM Peak Volume: 1,320 PM Peak Hour Factor: 0.98

Volume Count Report

Start Date: March 5, 2015
 Stop Date: March 5, 2015
 City: Tampa
 Location: US 92 east of Falkenburg Road

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Eastbound Volume for Lane 1

Thursday, March 05, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	17	20	6	8	10	16	44	117	98	68	74	75
30	20	13	9	14	15	16	39	95	84	89	70	69
45	8	11	12	4	11	32	65	108	71	81	78	106
00	5	10	8	15	17	22	75	117	78	63	87	77
Hr Total	50	54	35	41	53	86	223	437	331	301	309	327

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	109	109	80	130	175	241	198	78	52	39	17	22
30	98	77	76	103	176	220	179	90	53	49	35	26
45	99	92	89	144	195	212	146	70	46	39	30	31
00	95	78	117	161	196	217	94	56	52	32	21	9
Hr Total	401	356	362	538	742	890	617	294	203	159	103	88

24 Hour Total: 7,000
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 17:00
 AM Peak Volume: 437
 PM Peak Volume: 890
 AM Peak Hour Factor: 0.93
 PM Peak Hour Factor: 0.92

Westbound Volume for Lane 2

Thursday, March 05, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	7	6	13	10	21	70	146	106	101	72	103
30	10	5	11	19	9	36	115	161	128	95	93	76
45	8	8	11	5	19	43	121	149	117	81	80	107
00	7	2	6	11	21	58	124	160	98	69	77	79
Hr Total	36	22	34	48	59	158	430	616	449	346	322	365

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	98	81	110	131	133	126	96	97	43	48	40	29
30	107	96	98	126	128	117	108	72	54	65	34	29
45	85	96	116	133	134	119	87	62	50	42	23	17
00	92	100	102	140	145	100	89	46	49	33	23	19
Hr Total	382	373	426	530	540	462	380	277	196	188	120	94

24 Hour Total: 6,853
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 16:00
 AM Peak Volume: 616
 PM Peak Volume: 540
 AM Peak Hour Factor: 0.96
 PM Peak Hour Factor: 0.93

Total Volume for All Lanes

Thursday, March 05, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	28	27	12	21	20	37	114	263	204	169	146	178
30	30	18	20	33	24	52	154	256	212	184	163	145
45	16	19	23	9	30	75	186	257	188	162	158	213
00	12	12	14	26	38	80	199	277	176	132	164	156
Hr Total	86	76	69	89	112	244	653	1,053	780	647	631	692

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	207	190	190	261	308	367	294	175	95	87	57	51
30	205	173	174	229	304	337	287	162	107	114	69	55
45	184	188	205	277	329	331	233	132	96	81	53	48
00	187	178	219	301	341	317	183	102	101	65	44	28
Hr Total	783	729	788	1,068	1,282	1,352	997	571	399	347	223	182

24 Hour Total: 13,853
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 16:45
 AM Peak Volume: 1,053
 PM Peak Volume: 1,376
 AM Peak Hour Factor: 0.95
 PM Peak Hour Factor: 0.94

Volume Count Report 3-Day Average

Start Date: March 3, 2015	Start Time: 00:00	Station: 0
Stop Date: March 5, 2015	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: US 92 west of Williams Road		

Westbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	10	11	12	8	19	70	153	153	90	77	87
30	8	9	9	8	10	37	100	152	144	101	85	82
45	12	7	9	8	18	39	112	170	122	91	77	96
00	6	8	10	7	16	62	148	190	123	74	82	82
Hr Total	41	34	38	35	52	157	430	665	542	356	321	347

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	94	88	98	108	111	104	93	72	38	43	27	23
30	104	89	96	111	106	99	85	59	49	46	25	19
45	87	87	100	101	108	98	76	53	41	39	26	18
00	100	92	91	102	104	99	75	47	46	30	21	14
Hr Total	385	357	385	422	429	400	328	232	173	158	99	74

24 Hour Total:	6,459			
AM Peak Hour begins:	7:00	AM Peak Volume:	665	AM Peak Hour Factor: 0.87
PM Peak Hour begins:	16:00	PM Peak Volume:	429	PM Peak Hour Factor: 0.97

Eastbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	18	14	4	7	9	14	46	96	88	73	80	86
30	18	12	11	9	12	18	36	106	93	81	82	81
45	13	12	7	13	14	24	62	126	86	79	92	97
00	11	10	8	14	16	25	71	97	78	65	88	85
Hr Total	60	48	30	43	51	82	215	425	345	299	341	349

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	111	99	109	136	192	250	198	102	59	51	32	23
30	104	82	110	136	185	249	207	102	67	51	36	23
45	95	107	105	171	210	238	170	93	62	45	29	25
00	95	107	132	164	229	226	118	68	60	43	26	21
Hr Total	405	394	455	607	816	963	693	366	248	190	123	93

24 Hour Total:	7,640			
AM Peak Hour begins:	7:00	AM Peak Volume:	425	AM Peak Hour Factor: 0.84
PM Peak Hour begins:	16:45	PM Peak Volume:	967	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	32	24	15	19	17	33	117	249	241	163	157	174
30	27	21	20	17	21	56	136	258	237	182	166	163
45	25	19	16	21	32	63	174	296	208	170	169	193
00	17	18	18	21	32	87	218	287	202	139	169	167
Hr Total	101	82	69	78	102	239	645	1,090	887	655	661	696

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	205	187	207	244	303	354	291	175	96	94	59	47
30	209	171	206	247	290	348	292	161	116	97	61	43
45	181	194	205	272	318	336	246	146	102	84	55	42
00	195	199	222	266	334	325	193	116	106	72	47	35
Hr Total	790	751	840	1,028	1,245	1,363	1,022	597	421	348	221	167

24 Hour Total:	14,100			
AM Peak Hour begins:	7:00	AM Peak Volume:	1,090	AM Peak Hour Factor: 0.92
PM Peak Hour begins:	16:45	PM Peak Volume:	1,372	PM Peak Hour Factor: 0.97

Volume Count Report

Start Date: March 3, 2015
 Stop Date: March 3, 2015
 City: Tampa
 Location: US 92 west of Williams Road

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Westbound Volume for Lane 1

Tuesday, March 03, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	20	8	12	9	8	13	70	153	209	91	71	66
30	6	11	8	11	12	40	98	150	185	91	81	73
45	13	10	7	5	19	39	113	200	156	110	70	87
00	6	15	13	6	18	64	151	198	146	86	73	70
Hr Total	45	44	40	31	57	156	432	701	696	378	295	296

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	96	85	88	119	97	95	95	61	44	47	24	15
30	98	74	95	114	112	101	78	55	44	45	28	14
45	95	79	103	110	108	87	91	54	42	34	20	16
00	93	92	96	74	105	106	74	51	44	23	23	11
Hr Total	382	330	382	417	422	389	338	221	174	149	95	56

24 Hour Total: 6,526
 AM Peak Hour begins: 7:30 AM Peak Volume: 792 AM Peak Hour Factor: 0.95
 PM Peak Hour begins: 14:45 PM Peak Volume: 439 PM Peak Hour Factor: 0.92

Eastbound Volume for Lane 2

Tuesday, March 03, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	21	9	4	7	6	13	58	97	88	64	91	90
30	17	11	7	12	9	17	40	132	106	82	81	92
45	10	13	2	10	14	21	60	144	94	65	83	76
00	9	7	6	13	18	25	79	92	83	61	75	84
Hr Total	57	40	19	42	47	76	237	465	371	272	330	342

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	110	81	116	134	187	259	168	112	53	43	36	19
30	113	72	120	139	169	238	184	91	57	41	40	18
45	99	106	104	180	187	220	127	93	63	43	30	11
00	97	112	131	153	200	190	115	68	53	40	28	20
Hr Total	419	371	471	606	743	907	594	364	226	167	134	68

24 Hour Total: 7,368
 AM Peak Hour begins: 7:00 AM Peak Volume: 465 AM Peak Hour Factor: 0.81
 PM Peak Hour begins: 16:45 PM Peak Volume: 917 PM Peak Hour Factor: 0.89

Total Volume for All Lanes

Tuesday, March 03, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	41	17	16	16	14	26	128	250	297	155	162	156
30	23	22	15	23	21	57	138	282	291	173	162	165
45	23	23	9	15	33	60	173	344	250	175	153	163
00	15	22	19	19	36	89	230	290	229	147	148	154
Hr Total	102	84	59	73	104	232	669	1,166	1,067	650	625	638

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	206	166	204	253	284	354	263	173	97	90	60	34
30	211	146	215	253	281	339	262	146	101	86	68	32
45	194	185	207	290	295	307	218	147	105	77	50	27
00	190	204	227	227	305	296	189	119	97	63	51	31
Hr Total	801	701	853	1,023	1,165	1,296	932	585	400	316	229	124

24 Hour Total: 13,894
 AM Peak Hour begins: 7:30 AM Peak Volume: 1,222 AM Peak Hour Factor: 0.89
 PM Peak Hour begins: 16:45 PM Peak Volume: 1,305 PM Peak Hour Factor: 0.92

Volume Count Report

Start Date: March 4, 2015
 Stop Date: March 4, 2015
 City: Tampa
 Location: US 92 west of Williams Road

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Westbound Volume for Lane 1

Wednesday, March 04, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	15	11	11	7	22	69	159	137	82	74	98
30	10	12	10	6	7	36	89	143	112	97	98	100
45	15	5	10	9	15	39	106	163	103	85	80	84
00	6	8	10	9	12	65	144	185	117	67	90	86
Hr Total	44	40	41	35	41	162	408	650	469	331	342	368

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	99	80	110	98	116	98	90	74	33	49	23	27
30	98	105	105	99	108	93	85	58	58	36	22	18
45	81	96	88	93	100	100	62	56	38	53	31	19
00	103	102	97	114	89	91	72	50	46	36	21	12
Hr Total	381	383	400	404	413	382	309	238	175	174	97	76

24 Hour Total: 6,363
 AM Peak Hour begins: 7:00 AM Peak Volume: 650 AM Peak Hour Factor: 0.88
 PM Peak Hour begins: 15:45 PM Peak Volume: 438 PM Peak Hour Factor: 0.94

Eastbound Volume for Lane 2

Wednesday, March 04, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	17	12	6	8	10	16	41	83	88	76	68	81
30	17	11	17	3	11	17	34	97	76	77	90	78
45	17	11	9	21	16	22	59	124	89	89	92	101
00	16	17	8	11	14	27	77	88	73	73	97	86
Hr Total	67	51	40	43	51	82	211	392	326	315	347	346

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	107	106	109	134	184	229	209	105	60	57	30	22
30	89	95	114	129	188	252	230	102	82	52	30	23
45	86	95	100	159	213	248	192	94	62	44	29	27
00	87	111	123	148	248	242	127	73	66	46	20	33
Hr Total	369	407	446	570	833	971	758	374	270	199	109	105

24 Hour Total: 7,682
 AM Peak Hour begins: 7:15 AM Peak Volume: 397 AM Peak Hour Factor: 0.80
 PM Peak Hour begins: 16:45 PM Peak Volume: 977 PM Peak Hour Factor: 0.97

Total Volume for All Lanes

Wednesday, March 04, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	30	27	17	19	17	38	110	242	225	158	142	179
30	27	23	27	9	18	53	123	240	188	174	188	178
45	32	16	19	30	31	61	165	287	192	174	172	185
00	22	25	18	20	26	92	221	273	190	140	187	172
Hr Total	111	91	81	78	92	244	619	1,042	795	646	689	714

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	206	186	219	232	300	327	299	179	93	106	53	49
30	187	200	219	228	296	345	315	160	140	88	52	41
45	167	191	188	252	313	348	254	150	100	97	60	46
00	190	213	220	262	337	333	199	123	112	82	41	45
Hr Total	750	790	846	974	1,246	1,353	1,067	612	445	373	206	181

24 Hour Total: 14,045
 AM Peak Hour begins: 7:00 AM Peak Volume: 1,042 AM Peak Hour Factor: 0.91
 PM Peak Hour begins: 16:45 PM Peak Volume: 1,357 PM Peak Hour Factor: 0.97

Volume Count Report

Start Date: March 5, 2015
 Stop Date: March 5, 2015
 City: Tampa
 Location: US 92 west of Williams Road

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Westbound Volume for Lane 1

Thursday, March 05, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	7	9	16	9	23	72	148	113	96	86	98
30	9	4	9	7	10	36	114	163	135	115	75	73
45	8	7	10	9	19	38	116	146	106	79	82	117
00	5	1	6	7	19	56	148	188	107	69	82	89
Hr Total	33	19	34	39	57	153	450	645	461	359	325	377

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	87	100	95	106	119	119	94	82	36	34	34	28
30	117	88	88	119	97	103	91	64	45	57	24	26
45	84	86	110	101	117	107	74	49	42	30	28	18
00	105	83	79	118	119	99	79	41	48	30	18	19
Hr Total	393	357	372	444	452	428	338	236	171	151	104	91

24 Hour Total: 6,489
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 16:30
 AM Peak Volume: 645
 PM Peak Volume: 458
 AM Peak Hour Factor: 0.86
 PM Peak Hour Factor: 0.96

Eastbound Volume for Lane 2

Thursday, March 05, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	21	3	6	11	13	40	108	87	79	80	88
30	21	14	10	13	15	21	33	89	98	85	74	72
45	13	11	9	8	12	30	68	110	75	83	100	114
00	8	7	10	17	16	23	56	111	79	62	91	86
Hr Total	57	53	32	44	54	87	197	418	339	309	345	360

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	116	109	102	140	205	262	218	90	63	52	29	29
30	111	78	96	140	197	258	208	112	62	61	38	29
45	99	120	110	174	230	246	191	93	60	48	28	36
00	101	98	141	190	240	246	111	64	62	42	30	11
Hr Total	427	405	449	644	872	1,012	728	359	247	203	125	105

24 Hour Total: 7,871
 AM Peak Hour begins: 11:30
 PM Peak Hour begins: 17:00
 AM Peak Volume: 427
 PM Peak Volume: 1,012
 AM Peak Hour Factor: 0.92
 PM Peak Hour Factor: 0.97

Total Volume for All Lanes

Thursday, March 05, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	26	28	12	22	20	36	112	256	200	175	166	186
30	30	18	19	20	25	57	147	252	233	200	149	145
45	21	18	19	17	31	68	184	256	181	162	182	231
00	13	8	16	24	35	79	204	299	186	131	173	175
Hr Total	90	72	66	83	111	240	647	1,063	800	668	670	737

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	203	209	197	246	324	381	312	172	99	86	63	57
30	228	166	184	259	294	361	299	176	107	118	62	55
45	183	206	220	275	347	353	265	142	102	78	56	54
00	206	181	220	308	359	345	190	105	110	72	48	30
Hr Total	820	762	821	1,088	1,324	1,440	1,066	595	418	354	229	196

24 Hour Total: 14,360
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 16:45
 AM Peak Volume: 1,063
 PM Peak Volume: 1,454
 AM Peak Hour Factor: 0.89
 PM Peak Hour Factor: 0.95

Volume Count Report 3-Day Average

Start Date: March 3, 2015	Start Time: 00:00	Station: 0
Stop Date: March 5, 2015	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Williams Road north of US 92		

Northbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	3	3	2	2	1	14	46	56	32	25	24
30	6	2	3	2	1	5	20	74	62	27	21	28
45	3	3	2	2	1	7	24	70	45	21	23	24
00	3	2	3	5	3	11	34	70	39	24	24	28
Hr Total	16	10	10	11	8	25	93	259	203	103	93	105

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	37	37	26	57	58	96	69	37	22	22	14	9
30	31	31	33	49	69	98	55	38	22	25	12	6
45	26	32	38	54	72	95	50	33	21	18	12	8
00	32	35	48	50	86	93	49	30	21	15	11	7
Hr Total	125	134	146	210	285	382	223	138	86	80	49	31

24 Hour Total:	2,826			
AM Peak Hour begins:	7:15	AM Peak Volume:	270	AM Peak Hour Factor: 0.92
PM Peak Hour begins:	17:00	PM Peak Volume:	382	PM Peak Hour Factor: 0.98

Southbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	2	3	1	3	4	19	58	54	42	28	24
30	2	2	1	2	2	9	23	68	49	34	35	27
45	4	1	4	0	5	7	23	93	48	34	24	27
00	4	2	2	2	8	13	34	76	52	25	28	30
Hr Total	18	6	10	6	18	33	99	295	204	135	115	108

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	45	36	29	58	49	70	59	25	19	27	11	9
30	37	33	35	39	62	81	45	24	33	20	7	5
45	33	36	37	48	70	87	37	27	24	15	8	5
00	30	36	37	48	65	75	32	20	17	15	8	4
Hr Total	145	141	138	192	245	314	173	96	93	76	34	23

24 Hour Total:	2,717			
AM Peak Hour begins:	7:00	AM Peak Volume:	295	AM Peak Hour Factor: 0.79
PM Peak Hour begins:	17:00	PM Peak Volume:	314	PM Peak Hour Factor: 0.90

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	5	5	3	5	6	33	103	111	74	54	48
30	9	4	3	4	3	15	44	142	111	61	56	55
45	7	4	6	3	6	14	47	163	93	55	47	51
00	8	4	5	7	11	24	68	146	92	49	52	58
Hr Total	34	16	20	17	25	58	192	555	407	239	209	213

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	82	73	56	115	107	166	127	63	41	49	25	18
30	68	64	68	88	131	179	100	62	54	44	19	11
45	59	68	75	101	142	182	87	60	45	33	21	13
00	62	70	85	98	150	169	82	50	38	30	19	11
Hr Total	271	275	284	402	530	696	396	234	179	157	83	53

24 Hour Total:	5,543			
AM Peak Hour begins:	7:15	AM Peak Volume:	562	AM Peak Hour Factor: 0.86
PM Peak Hour begins:	17:00	PM Peak Volume:	696	PM Peak Hour Factor: 0.96

Volume Count Report

Start Date: March 3, 2015
 Stop Date: March 3, 2015
 City: Tampa
 Location: Williams Road north of US 92

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Tuesday, March 03, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	3	3	1	1	1	16	45	75	34	27	28
30	7	2	1	2	1	6	18	104	74	23	24	32
45	0	1	1	3	1	4	21	76	50	19	29	30
00	2	2	0	3	2	18	43	75	39	17	19	26
Hr Total	14	8	5	9	5	29	98	300	238	93	99	116

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	45	34	25	47	60	94	59	42	21	19	10	8
30	34	33	38	54	65	79	56	25	18	34	15	6
45	27	28	39	52	72	80	44	21	24	16	15	6
00	36	34	52	49	76	56	48	23	18	12	8	8
Hr Total	142	129	154	202	273	309	207	111	81	81	48	28

24 Hour Total: 2,779
 AM Peak Hour begins: 7:15
 PM Peak Hour begins: 16:45
 AM Peak Volume: 330
 PM Peak Volume: 329
 AM Peak Hour Factor: 0.79
 PM Peak Hour Factor: 0.88

Southbound Volume for Lane 2

Tuesday, March 03, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	2	2	1	2	8	12	45	59	47	32	24
30	1	1	1	0	1	7	25	74	49	36	34	23
45	7	2	3	0	6	7	21	89	51	32	22	30
00	5	1	1	3	4	10	38	70	68	28	31	31
Hr Total	17	6	7	4	13	32	96	278	227	143	119	108

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	48	42	31	58	50	56	55	17	17	19	12	6
30	38	31	30	48	62	81	39	33	22	8	3	4
45	38	35	35	52	67	70	34	31	32	13	13	5
00	33	36	37	45	63	65	36	19	13	13	8	4
Hr Total	157	144	133	203	242	272	164	100	84	53	36	19

24 Hour Total: 2,657
 AM Peak Hour begins: 7:15
 PM Peak Hour begins: 17:00
 AM Peak Volume: 292
 PM Peak Volume: 272
 AM Peak Hour Factor: 0.82
 PM Peak Hour Factor: 0.84

Total Volume for All Lanes

Tuesday, March 03, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	5	5	2	3	9	28	90	134	81	59	52
30	8	3	2	2	2	13	43	178	123	59	58	55
45	7	3	4	3	7	11	42	165	101	51	51	60
00	7	3	1	6	6	28	81	145	107	45	50	57
Hr Total	31	14	12	13	18	61	194	578	465	236	218	224

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	93	76	56	105	110	150	114	59	38	38	22	14
30	72	64	68	102	127	160	95	58	40	42	18	10
45	65	63	74	104	139	150	78	52	56	29	28	11
00	69	70	89	94	139	121	84	42	31	25	16	12
Hr Total	299	273	287	405	515	581	371	211	165	134	84	47

24 Hour Total: 5,436
 AM Peak Hour begins: 7:15
 PM Peak Hour begins: 16:45
 AM Peak Volume: 622
 PM Peak Volume: 599
 AM Peak Hour Factor: 0.87
 PM Peak Hour Factor: 0.94

Volume Count Report

Start Date: March 4, 2015
 Stop Date: March 4, 2015
 City: Tampa
 Location: Williams Road north of US 92

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Wednesday, March 04, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	2	2	4	2	0	13	51	47	25	21	24
30	6	3	5	3	1	5	20	52	60	27	24	26
45	3	2	3	1	2	8	22	58	40	12	20	21
00	6	2	6	2	5	9	27	66	35	28	27	26
Hr Total	18	9	16	10	10	22	82	227	182	92	92	97

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	30	38	27	69	49	88	64	47	32	25	13	11
30	32	28	32	45	68	99	42	64	25	20	9	9
45	26	28	30	43	77	80	62	45	20	19	10	12
00	29	36	57	44	88	94	58	37	20	22	12	8
Hr Total	117	130	146	201	282	361	226	193	97	86	44	40

24 Hour Total: 2,780
 AM Peak Hour begins: 7:30
 PM Peak Hour begins: 17:00
 AM Peak Volume: 231
 PM Peak Volume: 361
 AM Peak Hour Factor: 0.88
 PM Peak Hour Factor: 0.91

Southbound Volume for Lane 2

Wednesday, March 04, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	1	2	1	1	3	20	65	49	30	27	20
30	1	2	1	4	3	8	22	67	48	37	35	38
45	2	1	4	1	3	6	25	100	42	29	21	28
00	4	3	3	1	6	16	35	80	49	12	24	29
Hr Total	17	7	10	7	13	33	102	312	188	108	107	115

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	43	33	35	58	55	78	47	30	21	44	14	10
30	37	41	34	39	64	77	49	23	53	31	11	10
45	30	35	39	37	66	84	38	26	24	21	4	5
00	24	36	41	46	66	76	34	19	25	25	8	3
Hr Total	134	145	149	180	251	315	168	98	123	121	37	28

24 Hour Total: 2,768
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 17:00
 AM Peak Volume: 312
 PM Peak Volume: 315
 AM Peak Hour Factor: 0.78
 PM Peak Hour Factor: 0.94

Total Volume for All Lanes

Wednesday, March 04, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	3	4	5	3	3	33	116	96	55	48	44
30	7	5	6	7	4	13	42	119	108	64	59	64
45	5	3	7	2	5	14	47	158	82	41	41	49
00	10	5	9	3	11	25	62	146	84	40	51	55
Hr Total	35	16	26	17	23	55	184	539	370	200	199	212

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	73	71	62	127	104	166	111	77	53	69	27	21
30	69	69	66	84	132	176	91	87	78	51	20	19
45	56	63	69	80	143	164	100	71	44	40	14	17
00	53	72	98	90	154	170	92	56	45	47	20	11
Hr Total	251	275	295	381	533	676	394	291	220	207	81	68

24 Hour Total: 5,548
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 17:00
 AM Peak Volume: 539
 PM Peak Volume: 676
 AM Peak Hour Factor: 0.85
 PM Peak Hour Factor: 0.96

Volume Count Report

Start Date: March 5, 2015
 Stop Date: March 5, 2015
 City: Tampa
 Location: Williams Road north of US 92

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Thursday, March 05, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	3	3	0	3	3	13	41	47	37	28	21
30	6	2	2	2	1	5	23	65	53	30	16	25
45	6	5	1	3	1	9	30	75	44	31	20	22
00	2	2	3	10	3	7	33	70	44	27	25	33
Hr Total	17	12	9	15	8	24	99	251	188	125	89	101

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	35	38	27	55	66	107	83	23	14	23	19	9
30	26	32	30	47	73	116	66	25	22	20	12	3
45	25	39	45	66	68	124	45	33	19	19	12	7
00	31	34	36	58	93	130	42	29	25	12	13	5
Hr Total	117	143	138	226	300	477	236	110	80	74	56	24

24 Hour Total: 2,919
 AM Peak Hour begins: 7:15 AM Peak Volume: 257 AM Peak Hour Factor: 0.86
 PM Peak Hour begins: 17:00 PM Peak Volume: 477 PM Peak Hour Factor: 0.92

Southbound Volume for Lane 2

Thursday, March 05, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	3	4	1	6	2	24	63	55	50	26	28
30	5	2	0	2	3	13	23	64	50	29	36	21
45	3	0	5	0	5	8	23	91	52	41	28	23
00	4	1	3	3	13	12	28	78	40	35	30	29
Hr Total	20	6	12	6	27	35	98	296	197	155	120	101

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	45	34	22	57	41	76	74	29	19	17	6	11
30	36	26	41	30	60	85	48	16	23	20	6	2
45	30	38	37	54	76	108	39	24	17	11	8	4
00	34	35	32	52	65	85	27	22	12	7	8	4
Hr Total	145	133	132	193	242	354	188	91	71	55	28	21

24 Hour Total: 2,726
 AM Peak Hour begins: 7:00 AM Peak Volume: 296 AM Peak Hour Factor: 0.81
 PM Peak Hour begins: 17:00 PM Peak Volume: 354 PM Peak Hour Factor: 0.82

Total Volume for All Lanes

Thursday, March 05, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	6	7	1	9	5	37	104	102	87	54	49
30	11	4	2	4	4	18	46	129	103	59	52	46
45	9	5	6	3	6	17	53	166	96	72	48	45
00	6	3	6	13	16	19	61	148	84	62	55	62
Hr Total	37	18	21	21	35	59	197	547	385	280	209	202

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	80	72	49	112	107	183	157	52	33	40	25	20
30	62	58	71	77	133	201	114	41	45	40	18	5
45	55	77	82	120	144	232	84	57	36	30	20	11
00	65	69	68	110	158	215	69	51	37	19	21	9
Hr Total	262	276	270	419	542	831	424	201	151	129	84	45

24 Hour Total: 5,645
 AM Peak Hour begins: 7:00 AM Peak Volume: 547 AM Peak Hour Factor: 0.82
 PM Peak Hour begins: 17:00 PM Peak Volume: 831 PM Peak Hour Factor: 0.90

Volume Count Report 3-Day Average

Start Date: March 3, 2015	Start Time: 00:00	Station: 0
Stop Date: March 5, 2015	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: Williams Road south of US 92		

Southbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	8	3	8	6	5	21	56	58	44	33	38
30	9	5	5	2	6	12	28	65	49	34	30	38
45	10	4	7	6	4	12	27	82	49	40	41	42
00	8	5	3	6	8	18	35	67	50	33	42	45
Hr Total	38	23	18	22	24	48	112	271	206	151	147	163

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	54	54	55	77	88	128	102	71	40	40	26	17
30	57	46	63	69	89	133	98	55	53	43	25	17
45	48	58	63	76	108	132	81	55	38	29	22	13
00	44	59	59	79	120	113	72	43	46	31	22	10
Hr Total	203	217	239	302	406	505	354	224	177	143	95	56

24 Hour Total:	4,142			
AM Peak Hour begins:	7:15	AM Peak Volume:	273	AM Peak Hour Factor: 0.83
PM Peak Hour begins:	16:45	PM Peak Volume:	513	PM Peak Hour Factor: 0.97

Northbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	4	4	5	7	9	43	95	69	39	39	34
30	7	2	5	4	6	15	51	93	71	40	51	43
45	6	4	3	3	12	27	61	80	73	41	40	42
00	7	4	4	4	12	32	70	79	52	39	36	42
Hr Total	26	15	15	17	36	82	226	346	265	159	167	161

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	51	45	45	59	64	85	69	47	29	28	17	12
30	47	41	48	51	69	87	59	43	33	30	20	14
45	41	42	57	57	80	81	59	37	26	20	18	10
00	44	47	60	55	75	91	56	43	31	23	14	7
Hr Total	183	175	211	222	288	345	244	170	119	100	70	44

24 Hour Total:	3,684			
AM Peak Hour begins:	7:00	AM Peak Volume:	346	AM Peak Hour Factor: 0.91
PM Peak Hour begins:	17:00	PM Peak Volume:	345	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	18	12	7	13	12	14	64	151	127	84	72	71
30	16	8	10	6	12	27	79	158	120	74	81	81
45	16	9	10	9	16	40	89	162	122	81	81	84
00	14	9	7	10	20	50	105	146	102	71	79	87
Hr Total	64	38	33	39	61	131	337	617	471	310	314	324

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	105	99	100	136	153	214	172	118	69	68	43	28
30	104	87	111	120	159	220	156	98	85	73	45	31
45	89	100	120	133	188	213	141	91	64	49	40	23
00	88	106	118	134	195	204	129	86	77	54	36	17
Hr Total	386	392	450	524	694	850	597	393	295	243	165	100

24 Hour Total:	7,827			
AM Peak Hour begins:	7:00	AM Peak Volume:	617	AM Peak Hour Factor: 0.95
PM Peak Hour begins:	17:00	PM Peak Volume:	850	PM Peak Hour Factor: 0.97

Volume Count Report

Start Date: March 3, 2015
 Stop Date: March 3, 2015
 City: Tampa
 Location: Williams Road south of US 92

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Southbound Volume for Lane 1

Tuesday, March 03, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	7	2	6	1	7	20	54	50	39	35	34
30	12	5	3	0	5	10	31	77	59	45	36	41
45	10	3	5	6	5	12	28	83	52	38	37	47
00	10	3	2	8	9	21	38	59	50	34	58	51
Hr Total	42	18	12	20	20	50	117	273	211	156	166	173

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	57	62	54	89	84	131	110	69	35	25	32	10
30	61	44	67	77	99	122	94	59	44	30	23	17
45	49	57	63	75	112	111	78	67	45	30	31	9
00	49	62	50	88	114	101	65	41	38	27	23	4
Hr Total	216	225	234	329	409	465	347	236	162	112	109	40

24 Hour Total: 4,142
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 16:30
 AM Peak Volume: 273
 PM Peak Volume: 479
 AM Peak Hour Factor: 0.82
 PM Peak Hour Factor: 0.91

Northbound Volume for Lane 2

Tuesday, March 03, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	5	4	3	8	7	40	100	96	46	34	35
30	7	1	2	6	7	20	41	104	77	41	45	45
45	4	3	4	5	11	27	61	92	69	45	43	42
00	4	3	4	2	12	40	75	88	38	42	34	40
Hr Total	25	12	14	16	38	94	217	384	280	174	156	162

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	56	49	41	49	58	73	71	52	28	26	19	5
30	51	38	56	55	66	65	64	31	36	29	22	12
45	39	43	60	57	77	56	67	26	21	17	16	10
00	54	55	67	61	66	67	51	35	30	18	12	5
Hr Total	200	185	224	222	267	261	253	144	115	90	69	32

24 Hour Total: 3,634
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 16:15
 AM Peak Volume: 384
 PM Peak Volume: 282
 AM Peak Hour Factor: 0.92
 PM Peak Hour Factor: 0.92

Total Volume for All Lanes

Tuesday, March 03, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	20	12	6	9	9	14	60	154	146	85	69	69
30	19	6	5	6	12	30	72	181	136	86	81	86
45	14	6	9	11	16	39	89	175	121	83	80	89
00	14	6	6	10	21	61	113	147	88	76	92	91
Hr Total	67	30	26	36	58	144	334	657	491	330	322	335

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	113	111	95	138	142	204	181	121	63	51	51	15
30	112	82	123	132	165	187	158	90	80	59	45	29
45	88	100	123	132	189	167	145	93	66	47	47	19
00	103	117	117	149	180	168	116	76	68	45	35	9
Hr Total	416	410	458	551	676	726	600	380	277	202	178	72

24 Hour Total: 7,776
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 16:30
 AM Peak Volume: 657
 PM Peak Volume: 760
 AM Peak Hour Factor: 0.91
 PM Peak Hour Factor: 0.93

Volume Count Report

Start Date: March 4, 2015
 Stop Date: March 4, 2015
 City: Tampa
 Location: Williams Road south of US 92

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Southbound Volume for Lane 1

Wednesday, March 04, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	7	1	10	5	5	20	51	60	36	23	31
30	9	2	4	3	6	13	32	67	35	35	13	42
45	9	5	5	10	5	10	26	85	46	38	44	39
00	5	8	3	5	7	17	36	70	56	28	31	47
Hr Total	35	22	13	28	23	45	114	273	197	137	111	159

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	50	46	59	73	85	116	77	66	48	51	28	19
30	55	47	61	72	86	138	108	50	73	53	29	15
45	42	66	69	77	109	125	86	52	37	38	11	10
00	39	73	62	80	136	104	82	44	48	37	19	13
Hr Total	186	232	251	302	416	483	353	212	206	179	87	57

24 Hour Total: 4,121
 AM Peak Hour begins: 7:15
 PM Peak Hour begins: 16:45
 AM Peak Volume: 282
 PM Peak Volume: 515
 AM Peak Hour Factor: 0.83
 PM Peak Hour Factor: 0.93

Northbound Volume for Lane 2

Wednesday, March 04, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	3	3	8	6	7	42	99	59	31	42	38
30	9	4	6	5	2	12	58	78	57	34	77	46
45	7	3	1	2	11	28	58	83	83	35	35	40
00	9	4	5	3	10	30	63	71	54	40	43	47
Hr Total	29	14	15	18	29	77	221	331	253	140	197	171

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	48	40	47	75	63	75	58	58	38	28	14	14
30	45	43	46	50	71	87	47	54	30	34	19	15
45	40	40	52	57	81	75	56	47	22	25	22	10
00	37	50	55	42	66	88	68	53	31	31	13	9
Hr Total	170	173	200	224	281	325	229	212	121	118	68	48

24 Hour Total: 3,664
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 17:00
 AM Peak Volume: 331
 PM Peak Volume: 325
 AM Peak Hour Factor: 0.84
 PM Peak Hour Factor: 0.92

Total Volume for All Lanes

Wednesday, March 04, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	10	4	18	11	12	62	150	119	67	65	69
30	18	6	10	8	8	25	90	145	92	69	90	88
45	16	8	6	12	16	38	84	168	129	73	79	79
00	14	12	8	8	17	47	99	141	110	68	74	94
Hr Total	64	36	28	46	52	122	335	604	450	277	308	330

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	98	86	106	148	148	191	135	124	86	79	42	33
30	100	90	107	122	157	225	155	104	103	87	48	30
45	82	106	121	134	190	200	142	99	59	63	33	20
00	76	123	117	122	202	192	150	97	79	68	32	22
Hr Total	356	405	451	526	697	808	582	424	327	297	155	105

24 Hour Total: 7,785
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 16:45
 AM Peak Volume: 604
 PM Peak Volume: 818
 AM Peak Hour Factor: 0.90
 PM Peak Hour Factor: 0.91

Volume Count Report

Start Date: March 5, 2015
 Stop Date: March 5, 2015
 City: Tampa
 Location: Williams Road south of US 92

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Southbound Volume for Lane 1

Thursday, March 05, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	10	6	8	11	4	24	64	65	58	42	48
30	6	9	8	4	8	14	21	52	53	22	42	30
45	12	5	11	1	3	15	28	78	48	45	42	41
00	8	5	4	4	8	17	31	72	44	36	38	38
Hr Total	37	29	29	17	30	50	104	266	210	161	164	157

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	55	54	51	69	96	138	120	77	37	44	17	21
30	55	48	61	59	83	138	91	57	41	47	23	18
45	52	50	56	77	103	159	80	45	32	19	25	20
00	44	42	64	69	110	133	70	44	52	28	24	12
Hr Total	206	194	232	274	392	568	361	223	162	138	89	71

24 Hour Total: 4,164
 AM Peak Hour begins: 7:30 AM Peak Volume: 268 AM Peak Hour Factor: 0.86
 PM Peak Hour begins: 17:00 PM Peak Volume: 568 PM Peak Hour Factor: 0.89

Northbound Volume for Lane 2

Thursday, March 05, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	5	4	5	6	12	47	85	52	41	41	28
30	5	2	6	1	9	12	54	96	80	45	31	39
45	6	7	3	3	13	27	65	65	67	43	43	44
00	7	4	2	8	14	25	73	77	64	34	32	38
Hr Total	25	18	15	17	42	76	239	323	263	163	147	149

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	49	46	48	54	72	108	79	32	20	29	19	16
30	44	42	43	48	71	109	65	43	32	26	20	16
45	44	43	60	57	82	113	55	37	35	17	16	11
00	42	37	57	61	92	119	50	41	33	20	17	8
Hr Total	179	168	208	220	317	449	249	153	120	92	72	51

24 Hour Total: 3,755
 AM Peak Hour begins: 7:00 AM Peak Volume: 323 AM Peak Hour Factor: 0.84
 PM Peak Hour begins: 17:00 PM Peak Volume: 449 PM Peak Hour Factor: 0.94

Total Volume for All Lanes

Thursday, March 05, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	18	15	10	13	17	16	71	149	117	99	83	76
30	11	11	14	5	17	26	75	148	133	67	73	69
45	18	12	14	4	16	42	93	143	115	88	85	85
00	15	9	6	12	22	42	104	149	108	70	70	76
Hr Total	62	47	44	34	72	126	343	589	473	324	311	306

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	104	100	99	123	168	246	199	109	57	73	36	37
30	99	90	104	107	154	247	156	100	73	73	43	34
45	96	93	116	134	185	272	135	82	67	36	41	31
00	86	79	121	130	202	252	120	85	85	48	41	20
Hr Total	385	362	440	494	709	1,017	610	376	282	230	161	122

24 Hour Total: 7,919
 AM Peak Hour begins: 7:00 AM Peak Volume: 589 AM Peak Hour Factor: 0.99
 PM Peak Hour begins: 17:00 PM Peak Volume: 1,017 PM Peak Hour Factor: 0.93

Volume Count Report 3-Day Average

Start Date: March 3, 2015	Start Time: 00:00	Station: 0
Stop Date: March 5, 2015	Stop Time: 24:00	ID: 0
City: Tampa	County: Hillsborough	
Location: US 92 east of Williams Road		

Eastbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	18	14	5	8	11	16	53	115	100	83	88	97
30	19	12	7	10	10	19	43	146	102	85	96	81
45	11	11	6	11	15	36	80	143	108	93	92	87
00	12	8	10	11	19	31	96	123	96	68	94	93
Hr Total	59	45	28	40	55	102	272	527	405	330	369	359

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	115	100	102	145	171	215	189	91	54	44	28	19
30	103	92	107	124	179	230	181	84	66	41	30	21
45	96	102	100	155	196	218	151	79	59	39	27	20
00	94	106	131	150	207	207	100	67	52	41	27	18
Hr Total	408	400	440	574	753	869	621	321	231	165	112	78

24 Hour Total:	7,565			
AM Peak Hour begins:	7:00	AM Peak Volume:	527	AM Peak Hour Factor: 0.90
PM Peak Hour begins:	16:45	PM Peak Volume:	870	PM Peak Hour Factor: 0.95

Westbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	14	10	14	8	18	51	130	162	89	83	93
30	11	12	8	9	8	33	85	154	136	92	75	80
45	13	8	11	10	14	33	105	160	120	84	72	94
00	10	9	8	10	12	53	122	178	116	68	87	86
Hr Total	50	43	37	42	43	137	363	623	534	333	317	353

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	101	90	97	123	112	131	106	80	42	45	32	21
30	96	85	96	120	119	114	104	64	51	52	31	21
45	83	88	113	116	128	118	95	54	48	40	34	19
00	106	94	95	108	124	109	82	59	52	36	30	17
Hr Total	386	358	401	467	483	472	387	257	193	173	127	78

24 Hour Total:	6,655			
AM Peak Hour begins:	7:15	AM Peak Volume:	654	AM Peak Hour Factor: 0.92
PM Peak Hour begins:	16:15	PM Peak Volume:	502	PM Peak Hour Factor: 0.96

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	33	28	15	21	19	34	104	246	262	172	170	191
30	30	24	16	19	18	52	128	300	238	177	171	161
45	24	20	17	21	29	69	185	303	228	177	163	181
00	22	17	18	21	32	84	218	301	212	136	181	179
Hr Total	109	88	66	82	98	239	634	1,150	939	663	686	712

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	216	190	199	269	283	346	295	172	96	89	60	40
30	199	177	204	244	298	343	285	148	117	93	62	42
45	179	190	213	271	324	336	246	133	107	79	61	39
00	200	201	226	258	331	316	181	126	103	76	56	35
Hr Total	794	758	841	1,042	1,236	1,341	1,008	578	424	338	239	156

24 Hour Total:	14,220			
AM Peak Hour begins:	7:15	AM Peak Volume:	1,166	AM Peak Hour Factor: 0.96
PM Peak Hour begins:	16:45	PM Peak Volume:	1,357	PM Peak Hour Factor: 0.98

Volume Count Report

Start Date: March 3, 2015
 Stop Date: March 3, 2015
 City: Tampa
 Location: US 92 east of Williams Road

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Eastbound Volume for Lane 1

Tuesday, March 03, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	19	13	2	9	11	16	53	114	114	81	104	104
30	18	11	8	12	5	15	56	163	109	83	92	88
45	16	13	6	9	15	32	74	151	104	86	80	72
00	11	4	10	9	22	34	105	136	107	65	78	94
Hr Total	64	41	26	39	53	97	288	564	434	315	354	358

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	116	84	104	133	169	206	151	91	52	41	30	16
30	105	76	117	121	158	207	161	82	60	34	36	13
45	107	110	108	169	168	187	115	81	54	31	21	13
00	100	116	140	135	151	173	88	61	50	35	25	15
Hr Total	428	386	469	558	646	773	515	315	216	141	112	57

24 Hour Total: 7,249
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 17:00
 AM Peak Volume: 564
 PM Peak Volume: 773
 AM Peak Hour Factor: 0.87
 PM Peak Hour Factor: 0.93

Westbound Volume for Lane 2

Tuesday, March 03, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	20	14	9	13	6	11	54	132	231	89	78	79
30	11	14	10	11	7	33	94	167	188	81	73	73
45	20	10	12	4	17	37	111	184	147	95	64	93
00	8	14	10	12	14	51	116	185	136	73	82	76
Hr Total	59	52	41	40	44	132	375	668	702	338	297	321

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	100	90	82	132	107	137	106	65	45	51	30	14
30	86	77	103	125	131	109	118	65	43	54	42	16
45	96	80	124	118	128	114	89	68	57	37	27	17
00	104	93	92	82	112	104	74	59	46	26	28	10
Hr Total	386	340	401	457	478	464	387	257	191	168	127	57

24 Hour Total: 6,782
 AM Peak Hour begins: 7:30
 PM Peak Hour begins: 16:15
 AM Peak Volume: 788
 PM Peak Volume: 508
 AM Peak Hour Factor: 0.85
 PM Peak Hour Factor: 0.93

Total Volume for All Lanes

Tuesday, March 03, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	39	27	11	22	17	27	107	246	345	170	182	183
30	29	25	18	23	12	48	150	330	297	164	165	161
45	36	23	18	13	32	69	185	335	251	181	144	165
00	19	18	20	21	36	85	221	321	243	138	160	170
Hr Total	123	93	67	79	97	229	663	1,232	1,136	653	651	679

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	216	174	186	265	276	343	257	156	97	92	60	30
30	191	153	220	246	289	316	279	147	103	88	78	29
45	203	190	232	287	296	301	204	149	111	68	48	30
00	204	209	232	217	263	277	162	120	96	61	53	25
Hr Total	814	726	870	1,015	1,124	1,237	902	572	407	309	239	114

24 Hour Total: 14,031
 AM Peak Hour begins: 7:15
 PM Peak Hour begins: 17:00
 AM Peak Volume: 1,331
 PM Peak Volume: 1,237
 AM Peak Hour Factor: 0.96
 PM Peak Hour Factor: 0.90

Volume Count Report

Start Date: March 4, 2015
 Stop Date: March 4, 2015
 City: Tampa
 Location: US 92 east of Williams Road

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Eastbound Volume for Lane 1

Wednesday, March 04, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	17	11	6	6	11	18	54	115	82	81	80	93
30	16	13	12	9	9	19	36	141	90	77	103	76
45	11	9	4	13	16	31	80	153	120	88	92	85
00	15	12	9	7	16	30	100	108	91	74	103	93
Hr Total	59	45	31	35	52	98	270	517	383	320	378	347

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	116	106	96	156	170	203	202	100	57	50	33	16
30	91	103	112	121	177	204	191	85	77	43	25	25
45	88	83	96	140	187	222	167	76	61	39	33	22
00	81	89	121	129	216	229	113	76	58	46	27	28
Hr Total	376	381	425	546	750	858	673	337	253	178	118	91

24 Hour Total: 7,521
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 17:00
 AM Peak Volume: 517
 PM Peak Volume: 858
 AM Peak Hour Factor: 0.84
 PM Peak Hour Factor: 0.94

Westbound Volume for Lane 2

Wednesday, March 04, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	13	6	9	7	18	52	133	127	79	82	95
30	9	15	8	5	7	40	70	154	102	86	82	92
45	13	7	10	12	10	26	94	139	100	80	70	91
00	14	8	8	8	11	48	130	182	107	69	96	91
Hr Total	51	43	32	34	35	132	346	608	436	314	330	369

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	112	77	104	117	110	121	102	84	50	43	30	26
30	103	93	103	110	113	105	100	60	65	41	26	20
45	68	92	105	113	122	114	96	54	47	44	33	23
00	108	100	95	116	124	99	84	62	50	42	31	18
Hr Total	391	362	407	456	469	439	382	260	212	170	120	87

24 Hour Total: 6,485
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 16:15
 AM Peak Volume: 608
 PM Peak Volume: 480
 AM Peak Hour Factor: 0.84
 PM Peak Hour Factor: 0.97

Total Volume for All Lanes

Wednesday, March 04, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	32	24	12	15	18	36	106	248	209	160	162	188
30	25	28	20	14	16	59	106	295	192	163	185	168
45	24	16	14	25	26	57	174	292	220	168	162	176
00	29	20	17	15	27	78	230	290	198	143	199	184
Hr Total	110	88	63	69	87	230	616	1,125	819	634	708	716

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	228	183	200	273	280	324	304	184	107	93	63	42
30	194	196	215	231	290	309	291	145	142	84	51	45
45	156	175	201	253	309	336	263	130	108	83	66	45
00	189	189	216	245	340	328	197	138	108	88	58	46
Hr Total	767	743	832	1,002	1,219	1,297	1,055	597	465	348	238	178

24 Hour Total: 14,006
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 16:45
 AM Peak Volume: 1,125
 PM Peak Volume: 1,309
 AM Peak Hour Factor: 0.95
 PM Peak Hour Factor: 0.96

Volume Count Report

Start Date: March 5, 2015
 Stop Date: March 5, 2015
 City: Tampa
 Location: US 92 east of Williams Road

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Eastbound Volume for Lane 1

Thursday, March 05, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	17	18	7	8	11	13	51	117	104	87	79	95
30	23	12	2	9	15	23	37	134	107	96	92	79
45	6	12	9	11	15	45	87	125	99	106	103	105
00	9	7	10	18	20	30	82	125	89	66	100	93
Hr Total	55	49	28	46	61	111	257	501	399	355	374	372

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	112	110	105	147	173	235	213	83	53	41	21	26
30	113	98	93	130	201	278	192	86	61	47	30	24
45	94	112	95	155	234	245	172	79	62	47	28	25
00	101	114	132	187	255	219	98	63	47	41	28	12
Hr Total	420	434	425	619	863	977	675	311	223	176	107	87

24 Hour Total: 7,925
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 16:45
 AM Peak Volume: 501
 PM Peak Volume: 1,013
 AM Peak Hour Factor: 0.93
 PM Peak Hour Factor: 0.91

Westbound Volume for Lane 2

Thursday, March 05, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	14	14	19	11	25	47	126	127	100	88	106
30	14	6	7	10	11	25	90	142	118	109	71	76
45	6	8	11	13	15	37	109	156	114	77	81	98
00	8	5	7	9	12	59	121	168	105	61	84	90
Hr Total	39	33	39	51	49	146	367	592	464	347	324	370

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	92	104	105	121	120	136	111	92	32	42	37	23
30	100	84	83	124	114	127	94	66	45	61	26	27
45	85	93	111	118	133	126	99	40	40	38	41	17
00	105	90	97	126	136	124	87	56	59	39	30	22
Hr Total	382	371	396	489	503	513	391	254	176	180	134	89

24 Hour Total: 6,699
 AM Peak Hour begins: 7:15
 PM Peak Hour begins: 16:30
 AM Peak Volume: 593
 PM Peak Volume: 532
 AM Peak Hour Factor: 0.88
 PM Peak Hour Factor: 0.98

Total Volume for All Lanes

Thursday, March 05, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	28	32	21	27	22	38	98	243	231	187	167	201
30	37	18	9	19	26	48	127	276	225	205	163	155
45	12	20	20	24	30	82	196	281	213	183	184	203
00	17	12	17	27	32	89	203	293	194	127	184	183
Hr Total	94	82	67	97	110	257	624	1,093	863	702	698	742

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	204	214	210	268	293	371	324	175	85	83	58	49
30	213	182	176	254	315	405	286	152	106	108	56	51
45	179	205	206	273	367	371	271	119	102	85	69	42
00	206	204	229	313	391	343	185	119	106	80	58	34
Hr Total	802	805	821	1,108	1,366	1,490	1,066	565	399	356	241	176

24 Hour Total: 14,624
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 16:45
 AM Peak Volume: 1,093
 PM Peak Volume: 1,538
 AM Peak Hour Factor: 0.93
 PM Peak Hour Factor: 0.95

Volume Count Report 3-Day Average

Start Date:	March 24, 2015	Start Time:	00:00	Station:	0
Stop Date:	March 26, 2015	Stop Time:	24:00	ID:	0
City:	Mango	County:	Hillsborough		
Location	US 92 west of CR 579 (Mango Road)				

Eastbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	18	16	12	9	11	19	47	114	102	77	83	100
30	22	14	9	11	14	25	55	160	101	85	83	101
45	17	15	8	13	13	32	67	149	92	78	79	107
00	17	7	10	10	18	34	83	122	98	74	74	105
Hr Total	73	52	38	42	56	110	253	545	394	315	319	413

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	120	102	110	138	192	205	179	113	87	67	47	26
30	112	101	111	147	188	207	173	98	75	57	39	24
45	96	106	109	164	195	201	132	97	68	49	29	25
00	100	99	139	173	209	186	124	79	73	43	31	22
Hr Total	429	408	470	622	783	798	608	386	304	216	146	97

24 Hour Total:	7,875				
AM Peak Hour begins:	7:00	AM Peak Volume:	545	AM Peak Hour Factor:	0.85
PM Peak Hour begins:	16:45	PM Peak Volume:	821	PM Peak Hour Factor:	0.98

Westbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	19	10	5	9	9	19	78	164	201	145	87	90
30	19	15	5	7	11	38	97	212	192	117	95	95
45	14	12	10	10	19	40	123	312	154	104	78	110
00	12	6	10	10	25	66	180	320	181	96	92	99
Hr Total	64	43	30	36	64	163	479	1,008	728	463	351	394

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	102	119	95	164	111	109	106	92	65	55	41	26
30	117	111	115	163	122	117	102	79	61	43	31	26
45	113	100	129	115	120	125	115	77	58	38	26	18
00	112	113	124	102	130	114	99	76	63	39	28	18
Hr Total	445	443	463	544	483	465	421	324	247	176	127	88

24 Hour Total:	8,047				
AM Peak Hour begins:	7:15	AM Peak Volume:	1,045	AM Peak Hour Factor:	0.82
PM Peak Hour begins:	14:30	PM Peak Volume:	579	PM Peak Hour Factor:	0.88

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	37	25	17	18	20	38	126	279	304	223	170	190
30	40	29	14	18	25	62	152	371	293	202	177	196
45	31	27	17	23	32	72	190	461	246	182	156	217
00	29	14	20	20	43	100	264	442	280	171	166	204
Hr Total	137	95	68	78	119	273	732	1,553	1,122	778	670	807

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	222	221	206	302	303	313	284	204	152	123	88	52
30	229	211	226	310	310	324	275	177	135	100	70	50
45	209	206	238	279	315	326	247	174	127	87	55	44
00	213	212	263	275	338	300	223	155	136	82	59	40
Hr Total	873	851	932	1,166	1,266	1,263	1,029	710	550	392	273	185

24 Hour Total:	15,922				
AM Peak Hour begins:	7:15	AM Peak Volume:	1,578	AM Peak Hour Factor:	0.86
PM Peak Hour begins:	16:45	PM Peak Volume:	1,302	PM Peak Hour Factor:	0.96

Volume Count Report

Start Date: March 24, 2015	Start Time: 00:00	Station: 0
Stop Date: March 24, 2015	Stop Time: 24:00	ID: 0
City: Mango	County: Hillsborough	
Location: US 92 west of CR 579 (Mango Road)		

Eastbound Volume for Lane 1

Tuesday, March 24, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	17	13	10	10	22	45	122	91	67	73	97
30	18	15	7	14	14	28	56	168	105	87	79	105
45	14	16	7	10	13	28	74	159	87	69	70	100
00	17	11	13	7	16	32	81	140	92	73	68	85
Hr Total	64	59	40	41	53	110	256	589	375	296	290	387

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	117	95	125	156	202	224	163	100	88	72	50	22
30	112	103	110	136	190	226	166	95	78	59	45	23
45	98	106	111	161	188	204	125	92	61	48	25	24
00	112	102	152	182	204	174	134	61	61	47	28	16
Hr Total	439	406	498	635	784	828	588	348	288	226	148	85

24 Hour Total:	7,833	AM Peak Volume:	589	AM Peak Hour Factor:	0.88
AM Peak Hour begins:	7:00	PM Peak Volume:	858	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	16:45				

Westbound Volume for Lane 2

Tuesday, March 24, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	23	16	5	7	9	19	80	159	209	117	85	76
30	17	14	4	6	12	39	99	207	206	111	87	80
45	11	14	8	7	20	40	131	331	137	105	79	99
00	9	4	15	14	23	70	168	356	187	104	75	86
Hr Total	60	48	32	34	64	168	478	1,053	739	437	326	341

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	120	123	105	147	115	118	108	91	60	55	47	28
30	109	100	120	170	116	105	87	83	70	56	28	24
45	114	103	129	130	116	134	106	61	56	42	29	14
00	96	113	133	105	140	107	83	66	73	39	24	13
Hr Total	439	439	487	552	487	464	384	301	259	192	128	79

24 Hour Total:	7,991	AM Peak Volume:	1,103	AM Peak Hour Factor:	0.77
AM Peak Hour begins:	7:15	PM Peak Volume:	580	PM Peak Hour Factor:	0.85
PM Peak Hour begins:	14:45				

Total Volume for All Lanes

Tuesday, March 24, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	38	33	18	17	19	41	125	281	300	184	158	173
30	35	29	11	20	26	67	155	375	311	198	166	185
45	25	30	15	17	33	68	205	490	224	174	149	199
00	26	15	28	21	39	102	249	496	279	177	143	171
Hr Total	124	107	72	75	117	278	734	1,642	1,114	733	616	728

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	237	218	230	303	317	342	271	191	148	127	97	50
30	221	203	230	306	306	331	253	178	148	115	73	47
45	212	209	240	291	304	338	231	153	117	90	54	38
00	208	215	285	287	344	281	217	127	134	86	52	29
Hr Total	878	845	985	1,187	1,271	1,292	972	649	547	418	276	164

24 Hour Total:	15,824	AM Peak Volume:	1,661	AM Peak Hour Factor:	0.84
AM Peak Hour begins:	7:15	PM Peak Volume:	1,355	PM Peak Hour Factor:	0.98
PM Peak Hour begins:	16:45				

Volume Count Report

Start Date: March 25, 2015	Start Time: 00:00	Station: 0
Stop Date: March 25, 2015	Stop Time: 24:00	ID: 0
City: Mango	County: Hillsborough	
Location: US 92 west of CR 579 (Mango Road)		

Eastbound Volume for Lane 1

Wednesday, March 25, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	21	8	8	12	20	50	111	104	59	91	104
30	19	16	11	5	10	21	62	167	101	92	81	83
45	16	16	8	17	10	31	67	145	92	94	80	120
00	17	6	10	9	18	41	94	105	91	73	74	124
Hr Total	68	59	37	39	50	113	273	528	388	318	326	431

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	117	112	109	126	182	203	171	133	83	65	50	23
30	101	100	113	157	172	203	159	105	82	56	36	27
45	105	103	115	154	194	197	134	101	82	56	30	28
00	87	107	133	188	209	198	103	91	73	47	32	21
Hr Total	410	422	470	625	757	801	567	430	320	224	148	99

24 Hour Total:	7,903	AM Peak Volume:	528	AM Peak Hour Factor:	0.79
AM Peak Hour begins:	7:00	PM Peak Volume:	812	PM Peak Hour Factor:	0.97
PM Peak Hour begins:	16:45				

Westbound Volume for Lane 2

Wednesday, March 25, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	9	4	13	12	18	80	160	203	173	95	109
30	21	17	7	7	8	33	94	221	177	123	91	109
45	11	7	9	12	17	44	113	292	157	109	85	105
00	13	7	4	8	32	65	188	277	168	93	106	102
Hr Total	60	40	24	40	69	160	475	950	705	498	377	425

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	89	120	100	179	98	99	107	108	79	55	40	25
30	106	135	111	184	133	121	112	81	52	36	33	28
45	94	109	127	116	137	134	137	84	56	38	21	27
00	116	124	114	104	132	115	113	85	51	37	28	23
Hr Total	405	488	452	583	500	469	469	358	238	166	122	103

24 Hour Total:	8,176	AM Peak Volume:	993	AM Peak Hour Factor:	0.85
AM Peak Hour begins:	7:15	PM Peak Volume:	604	PM Peak Hour Factor:	0.82
PM Peak Hour begins:	14:30				

Total Volume for All Lanes

Wednesday, March 25, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	31	30	12	21	24	38	130	271	307	232	186	213
30	40	33	18	12	18	54	156	388	278	215	172	192
45	27	23	17	29	27	75	180	437	249	203	165	225
00	30	13	14	17	50	106	282	382	259	166	180	226
Hr Total	128	99	61	79	119	273	748	1,478	1,093	816	703	856

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	206	232	209	305	280	302	278	241	162	120	90	48
30	207	235	224	341	305	324	271	186	134	92	69	55
45	199	212	242	270	331	331	271	185	138	94	51	55
00	203	231	247	292	341	313	216	176	124	84	60	44
Hr Total	815	910	922	1,208	1,257	1,270	1,036	788	558	390	270	202

24 Hour Total:	16,079	AM Peak Volume:	1,514	AM Peak Hour Factor:	0.87
AM Peak Hour begins:	7:15	PM Peak Volume:	1,298	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	16:30				

Volume Count Report

Start Date: March 26, 2015	Start Time: 00:00	Station: 0
Stop Date: March 26, 2015	Stop Time: 24:00	ID: 0
City: Mango	County: Hillsborough	
Location: US 92 west of CR 579 (Mango Road)		

Eastbound Volume for Lane 1

Thursday, March 26, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	22	9	15	9	10	15	47	110	112	106	86	98
30	28	11	8	13	18	25	47	144	97	77	88	115
45	22	12	8	11	15	37	61	143	97	72	86	100
00	16	5	7	13	21	29	75	121	112	77	80	107
Hr Total	88	37	38	46	64	106	230	518	418	332	340	420

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	126	100	97	132	192	187	202	105	91	65	41	32
30	123	99	110	148	201	191	193	94	64	55	36	22
45	86	108	102	177	203	202	138	98	62	42	33	24
00	102	88	132	149	213	186	136	84	86	35	33	28
Hr Total	437	395	441	606	809	766	669	381	303	197	143	106

24 Hour Total:	7,890	AM Peak Volume:	520	AM Peak Hour Factor:	0.90
AM Peak Hour begins:	7:15	PM Peak Volume:	809	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	16:00				

Westbound Volume for Lane 2

Thursday, March 26, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	20	4	5	6	6	20	75	174	192	146	81	86
30	18	13	5	8	12	41	99	207	192	117	106	96
45	19	16	12	11	20	36	125	313	168	98	69	127
00	14	8	12	8	20	64	185	326	189	92	94	108
Hr Total	71	41	34	33	58	161	484	1,020	741	453	350	417

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	98	114	81	165	119	109	102	76	56	56	37	25
30	137	97	114	136	118	126	107	74	60	38	32	25
45	130	89	130	99	108	108	101	85	63	35	28	14
00	125	102	124	97	117	119	101	77	64	41	33	19
Hr Total	490	402	449	497	462	462	411	312	243	170	130	83

24 Hour Total:	7,974	AM Peak Volume:	1,038	AM Peak Hour Factor:	0.80
AM Peak Hour begins:	7:15	PM Peak Volume:	555	PM Peak Hour Factor:	0.84
PM Peak Hour begins:	14:30				

Total Volume for All Lanes

Thursday, March 26, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	42	13	20	15	16	35	122	284	304	252	167	184
30	46	24	13	21	30	66	146	351	289	194	194	211
45	41	28	20	22	35	73	186	456	265	170	155	227
00	30	13	19	21	41	93	260	447	301	169	174	215
Hr Total	159	78	72	79	122	267	714	1,538	1,159	785	690	837

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	224	214	178	297	311	296	304	181	147	121	78	57
30	260	196	224	284	319	317	300	168	124	93	68	47
45	216	197	232	276	311	310	239	183	125	77	61	38
00	227	190	256	246	330	305	237	161	150	76	66	47
Hr Total	927	797	890	1,103	1,271	1,228	1,080	693	546	367	273	189

24 Hour Total:	15,864	AM Peak Volume:	1,558	AM Peak Hour Factor:	0.85
AM Peak Hour begins:	7:15	PM Peak Volume:	1,271	PM Peak Hour Factor:	0.96
PM Peak Hour begins:	16:00				

Volume Count Report

3-Day Average

Start Date: March 24, 2015 Start Time: 00:00 Station: 0
Stop Date: March 26, 2015 Stop Time: 24:00 ID: 0
City: Mango County: Hillsborough
Location: CR 579 (Mango Road) north of US 92

Northbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	28	17	11	17	15	55	137	286	282	179	148	129
30	20	20	9	14	33	69	170	325	219	168	134	148
45	21	14	11	18	34	94	218	333	198	158	135	145
00	16	11	11	16	49	114	243	341	191	136	136	164
Hr Total	86	62	42	65	131	332	768	1,284	891	641	553	586

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	161	162	158	238	209	248	205	151	138	102	69	44
30	175	158	148	231	242	269	189	148	139	98	58	30
45	156	148	183	226	255	251	167	159	147	85	55	32
00	162	167	171	210	249	218	170	147	122	65	47	31
Hr Total	653	636	660	906	954	986	732	606	546	350	228	136

24 Hour Total: 12,833
AM Peak Hour begins: 7:00 AM Peak Volume: 1,284 AM Peak Hour Factor: 0.94
PM Peak Hour begins: 16:30 PM Peak Volume: 1,021 PM Peak Hour Factor: 0.95

Southbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	39	24	14	16	13	28	93	236	194	162	137	143
30	39	19	14	10	17	42	96	262	190	143	143	163
45	32	17	16	13	20	61	152	294	180	156	146	167
00	25	18	15	13	36	72	200	251	195	146	144	174
Hr Total	134	78	59	52	85	204	541	1,043	760	607	569	647

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	191	169	171	237	258	295	267	200	141	124	95	63
30	182	178	195	237	249	316	268	172	155	121	74	57
45	168	175	217	248	260	322	254	172	146	113	90	52
00	168	189	226	257	260	298	216	150	151	98	72	40
Hr Total	709	711	809	979	1,027	1,231	1,005	694	593	457	330	213

24 Hour Total: 13,534
AM Peak Hour begins: 7:00 AM Peak Volume: 1,043 AM Peak Hour Factor: 0.89
PM Peak Hour begins: 17:00 PM Peak Volume: 1,231 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	67	41	25	32	28	83	230	521	476	341	284	272
30	59	40	23	24	50	112	267	587	410	311	277	311
45	53	31	26	31	54	155	370	626	378	314	281	312
00	41	28	26	29	85	187	443	592	386	281	280	338
Hr Total	220	140	100	117	216	536	1,309	2,327	1,650	1,247	1,122	1,233

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	351	331	329	475	467	543	472	351	279	227	164	107
30	357	336	343	468	491	585	457	320	294	219	132	87
45	324	324	400	474	515	573	421	332	292	198	144	84
00	329	356	397	467	508	516	387	297	273	163	119	71
Hr Total	1,362	1,347	1,469	1,884	1,981	2,217	1,737	1,299	1,139	806	558	349

24 Hour Total: 26,367
AM Peak Hour begins: 7:00 AM Peak Volume: 2,327 AM Peak Hour Factor: 0.93
PM Peak Hour begins: 17:00 PM Peak Volume: 2,217 PM Peak Hour Factor: 0.95

Volume Count Report

Start Date: March 24, 2015 Start Time: 00:00 Station: 0
 Stop Date: March 24, 2015 Stop Time: 24:00 ID: 0
 City: Mango County: Hillsborough
 Location: CR 579 (Mango Road) north of US 92

Northbound Volume for Lane 1

Tuesday, March 24, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	32	23	10	21	15	59	127	286	278	209	140	130
30	25	21	11	6	34	70	166	323	218	165	136	128
45	21	13	13	19	36	106	227	340	193	162	139	142
00	14	13	14	14	41	117	225	330	188	145	139	149
Hr Total	92	70	48	60	126	352	745	1,279	877	681	554	549

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	156	148	167	243	212	245	219	136	130	121	67	38
30	182	163	146	228	224	277	171	158	131	97	60	24
45	163	142	185	221	252	258	167	164	166	70	53	27
00	152	177	175	218	220	206	184	139	130	61	37	27
Hr Total	653	630	673	910	908	986	741	597	557	349	217	116

24 Hour Total: 12,770
 AM Peak Hour begins: 7:00 AM Peak Volume: 1,279 AM Peak Hour Factor: 0.94
 PM Peak Hour begins: 16:45 PM Peak Volume: 1,000 PM Peak Hour Factor: 0.90

Southbound Volume for Lane 2

Tuesday, March 24, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	44	20	15	16	11	34	92	226	209	138	148	157
30	34	16	11	9	17	50	95	262	155	149	145	149
45	26	15	14	6	28	64	135	285	179	160	143	159
00	23	12	16	16	35	62	206	265	217	134	123	189
Hr Total	127	63	56	47	91	210	528	1,038	760	581	559	654

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	212	175	164	231	243	327	266	211	132	110	108	51
30	181	185	196	225	272	330	252	163	161	113	69	47
45	168	163	208	257	236	336	221	175	126	121	99	46
00	178	181	232	258	260	322	208	152	170	95	72	41
Hr Total	739	704	800	971	1,011	1,315	947	701	589	439	348	185

24 Hour Total: 13,463
 AM Peak Hour begins: 7:00 AM Peak Volume: 1,038 AM Peak Hour Factor: 0.91
 PM Peak Hour begins: 17:00 PM Peak Volume: 1,315 PM Peak Hour Factor: 0.98

Total Volume for All Lanes

Tuesday, March 24, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	76	43	25	37	26	93	219	512	487	347	288	287
30	59	37	22	15	51	120	261	585	373	314	281	277
45	47	28	27	25	64	170	362	625	372	322	282	301
00	37	25	30	30	76	179	431	595	405	279	262	338
Hr Total	219	133	104	107	217	562	1,273	2,317	1,637	1,262	1,113	1,203

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	368	323	331	474	455	572	485	347	262	231	175	89
30	363	348	342	453	496	607	423	321	292	210	129	71
45	331	305	393	478	488	594	388	339	292	191	152	73
00	330	358	407	476	480	528	392	291	300	156	109	68
Hr Total	1,392	1,334	1,473	1,881	1,919	2,301	1,688	1,298	1,146	788	565	301

24 Hour Total: 26,233
 AM Peak Hour begins: 7:00 AM Peak Volume: 2,317 AM Peak Hour Factor: 0.93
 PM Peak Hour begins: 17:00 PM Peak Volume: 2,301 PM Peak Hour Factor: 0.95

Volume Count Report

Start Date:	March 25, 2015	Start Time:	00:00	Station:	0
Stop Date:	March 25, 2015	Stop Time:	24:00	ID:	0
City:	Mango	County:	Hillsborough		
Location	CR 579 (Mango Road) north of US 92				

Northbound Volume for Lane 1

Wednesday, March 25, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	27	14	12	13	17	49	146	291	270	140	139	130
30	12	17	9	16	30	73	180	330	232	165	133	149
45	22	13	10	19	30	85	203	318	191	161	122	147
00	19	12	12	17	53	109	273	337	207	128	145	177
Hr Total	80	56	43	65	130	316	802	1,276	900	594	539	603

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	158	173	149	232	212	247	196	161	116	91	58	39
30	166	157	142	260	229	267	213	158	140	102	51	30
45	165	144	184	240	260	252	175	169	144	81	53	32
00	165	160	183	198	270	212	166	158	121	70	58	33
Hr Total	654	634	658	930	971	978	750	646	521	344	220	134

24 Hour Total:	12,844	AM Peak Volume:	1,276	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	7:00	PM Peak Volume:	1,044	PM Peak Hour Factor:	0.97
PM Peak Hour begins:	16:30				

Southbound Volume for Lane 2

Wednesday, March 25, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	40	31	11	20	17	30	99	240	193	177	136	139
30	52	25	12	10	8	39	96	276	193	143	123	169
45	36	15	13	21	12	57	144	310	185	156	158	159
00	25	17	10	11	42	73	201	241	190	147	150	180
Hr Total	153	88	46	62	79	199	540	1,067	761	623	567	647

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	177	158	177	238	275	283	266	210	144	129	86	73
30	175	164	173	255	247	275	282	173	158	133	80	59
45	175	189	224	253	268	334	282	176	158	117	65	59
00	159	201	218	260	266	284	225	166	145	103	77	45
Hr Total	686	712	792	1,006	1,056	1,176	1,055	725	605	482	308	236

24 Hour Total:	13,671	AM Peak Volume:	1,067	AM Peak Hour Factor:	0.86
AM Peak Hour begins:	7:00	PM Peak Volume:	1,176	PM Peak Hour Factor:	0.88
PM Peak Hour begins:	17:00				

Total Volume for All Lanes

Wednesday, March 25, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	67	45	23	33	34	79	245	531	463	317	275	269
30	64	42	21	26	38	112	276	606	425	308	256	318
45	58	28	23	40	42	142	347	628	376	317	280	306
00	44	29	22	28	95	182	474	578	397	275	295	357
Hr Total	233	144	89	127	209	515	1,342	2,343	1,661	1,217	1,106	1,250

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	335	331	326	470	487	530	462	371	260	220	144	112
30	341	321	315	515	476	542	495	331	298	235	131	89
45	340	333	408	493	528	586	457	345	302	198	118	91
00	324	361	401	458	536	496	391	324	266	173	135	78
Hr Total	1,340	1,346	1,450	1,936	2,027	2,154	1,805	1,371	1,126	826	528	370

24 Hour Total:	26,515	AM Peak Volume:	2,343	AM Peak Hour Factor:	0.93
AM Peak Hour begins:	7:00	PM Peak Volume:	2,194	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	16:45				

Volume Count Report

Start Date: March 26, 2015 Start Time: 00:00 Station: 0
Stop Date: March 26, 2015 Stop Time: 24:00 ID: 0
City: Mango County: Hillsborough
Location: CR 579 (Mango Road) north of US 92

Northbound Volume for Lane 1

Thursday, March 26, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	26	14	12	16	13	56	138	280	298	189	164	128
30	23	23	6	20	35	65	165	321	208	173	133	167
45	20	15	9	17	36	90	224	340	211	151	145	146
00	16	7	7	17	54	117	230	357	178	134	125	166
Hr Total	85	59	34	70	138	328	757	1,298	895	647	567	607

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	168	166	157	239	202	253	201	156	167	95	81	55
30	176	155	157	205	272	262	184	129	147	94	63	35
45	140	159	180	218	254	242	159	145	130	104	58	37
00	168	163	155	215	256	237	161	144	115	63	45	32
Hr Total	652	643	649	877	984	994	705	574	559	356	247	159

24 Hour Total: 12,884
AM Peak Hour begins: 7:15 AM Peak Volume: 1,316 AM Peak Hour Factor: 0.92
PM Peak Hour begins: 16:15 PM Peak Volume: 1,035 PM Peak Hour Factor: 0.95

Southbound Volume for Lane 2

Thursday, March 26, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	32	20	15	11	10	21	88	241	180	171	126	132
30	30	17	19	10	25	38	98	249	223	138	161	172
45	35	22	20	12	20	62	176	286	176	151	136	183
00	26	24	20	13	30	82	194	247	179	156	158	153
Hr Total	123	83	74	46	85	203	556	1,023	758	616	581	640

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	183	173	173	242	257	274	268	178	148	134	91	66
30	191	185	215	231	229	344	270	180	145	117	72	66
45	162	174	219	233	275	296	258	166	153	102	105	50
00	166	186	227	253	253	287	216	131	139	96	67	35
Hr Total	702	718	834	959	1,014	1,201	1,012	655	585	449	335	217

24 Hour Total: 13,469
AM Peak Hour begins: 7:00 AM Peak Volume: 1,023 AM Peak Hour Factor: 0.89
PM Peak Hour begins: 17:00 PM Peak Volume: 1,201 PM Peak Hour Factor: 0.87

Total Volume for All Lanes

Thursday, March 26, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	58	34	27	27	23	77	226	521	478	360	290	260
30	53	40	25	30	60	103	263	570	431	311	294	339
45	55	37	29	29	56	152	400	626	387	302	281	329
00	42	31	27	30	84	199	424	604	357	290	283	319
Hr Total	208	142	108	116	223	531	1,313	2,321	1,653	1,263	1,148	1,247

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	351	339	330	481	459	527	469	334	315	229	172	121
30	367	340	372	436	501	606	454	309	292	211	135	101
45	302	333	399	451	529	538	417	311	283	206	163	87
00	334	349	382	468	509	524	377	275	254	159	112	67
Hr Total	1,354	1,361	1,483	1,836	1,998	2,195	1,717	1,229	1,144	805	582	376

24 Hour Total: 26,353
AM Peak Hour begins: 7:00 AM Peak Volume: 2,321 AM Peak Hour Factor: 0.93
PM Peak Hour begins: 17:00 PM Peak Volume: 2,195 PM Peak Hour Factor: 0.91

Volume Count Report

3-Day Average

Start Date:	March 24, 2015	Start Time:	00:00	Station:	0
Stop Date:	March 26, 2015	Stop Time:	24:00	ID:	0
City:	Mango	County:	Hillsborough		
Location:	CR 579 (Mango Road) south of US 92				

Northbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	8	6	6	5	21	62	161	132	95	80	69
30	10	9	6	3	12	26	85	197	124	88	81	86
45	11	7	3	6	12	33	124	222	120	81	72	86
00	8	3	5	6	17	44	147	166	100	75	74	84
Hr Total	45	26	20	21	46	124	418	746	477	339	308	326

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	98	86	86	126	115	147	117	94	74	57	44	20
30	99	97	104	126	123	135	114	85	80	61	34	20
45	98	90	127	123	114	152	108	79	73	48	30	17
00	87	91	123	120	138	126	95	81	69	48	29	15
Hr Total	382	364	440	495	490	560	434	339	296	214	137	72

24 Hour Total:	7,119				
AM Peak Hour begins:	7:00	AM Peak Volume:	746	AM Peak Hour Factor:	0.84
PM Peak Hour begins:	16:45	PM Peak Volume:	572	PM Peak Hour Factor:	0.94

Southbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	20	9	9	7	9	12	33	86	82	85	78	93
30	18	10	9	6	11	19	37	122	90	73	85	99
45	15	7	8	6	9	29	52	140	80	80	90	92
00	12	8	8	7	16	29	70	147	87	82	77	112
Hr Total	64	34	33	26	44	89	192	496	338	320	331	397

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	114	96	112	156	144	171	155	116	80	67	46	38
30	110	107	105	168	146	189	155	104	95	68	40	37
45	93	104	116	157	157	183	135	110	99	73	43	27
00	97	108	109	151	153	178	118	91	87	54	35	25
Hr Total	414	416	443	631	600	721	563	420	360	262	164	127

24 Hour Total:	7,486				
AM Peak Hour begins:	7:00	AM Peak Volume:	496	AM Peak Hour Factor:	0.84
PM Peak Hour begins:	17:00	PM Peak Volume:	721	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	36	17	15	13	15	33	95	247	214	180	158	163
30	28	19	14	9	23	46	122	319	214	160	167	186
45	26	14	11	13	21	62	176	363	200	161	162	178
00	20	11	13	13	32	73	217	313	187	157	151	196
Hr Total	110	61	53	47	91	213	610	1,242	815	658	638	723

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	212	183	198	281	259	318	272	210	154	124	90	58
30	209	204	210	294	269	324	270	189	175	129	74	57
45	191	195	244	280	271	334	242	189	171	121	73	44
00	184	199	232	271	291	304	213	172	156	102	64	40
Hr Total	796	780	883	1,126	1,090	1,280	997	760	657	476	301	199

24 Hour Total:	14,605				
AM Peak Hour begins:	7:00	AM Peak Volume:	1,242	AM Peak Hour Factor:	0.86
PM Peak Hour begins:	17:00	PM Peak Volume:	1,280	PM Peak Hour Factor:	0.96

Volume Count Report

Start Date: March 24, 2015 Start Time: 00:00 Station: 0
Stop Date: March 24, 2015 Stop Time: 24:00 ID: 0
City: Mango County: Hillsborough
Location: CR 579 (Mango Road) south of US 92

Northbound Volume for Lane 1

Tuesday, March 24, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	20	9	8	7	8	16	61	156	135	105	79	67
30	8	10	4	1	16	21	78	200	131	95	91	76
45	10	6	5	9	12	37	127	208	122	80	85	70
00	9	2	9	5	14	47	132	167	100	87	73	73
Hr Total	47	27	26	22	50	121	398	731	488	367	328	286

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	108	95	88	113	126	138	122	85	66	66	43	18
30	115	96	104	148	124	136	105	102	78	61	32	18
45	102	102	127	130	105	150	87	77	63	44	23	16
00	89	98	133	116	141	112	85	81	83	42	21	15
Hr Total	414	391	452	507	496	536	399	345	290	213	119	67

24 Hour Total: 7,120
AM Peak Hour begins: 7:00 AM Peak Volume: 731 AM Peak Hour Factor: 0.88
PM Peak Hour begins: 16:45 PM Peak Volume: 565 PM Peak Hour Factor: 0.94

Southbound Volume for Lane 2

Tuesday, March 24, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	25	10	12	10	9	13	27	70	85	74	88	102
30	7	7	7	4	12	23	34	113	107	88	86	88
45	15	4	4	3	11	29	47	133	79	92	104	99
00	14	6	7	8	15	28	89	157	96	62	64	107
Hr Total	61	27	30	25	47	93	197	473	367	316	342	396

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	117	100	107	156	141	182	161	115	88	56	50	31
30	103	112	105	169	150	189	147	95	86	65	42	34
45	98	95	125	154	155	178	124	113	92	70	42	31
00	94	122	111	169	150	192	120	96	90	57	34	26
Hr Total	412	429	448	648	596	741	552	419	356	248	168	122

24 Hour Total: 7,513
AM Peak Hour begins: 7:15 AM Peak Volume: 488 AM Peak Hour Factor: 0.78
PM Peak Hour begins: 17:00 PM Peak Volume: 741 PM Peak Hour Factor: 0.96

Total Volume for All Lanes

Tuesday, March 24, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	45	19	20	17	17	29	88	226	220	179	167	169
30	15	17	11	5	28	44	112	313	238	183	177	164
45	25	10	9	12	23	66	174	341	201	172	189	169
00	23	8	16	13	29	75	221	324	196	149	137	180
Hr Total	108	54	56	47	97	214	595	1,204	855	683	670	682

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	225	195	195	269	267	320	283	200	154	122	93	49
30	218	208	209	317	274	325	252	197	164	126	74	52
45	200	197	252	284	260	328	211	190	155	114	65	47
00	183	220	244	285	291	304	205	177	173	99	55	41
Hr Total	826	820	900	1,155	1,092	1,277	951	764	646	461	287	189

24 Hour Total: 14,633
AM Peak Hour begins: 7:00 AM Peak Volume: 1,204 AM Peak Hour Factor: 0.88
PM Peak Hour begins: 17:00 PM Peak Volume: 1,277 PM Peak Hour Factor: 0.97

Volume Count Report

Start Date: March 25, 2015 Start Time: 00:00 Station: 0
Stop Date: March 25, 2015 Stop Time: 24:00 ID: 0
City: Mango County: Hillsborough
Location: CR 579 (Mango Road) south of US 92

Northbound Volume for Lane 1

Wednesday, March 25, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	6	7	6	2	19	71	160	139	72	65	81
30	9	10	7	4	10	31	85	205	119	82	78	93
45	13	2	3	5	14	31	113	230	117	83	74	95
00	8	3	3	5	19	42	151	153	103	73	86	89
Hr Total	44	21	20	20	45	123	420	748	478	310	303	358

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	88	88	88	137	102	148	123	104	62	57	38	19
30	76	93	101	122	132	147	135	75	81	56	40	22
45	90	74	129	119	123	135	133	85	67	45	34	18
00	86	86	117	122	143	119	103	81	62	47	30	16
Hr Total	340	341	435	500	500	549	494	345	272	205	142	75

24 Hour Total: 7,088
AM Peak Hour begins: 7:00 AM Peak Volume: 748 AM Peak Hour Factor: 0.81
PM Peak Hour begins: 16:45 PM Peak Volume: 573 PM Peak Hour Factor: 0.97

Southbound Volume for Lane 2

Wednesday, March 25, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	17	11	6	7	9	15	37	97	79	78	75	88
30	25	13	6	7	8	21	34	126	70	64	83	98
45	17	8	11	6	5	27	50	145	82	66	87	85
00	13	8	5	4	14	24	58	154	74	95	80	133
Hr Total	72	40	28	24	36	87	179	522	305	303	325	404

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	109	94	122	145	148	169	143	110	75	71	50	47
30	103	93	103	163	137	181	146	111	103	69	35	32
45	98	112	123	173	145	182	136	113	103	78	36	27
00	93	106	96	153	164	169	108	95	95	64	38	22
Hr Total	403	405	444	634	594	701	533	429	376	282	159	128

24 Hour Total: 7,413
AM Peak Hour begins: 7:00 AM Peak Volume: 522 AM Peak Hour Factor: 0.85
PM Peak Hour begins: 17:00 PM Peak Volume: 701 PM Peak Hour Factor: 0.96

Total Volume for All Lanes

Wednesday, March 25, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	31	17	13	13	11	34	108	257	218	150	140	169
30	34	23	13	11	18	52	119	331	189	146	161	191
45	30	10	14	11	19	58	163	375	199	149	161	180
00	21	11	8	9	33	66	209	307	177	168	166	222
Hr Total	116	61	48	44	81	210	599	1,270	783	613	628	762

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	197	182	210	282	250	317	266	214	137	128	88	66
30	179	186	204	285	269	328	281	186	184	125	75	54
45	188	186	252	292	268	317	269	198	170	123	70	45
00	179	192	213	275	307	288	211	176	157	111	68	38
Hr Total	743	746	879	1,134	1,094	1,250	1,027	774	648	487	301	203

24 Hour Total: 14,501
AM Peak Hour begins: 7:00 AM Peak Volume: 1,270 AM Peak Hour Factor: 0.85
PM Peak Hour begins: 16:45 PM Peak Volume: 1,269 PM Peak Hour Factor: 0.97

Volume Count Report

Start Date: March 26, 2015
Stop Date: March 26, 2015
City: Mango
Location: CR 579 (Mango Road) south of US 92

Start Time: 00:00
Stop Time: 24:00
County: Hillsborough

Station: 0
ID: 0

Northbound Volume for Lane 1

Thursday, March 26, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	8	4	5	6	27	53	168	123	107	97	60
30	13	7	6	5	10	27	92	186	123	86	75	90
45	10	12	2	5	11	30	133	229	121	81	56	93
00	8	4	3	7	17	43	157	177	97	65	64	91
Hr Total	45	31	15	22	44	127	435	760	464	339	292	334

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	97	76	81	127	117	155	107	94	95	47	51	24
30	105	101	108	109	114	123	103	77	82	66	30	20
45	102	95	126	119	113	170	103	75	88	54	33	18
00	87	88	118	123	131	146	96	82	62	56	35	13
Hr Total	391	360	433	478	475	594	409	328	327	223	149	75

24 Hour Total: 7,150
AM Peak Hour begins: 7:00
PM Peak Hour begins: 17:00

AM Peak Volume: 760
PM Peak Volume: 594
AM Peak Hour Factor: 0.83
PM Peak Hour Factor: 0.87

Southbound Volume for Lane 2

Thursday, March 26, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	18	6	8	4	10	8	35	91	81	103	71	90
30	21	10	13	6	12	14	43	128	93	66	87	112
45	13	10	8	10	10	31	59	143	78	82	80	93
00	8	10	11	9	18	34	64	131	91	89	87	95
Hr Total	60	36	40	29	50	87	201	493	343	340	325	390

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	117	95	108	166	143	163	161	122	76	74	37	36
30	124	117	108	171	150	196	173	106	95	71	44	44
45	84	106	101	145	171	188	144	103	101	71	51	22
00	103	97	120	130	145	173	126	82	77	40	33	28
Hr Total	428	415	437	612	609	720	604	413	349	256	165	130

24 Hour Total: 7,532
AM Peak Hour begins: 7:00
PM Peak Hour begins: 17:00

AM Peak Volume: 493
PM Peak Volume: 720
AM Peak Hour Factor: 0.86
PM Peak Hour Factor: 0.92

Total Volume for All Lanes

Thursday, March 26, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	32	14	12	9	16	35	88	259	204	210	168	150
30	34	17	19	11	22	41	135	314	216	152	162	202
45	23	22	10	15	21	61	192	372	199	163	136	186
00	16	14	14	16	35	77	221	308	188	154	151	186
Hr Total	105	67	55	51	94	214	636	1,253	807	679	617	724

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	214	171	189	293	260	318	268	216	171	121	88	60
30	229	218	216	280	264	319	276	183	177	137	74	64
45	186	201	227	264	284	358	247	178	189	125	84	40
00	190	185	238	253	276	319	222	164	139	96	68	41
Hr Total	819	775	870	1,090	1,084	1,314	1,013	741	676	479	314	205

24 Hour Total: 14,682
AM Peak Hour begins: 7:00
PM Peak Hour begins: 17:00

AM Peak Volume: 1,253
PM Peak Volume: 1,314
AM Peak Hour Factor: 0.84
PM Peak Hour Factor: 0.92

Volume Count Report

3-Day Average

Start Date: March 24, 2015 Start Time: 00:00 Station: 0
Stop Date: March 26, 2015 Stop Time: 24:00 ID: 0
City: Mango County: Hillsborough
Location: US 92 east of CR 579 (Mango Road)

Eastbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	23	15	14	10	6	14	41	192	121	88	94	112
30	24	9	5	7	8	20	51	216	111	88	89	127
45	20	10	9	6	11	28	94	146	122	100	97	120
00	17	10	10	11	9	31	144	148	121	99	94	115
Hr Total	84	44	39	35	35	93	329	702	475	374	374	474

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	128	114	158	174	261	258	242	148	99	83	57	44
30	134	122	157	189	227	307	215	123	103	83	50	36
45	113	132	156	198	246	302	178	137	96	65	53	34
00	130	147	180	222	271	262	171	113	92	65	42	30
Hr Total	505	515	652	783	1,005	1,129	806	522	390	296	202	143

24 Hour Total: 10,005
AM Peak Hour begins: 7:00 AM Peak Volume: 702 AM Peak Hour Factor: 0.81
PM Peak Hour begins: 16:45 PM Peak Volume: 1,138 PM Peak Hour Factor: 0.93

Westbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	10	3	10	11	32	102	237	233	149	103	106
30	12	8	3	10	15	50	114	263	175	128	97	112
45	11	7	7	14	27	71	168	273	174	120	105	119
00	8	8	7	8	30	86	214	267	172	107	99	107
Hr Total	45	33	20	43	82	239	598	1,040	754	504	403	444

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	118	123	114	226	135	134	115	99	76	61	36	30
30	118	119	131	178	169	135	117	96	79	51	34	20
45	119	107	120	131	164	136	114	113	93	48	22	15
00	116	124	119	129	155	122	125	95	70	33	25	17
Hr Total	470	473	483	664	622	527	472	403	319	193	117	82

24 Hour Total: 9,030
AM Peak Hour begins: 7:00 AM Peak Volume: 1,040 AM Peak Hour Factor: 0.95
PM Peak Hour begins: 15:00 PM Peak Volume: 664 PM Peak Hour Factor: 0.73

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	37	26	17	21	17	45	142	429	354	236	197	218
30	36	16	9	18	23	70	165	478	286	216	186	239
45	31	17	16	21	38	99	262	420	295	219	202	239
00	25	18	17	19	39	118	358	414	293	206	193	222
Hr Total	129	77	59	78	117	332	927	1,741	1,229	878	777	918

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	246	237	272	400	396	392	357	247	174	144	93	74
30	251	241	288	367	396	442	332	220	182	135	84	56
45	232	239	276	329	410	438	293	250	190	113	75	49
00	246	271	300	351	426	384	296	208	162	98	67	47
Hr Total	975	988	1,135	1,447	1,627	1,656	1,278	925	708	490	319	225

24 Hour Total: 19,035
AM Peak Hour begins: 7:00 AM Peak Volume: 1,741 AM Peak Hour Factor: 0.91
PM Peak Hour begins: 16:45 PM Peak Volume: 1,698 PM Peak Hour Factor: 0.96

Volume Count Report

Start Date: March 24, 2015 Start Time: 00:00 Station: 0
 Stop Date: March 24, 2015 Stop Time: 24:00 ID: 0
 City: Mango County: Hillsborough
 Location: US 92 east of CR 579 (Mango Road)

Eastbound Volume for Lane 1

Tuesday, March 24, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	28	16	12	8	7	19	51	192	126	81	83	119
30	27	12	6	9	7	19	47	221	96	92	92	131
45	18	12	4	5	9	19	91	159	119	94	97	113
00	13	10	13	8	11	25	151	147	125	102	99	116
Hr Total	86	50	35	30	34	82	340	719	466	369	371	479

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	149	124	182	169	230	243	190	114	97	80	50	49
30	132	124	156	182	200	297	177	115	102	73	44	46
45	121	137	172	186	239	261	150	124	86	62	45	29
00	152	161	175	207	274	207	152	111	79	60	37	34
Hr Total	554	546	685	744	943	1,008	669	464	364	275	176	158

24 Hour Total: 9,647
 AM Peak Hour begins: 6:45 AM Peak Volume: 723 AM Peak Hour Factor: 0.82
 PM Peak Hour begins: 16:45 PM Peak Volume: 1,075 PM Peak Hour Factor: 0.90

Westbound Volume for Lane 2

Tuesday, March 24, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	20	20	2	12	12	32	101	224	222	144	102	94
30	18	5	2	4	15	52	109	262	205	131	87	91
45	10	7	7	12	27	75	172	272	155	133	105	112
00	7	9	8	8	23	88	223	289	181	102	102	93
Hr Total	55	41	19	36	77	247	605	1,047	763	510	396	390

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	134	117	135	223	140	133	116	82	80	66	33	32
30	110	120	124	173	158	142	96	91	95	67	29	19
45	106	108	121	129	171	130	119	99	128	40	27	15
00	88	141	138	134	145	115	139	92	90	30	21	12
Hr Total	438	486	518	659	614	520	470	364	393	203	110	78

24 Hour Total: 9,039
 AM Peak Hour begins: 7:00 AM Peak Volume: 1,047 AM Peak Hour Factor: 0.91
 PM Peak Hour begins: 14:45 PM Peak Volume: 663 PM Peak Hour Factor: 0.74

Total Volume for All Lanes

Tuesday, March 24, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	48	36	14	20	19	51	152	416	348	225	185	213
30	45	17	8	13	22	71	156	483	301	223	179	222
45	28	19	11	17	36	94	263	431	274	227	202	225
00	20	19	21	16	34	113	374	436	306	204	201	209
Hr Total	141	91	54	66	111	329	945	1,766	1,229	879	767	869

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	283	241	317	392	370	376	306	196	177	146	83	81
30	242	244	280	355	358	439	273	206	197	140	73	65
45	227	245	293	315	410	391	269	223	214	102	72	44
00	240	302	313	341	419	322	291	203	169	90	58	46
Hr Total	992	1,032	1,203	1,403	1,557	1,528	1,139	828	757	478	286	236

24 Hour Total: 18,686
 AM Peak Hour begins: 7:00 AM Peak Volume: 1,766 AM Peak Hour Factor: 0.91
 PM Peak Hour begins: 16:30 PM Peak Volume: 1,644 PM Peak Hour Factor: 0.94

Volume Count Report

Start Date: March 25, 2015	Start Time: 00:00	Station: 0
Stop Date: March 25, 2015	Stop Time: 24:00	ID: 0
City: Mango	County: Hillsborough	
Location: US 92 east of CR 579 (Mango Road)		

Eastbound Volume for Lane 1

Wednesday, March 25, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	26	12	11	13	4	15	32	199	110	79	92	116
30	18	9	1	8	7	23	57	209	115	82	83	112
45	14	3	11	11	11	36	89	138	113	104	89	133
00	18	5	8	14	7	35	148	139	107	90	86	108
Hr Total	76	29	31	46	29	109	326	685	445	355	350	469

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	104	117	156	174	262	258	231	190	94	85	60	47
30	140	123	158	190	225	303	214	126	104	99	69	34
45	97	143	150	196	244	297	178	146	111	62	40	40
00	133	161	168	223	271	260	177	133	106	63	38	33
Hr Total	474	544	632	783	1,002	1,118	800	595	415	309	207	154

24 Hour Total:	9,983	AM Peak Volume:	694	AM Peak Hour Factor:	0.83
AM Peak Hour begins:	6:45	PM Peak Volume:	1,129	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	16:45				

Westbound Volume for Lane 2

Wednesday, March 25, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	6	2	9	9	30	106	250	224	149	107	118
30	5	8	3	14	14	52	117	259	160	130	107	122
45	8	5	7	14	23	74	173	271	185	117	96	126
00	6	8	7	8	37	84	217	264	160	101	101	115
Hr Total	30	27	19	45	83	240	613	1,044	729	497	411	481

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	110	132	105	226	132	116	114	124	70	51	37	28
30	118	133	132	211	167	137	137	117	59	44	33	26
45	140	119	116	139	180	151	124	125	71	43	18	15
00	144	121	127	112	167	116	128	105	59	38	26	22
Hr Total	512	505	480	688	646	520	503	471	259	176	114	91

24 Hour Total:	9,184	AM Peak Volume:	1,044	AM Peak Hour Factor:	0.96
AM Peak Hour begins:	7:00	PM Peak Volume:	703	PM Peak Hour Factor:	0.78
PM Peak Hour begins:	14:45				

Total Volume for All Lanes

Wednesday, March 25, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	37	18	13	22	13	45	138	449	334	228	199	234
30	23	17	4	22	21	75	174	468	275	212	190	234
45	22	8	18	25	34	110	262	409	298	221	185	259
00	24	13	15	22	44	119	365	403	267	191	187	223
Hr Total	106	56	50	91	112	349	939	1,729	1,174	852	761	950

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	214	249	261	400	394	374	345	314	164	136	97	75
30	258	256	290	401	392	440	351	243	163	143	102	60
45	237	262	266	335	424	448	302	271	182	105	58	55
00	277	282	295	335	438	376	305	238	165	101	64	55
Hr Total	986	1,049	1,112	1,471	1,648	1,638	1,303	1,066	674	485	321	245

24 Hour Total:	19,167	AM Peak Volume:	1,729	AM Peak Hour Factor:	0.92
AM Peak Hour begins:	7:00	PM Peak Volume:	1,700	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	16:45				

Volume Count Report

Start Date: March 26, 2015	Start Time: 00:00	Station: 0
Stop Date: March 26, 2015	Stop Time: 24:00	ID: 0
City: Mango	County: Hillsborough	
Location: US 92 east of CR 579 (Mango Road)		

Eastbound Volume for Lane 1

Thursday, March 26, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	18	19	10	7	7	39	185	127	103	107	100
30	26	5	9	5	11	19	48	217	122	90	91	138
45	28	15	13	3	14	29	102	142	133	101	106	114
00	20	15	9	10	10	34	133	157	132	104	97	122
Hr Total	90	53	50	28	42	89	322	701	514	398	401	474

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	131	102	136	179	292	273	306	141	105	83	62	35
30	129	119	158	195	255	322	253	129	102	78	36	27
45	120	115	147	213	254	347	207	141	92	72	74	33
00	106	119	198	235	268	318	183	95	91	72	51	23
Hr Total	486	455	639	822	1,069	1,260	949	506	390	305	223	118

24 Hour Total:	10,384	AM Peak Volume:	701	AM Peak Hour Factor:	0.81
AM Peak Hour begins:	7:00	PM Peak Volume:	1,293	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	17:15				

Westbound Volume for Lane 2

Thursday, March 26, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	5	5	10	11	33	98	237	254	153	99	107
30	14	10	5	13	15	45	116	267	161	124	97	123
45	15	8	6	17	30	64	160	277	181	109	114	119
00	10	7	7	9	30	87	201	247	175	118	93	113
Hr Total	49	30	23	49	86	229	575	1,028	771	504	403	462

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	109	119	101	229	132	152	115	90	77	67	38	30
30	125	105	136	150	182	126	118	81	84	43	40	16
45	112	94	122	124	141	128	100	116	81	61	22	14
00	115	110	93	141	152	136	109	87	62	30	28	16
Hr Total	461	428	452	644	607	542	442	374	304	201	128	76

24 Hour Total:	8,868	AM Peak Volume:	1,045	AM Peak Hour Factor:	0.94
AM Peak Hour begins:	7:15	PM Peak Volume:	644	PM Peak Hour Factor:	0.70
PM Peak Hour begins:	15:00				

Total Volume for All Lanes

Thursday, March 26, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	26	23	24	20	18	40	137	422	381	256	206	207
30	40	15	14	18	26	64	164	484	283	214	188	261
45	43	23	19	20	44	93	262	419	314	210	220	233
00	30	22	16	19	40	121	334	404	307	222	190	235
Hr Total	139	83	73	77	128	318	897	1,729	1,285	902	804	936

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	240	221	237	408	424	425	421	231	182	150	100	65
30	254	224	294	345	437	448	371	210	186	121	76	43
45	232	209	269	337	395	475	307	257	173	133	96	47
00	221	229	291	376	420	454	292	182	153	102	79	39
Hr Total	947	883	1,091	1,466	1,676	1,802	1,391	880	694	506	351	194

24 Hour Total:	19,252	AM Peak Volume:	1,729	AM Peak Hour Factor:	0.89
AM Peak Hour begins:	7:00	PM Peak Volume:	1,802	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	17:00				

Volume Count Report 3-Day Average

Start Date: March 3, 2015	Start Time: 00:00	Station: 0
Stop Date: March 5, 2015	Stop Time: 24:00	ID: 0
City: Seffner	County: Hillsborough	
Location: US 92 west of Peach Avenue		

Eastbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	19	15	9	10	8	14	39	202	113	114	97	131
30	27	12	10	8	9	17	51	207	114	100	111	129
45	19	13	6	10	15	26	99	138	121	106	125	136
00	20	10	9	12	12	31	144	159	114	102	113	129
Hr Total	84	50	34	39	44	89	333	706	462	423	447	525

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	156	126	131	190	237	274	259	159	106	85	55	37
30	149	135	148	198	252	296	247	128	109	73	52	25
45	129	133	167	220	247	292	211	113	109	63	49	28
00	121	149	187	211	255	272	169	106	83	65	40	30
Hr Total	554	543	634	820	992	1,134	886	506	406	286	197	121

24 Hour Total:	10,315			
AM Peak Hour begins:	7:00	AM Peak Volume:	706	AM Peak Hour Factor: 0.85
PM Peak Hour begins:	17:00	PM Peak Volume:	1,134	PM Peak Hour Factor: 0.96

Westbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	9	4	11	11	33	100	233	214	144	97	114
30	13	8	7	14	14	56	121	264	181	139	102	110
45	9	7	9	14	21	74	167	266	190	130	98	110
00	6	7	6	11	20	85	204	235	182	92	98	95
Hr Total	40	31	27	50	66	248	591	999	767	504	395	428

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	114	121	133	209	121	149	132	94	59	64	47	23
30	115	125	128	189	160	138	138	90	77	72	38	13
45	117	108	124	151	162	135	129	80	62	56	31	25
00	126	133	141	130	148	135	123	71	68	49	34	15
Hr Total	472	488	526	679	590	557	522	335	265	241	151	76

24 Hour Total:	9,047			
AM Peak Hour begins:	7:00	AM Peak Volume:	999	AM Peak Hour Factor: 0.94
PM Peak Hour begins:	14:45	PM Peak Volume:	690	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	32	24	13	21	20	47	139	435	327	258	194	245
30	39	20	18	21	22	73	172	471	295	239	213	239
45	27	20	15	24	36	100	266	405	311	236	223	245
00	26	17	15	23	32	116	347	394	296	194	212	224
Hr Total	125	81	61	89	110	336	925	1,705	1,229	927	842	954

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	270	248	265	400	358	423	391	253	165	150	102	60
30	264	260	276	387	412	435	385	218	186	145	90	39
45	246	241	291	371	409	426	340	193	170	118	81	53
00	246	282	328	341	403	407	291	177	150	114	74	45
Hr Total	1,026	1,031	1,160	1,499	1,582	1,691	1,407	841	671	527	347	197

24 Hour Total:	19,362			
AM Peak Hour begins:	7:00	AM Peak Volume:	1,705	AM Peak Hour Factor: 0.90
PM Peak Hour begins:	17:00	PM Peak Volume:	1,691	PM Peak Hour Factor: 0.97

Volume Count Report

Start Date: March 3, 2015
 Stop Date: March 3, 2015
 City: Seffner
 Location: US 92 west of Peach Avenue

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Eastbound Volume for Lane 1

Tuesday, March 03, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	19	15	7	12	9	12	52	185	119	95	108	137
30	14	10	11	11	8	14	59	210	118	96	118	125
45	25	12	6	13	9	18	100	147	113	97	127	120
00	20	9	5	14	14	25	150	176	113	108	98	114
Hr Total	78	46	29	50	40	69	361	718	463	396	451	496

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	132	128	149	172	232	296	243	162	94	79	46	22
30	134	128	144	193	235	308	248	130	116	69	56	29
45	116	140	179	231	254	313	184	116	112	54	48	19
00	123	168	189	187	260	258	172	105	80	65	28	33
Hr Total	505	564	661	783	981	1,175	847	513	402	267	178	103

24 Hour Total: 10,176
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 16:45
 AM Peak Volume: 718
 PM Peak Volume: 1,177
 AM Peak Hour Factor: 0.85
 PM Peak Hour Factor: 0.94

Westbound Volume for Lane 2

Tuesday, March 03, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	8	6	9	10	28	105	236	255	141	93	109
30	12	6	4	15	11	50	109	271	205	142	92	88
45	8	7	7	9	21	79	167	285	218	137	100	115
00	7	7	8	13	24	83	208	253	202	86	94	94
Hr Total	43	28	25	46	66	240	589	1,045	880	506	379	406

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	108	124	140	221	133	143	123	82	65	79	45	19
30	94	129	127	175	163	127	147	99	97	94	32	11
45	110	113	127	167	167	105	125	95	74	59	29	27
00	118	121	138	126	158	132	99	83	69	51	31	12
Hr Total	430	487	532	689	621	507	494	359	305	283	137	69

24 Hour Total: 9,166
 AM Peak Hour begins: 7:15
 PM Peak Hour begins: 14:45
 AM Peak Volume: 1,064
 PM Peak Volume: 701
 AM Peak Hour Factor: 0.93
 PM Peak Hour Factor: 0.79

Total Volume for All Lanes

Tuesday, March 03, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	35	23	13	21	19	40	157	421	374	236	201	246
30	26	16	15	26	19	64	168	481	323	238	210	213
45	33	19	13	22	30	97	267	432	331	234	227	235
00	27	16	13	27	38	108	358	429	315	194	192	208
Hr Total	121	74	54	96	106	309	950	1,763	1,343	902	830	902

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	240	252	289	393	365	439	366	244	159	158	91	41
30	228	257	271	368	398	435	395	229	213	163	88	40
45	226	253	306	398	421	418	309	211	186	113	77	46
00	241	289	327	313	418	390	271	188	149	116	59	45
Hr Total	935	1,051	1,193	1,472	1,602	1,682	1,341	872	707	550	315	172

24 Hour Total: 19,342
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 16:30
 AM Peak Volume: 1,763
 PM Peak Volume: 1,713
 AM Peak Hour Factor: 0.92
 PM Peak Hour Factor: 0.98

Volume Count Report

Start Date: March 4, 2015
 Stop Date: March 4, 2015
 City: Seffner
 Location: US 92 west of Peach Avenue

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Eastbound Volume for Lane 1

Wednesday, March 04, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	22	10	12	8	8	15	37	203	101	112	98	100
30	24	9	14	6	7	14	49	210	105	107	97	109
45	17	13	3	12	18	27	112	129	126	111	111	117
00	15	12	10	11	13	32	152	156	106	103	114	117
Hr Total	78	44	39	37	46	88	350	698	438	433	420	443

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	159	130	122	186	218	264	253	139	116	83	54	55
30	136	135	147	207	232	291	250	111	113	70	40	24
45	133	117	174	190	238	289	242	104	120	76	49	32
00	116	139	179	206	254	285	162	103	95	71	48	32
Hr Total	544	521	622	789	942	1,129	907	457	444	300	191	143

24 Hour Total: 10,103
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 17:00
 AM Peak Volume: 698
 PM Peak Volume: 1,129
 AM Peak Hour Factor: 0.83
 PM Peak Hour Factor: 0.97

Westbound Volume for Lane 2

Wednesday, March 04, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	9	4	10	10	37	93	228	198	123	91	101
30	10	9	8	11	17	70	134	260	157	130	100	117
45	9	5	11	17	20	67	163	263	181	136	107	104
00	6	5	6	14	16	91	213	228	165	99	105	90
Hr Total	36	28	29	52	63	265	603	979	701	488	403	412

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	122	123	144	177	123	143	131	87	58	52	46	30
30	135	129	130	203	172	135	114	78	74	52	27	12
45	111	99	119	136	148	145	142	56	55	40	33	28
00	130	140	144	138	141	135	125	67	64	40	40	15
Hr Total	498	491	537	654	584	558	512	288	251	184	146	85

24 Hour Total: 8,847
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 14:45
 AM Peak Volume: 979
 PM Peak Volume: 660
 AM Peak Hour Factor: 0.93
 PM Peak Hour Factor: 0.81

Total Volume for All Lanes

Wednesday, March 04, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	33	19	16	18	18	52	130	431	299	235	189	201
30	34	18	22	17	24	84	183	470	262	237	197	226
45	26	18	14	29	38	94	275	392	307	247	218	221
00	21	17	16	25	29	123	365	384	271	202	219	207
Hr Total	114	72	68	89	109	353	953	1,677	1,139	921	823	855

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	281	253	266	363	341	407	384	226	174	135	100	85
30	271	264	277	410	404	426	364	189	187	122	67	36
45	244	216	293	326	386	434	384	160	175	116	82	60
00	246	279	323	344	395	420	287	170	159	111	88	47
Hr Total	1,042	1,012	1,159	1,443	1,526	1,687	1,419	745	695	484	337	228

24 Hour Total: 18,950
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 17:00
 AM Peak Volume: 1,677
 PM Peak Volume: 1,687
 AM Peak Hour Factor: 0.89
 PM Peak Hour Factor: 0.97

Volume Count Report

Start Date: March 5, 2015
 Stop Date: March 5, 2015
 City: Seffner
 Location: US 92 west of Peach Avenue

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Eastbound Volume for Lane 1

Thursday, March 05, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	17	20	7	9	8	15	29	218	120	136	85	157
30	42	18	6	6	11	23	45	202	119	98	118	153
45	14	13	9	5	17	34	86	139	123	110	138	170
00	24	9	13	10	9	37	129	144	123	96	128	157
Hr Total	97	60	35	30	45	109	289	703	485	440	469	637

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	176	121	123	213	261	262	280	176	108	94	65	35
30	176	141	153	195	289	290	244	143	97	80	60	23
45	139	143	149	239	250	273	207	120	94	58	51	34
00	123	139	194	241	252	272	172	110	73	59	45	24
Hr Total	614	544	619	888	1,052	1,097	903	549	372	291	221	116

24 Hour Total: 10,665
 AM Peak Hour begins: 7:00 AM Peak Volume: 703 AM Peak Hour Factor: 0.81
 PM Peak Hour begins: 17:15 PM Peak Volume: 1,115 PM Peak Hour Factor: 0.96

Westbound Volume for Lane 2

Thursday, March 05, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	10	3	15	14	34	101	236	189	167	108	131
30	16	9	10	15	13	48	120	261	181	144	113	125
45	9	9	9	15	22	76	171	251	171	117	87	110
00	5	8	4	7	20	80	190	224	178	91	96	101
Hr Total	42	36	26	52	69	238	582	972	719	519	404	467

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	113	117	116	230	107	161	142	113	53	62	51	20
30	116	117	127	189	144	153	153	93	61	71	55	17
45	130	112	125	149	170	154	120	89	56	68	32	19
00	129	139	140	125	145	138	144	63	70	55	31	18
Hr Total	488	485	508	693	566	606	559	358	240	256	169	74

24 Hour Total: 9,128
 AM Peak Hour begins: 7:00 AM Peak Volume: 972 AM Peak Hour Factor: 0.93
 PM Peak Hour begins: 14:45 PM Peak Volume: 708 PM Peak Hour Factor: 0.77

Total Volume for All Lanes

Thursday, March 05, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	29	30	10	24	22	49	130	454	309	303	193	288
30	58	27	16	21	24	71	165	463	300	242	231	278
45	23	22	18	20	39	110	257	390	294	227	225	280
00	29	17	17	17	29	117	319	368	301	187	224	258
Hr Total	139	96	61	82	114	347	871	1,675	1,204	959	873	1,104

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	289	238	239	443	368	423	422	289	161	156	116	55
30	292	258	280	384	433	443	397	236	158	151	115	40
45	269	255	274	388	420	427	327	209	150	126	83	53
00	252	278	334	366	397	410	316	173	143	114	76	42
Hr Total	1,102	1,029	1,127	1,581	1,618	1,703	1,462	907	612	547	390	190

24 Hour Total: 19,793
 AM Peak Hour begins: 7:00 AM Peak Volume: 1,675 AM Peak Hour Factor: 0.90
 PM Peak Hour begins: 17:00 PM Peak Volume: 1,703 PM Peak Hour Factor: 0.96

Volume Count Report 3-Day Average

Start Date: March 3, 2015	Start Time: 00:00	Station: 0
Stop Date: March 5, 2015	Stop Time: 24:00	ID: 0
City: Seffner	County: Hillsborough	
Location: Peach Avenue north of US 92		

Northbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	5	7	151	9	11	5	5
30	0	0	0	0	0	2	15	139	5	7	7	7
45	0	0	0	1	0	1	38	18	9	6	6	7
00	1	0	0	0	3	7	98	12	7	9	5	10
Hr Total	1	0	0	1	3	15	157	320	30	32	22	29

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	9	11	8	76	11	34	27	11	3	1	0	0
30	10	10	13	38	17	25	21	9	2	3	0	0
45	8	7	26	16	27	31	16	7	4	1	0	0
00	7	9	58	12	25	29	16	6	3	1	2	0
Hr Total	34	36	106	142	80	119	79	33	11	7	3	0

24 Hour Total:	1,259			
AM Peak Hour begins:	6:30	AM Peak Volume:	426	AM Peak Hour Factor: 0.71
PM Peak Hour begins:	14:30	PM Peak Volume:	198	PM Peak Hour Factor: 0.65

Southbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	3	5	95	9	9	10	3
30	0	0	0	0	0	4	5	119	5	7	6	6
45	0	0	0	0	0	1	20	22	10	11	7	6
00	0	0	0	0	1	4	57	11	8	5	6	5
Hr Total	1	0	0	1	1	12	86	247	32	31	28	21

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	9	9	10	126	16	28	28	3	7	20	6	0
30	8	8	7	62	21	27	15	8	13	21	10	0
45	7	9	8	30	21	24	12	16	10	12	2	0
00	6	8	11	14	21	21	6	14	14	7	1	0
Hr Total	31	34	37	231	79	99	62	42	44	61	19	0

24 Hour Total:	1,198			
AM Peak Hour begins:	6:45	AM Peak Volume:	293	AM Peak Hour Factor: 0.62
PM Peak Hour begins:	15:00	PM Peak Volume:	231	PM Peak Hour Factor: 0.46

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	8	11	246	18	19	14	8
30	0	0	0	1	0	5	20	258	10	13	12	13
45	0	0	0	1	0	2	58	40	19	17	13	13
00	1	0	0	0	4	11	154	23	15	14	11	15
Hr Total	1	0	1	2	4	26	244	567	61	63	51	49

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	18	20	19	202	27	62	55	15	9	22	7	0
30	19	18	20	99	38	51	36	18	15	24	10	0
45	15	16	34	45	49	55	28	23	13	13	2	0
00	14	17	69	26	46	49	22	20	17	8	3	0
Hr Total	65	70	142	372	160	218	141	75	55	67	22	0

24 Hour Total:	2,457			
AM Peak Hour begins:	6:30	AM Peak Volume:	717	AM Peak Hour Factor: 0.69
PM Peak Hour begins:	14:45	PM Peak Volume:	416	PM Peak Hour Factor: 0.51

Volume Count Report

Start Date: March 3, 2015
 Stop Date: March 3, 2015
 City: Seffner
 Location: Peach Avenue north of US 92

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Tuesday, March 03, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	4	5	147	9	7	4	7
30	0	0	0	0	0	1	15	139	6	5	6	5
45	0	0	0	1	0	2	41	21	9	8	8	8
00	0	0	0	0	2	8	108	13	8	7	6	6
Hr Total	0	0	0	1	2	15	169	320	32	27	24	26

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	6	10	10	83	12	49	37	15	4	2	1	0
30	8	9	16	44	17	30	35	17	5	4	0	0
45	7	6	26	22	24	44	20	15	8	2	0	0
00	9	7	58	14	22	35	21	9	4	4	4	0
Hr Total	30	32	110	163	75	158	113	56	21	12	5	0

24 Hour Total: 1,391
 AM Peak Hour begins: 6:30 AM Peak Volume: 435 AM Peak Hour Factor: 0.74
 PM Peak Hour begins: 14:30 PM Peak Volume: 211 PM Peak Hour Factor: 0.64

Southbound Volume for Lane 2

Tuesday, March 03, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	2	4	96	10	7	11	3
30	0	0	0	0	0	1	3	115	6	5	6	4
45	0	0	0	1	0	2	23	20	11	12	7	7
00	0	0	0	0	1	4	69	16	9	2	8	4
Hr Total	0	0	0	1	1	9	99	247	36	26	32	18

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	9	10	8	122	18	20	15	6	14	43	17	0
30	8	9	7	60	20	21	8	10	34	56	1	0
45	6	6	10	35	14	15	16	41	27	19	4	0
00	5	9	10	13	16	12	5	36	25	4	1	0
Hr Total	28	34	35	230	68	68	44	93	100	122	23	0

24 Hour Total: 1,314
 AM Peak Hour begins: 6:30 AM Peak Volume: 303 AM Peak Hour Factor: 0.66
 PM Peak Hour begins: 15:00 PM Peak Volume: 230 PM Peak Hour Factor: 0.47

Total Volume for All Lanes

Tuesday, March 03, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	6	9	243	19	14	15	10
30	0	0	0	0	0	2	18	254	12	10	12	9
45	0	0	0	2	0	4	64	41	20	20	15	15
00	0	0	0	0	3	12	177	29	17	9	14	10
Hr Total	0	0	0	2	3	24	268	567	68	53	56	44

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	15	20	18	205	30	69	52	21	18	45	18	0
30	16	18	23	104	37	51	43	27	39	60	1	0
45	13	12	36	57	38	59	36	56	35	21	4	0
00	14	16	68	27	38	47	26	45	29	8	5	0
Hr Total	58	66	145	393	143	226	157	149	121	134	28	0

24 Hour Total: 2,705
 AM Peak Hour begins: 6:30 AM Peak Volume: 738 AM Peak Hour Factor: 0.73
 PM Peak Hour begins: 14:45 PM Peak Volume: 434 PM Peak Hour Factor: 0.53

Volume Count Report

Start Date: March 4, 2015
 Stop Date: March 4, 2015
 City: Seffner
 Location: Peach Avenue north of US 92

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Wednesday, March 04, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	8	6	140	9	15	5	5
30	0	0	0	0	0	3	14	137	4	8	9	9
45	0	0	0	1	0	0	45	18	8	5	7	9
00	0	0	0	0	3	6	104	9	6	12	4	18
Hr Total	0	0	0	1	3	17	169	304	27	40	25	41

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	16	11	6	67	9	23	14	1	0	1	0	0
30	10	11	10	30	18	26	13	1	1	1	0	0
45	12	9	30	9	31	21	6	0	0	0	0	0
00	9	6	56	13	25	18	5	3	1	0	2	0
Hr Total	47	37	102	119	83	88	38	5	2	2	2	0

24 Hour Total: 1,152
 AM Peak Hour begins: 6:30
 PM Peak Hour begins: 14:30
 AM Peak Volume: 426
 PM Peak Volume: 183
 AM Peak Hour Factor: 0.76
 PM Peak Hour Factor: 0.68

Southbound Volume for Lane 2

Wednesday, March 04, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	4	3	97	9	11	11	3
30	0	0	0	0	0	7	6	117	4	5	6	11
45	0	0	0	0	0	1	22	19	11	14	10	7
00	0	0	0	1	2	4	60	6	6	10	4	9
Hr Total	0	0	0	1	2	16	91	239	30	40	31	30

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	12	14	9	125	16	33	31	1	3	2	0	0
30	12	8	9	60	24	28	16	8	0	0	1	0
45	7	8	10	21	31	24	11	2	0	0	1	0
00	6	10	10	15	31	24	7	3	0	1	1	0
Hr Total	37	40	38	221	102	109	65	14	3	3	3	0

24 Hour Total: 1,115
 AM Peak Hour begins: 6:30
 PM Peak Hour begins: 15:00
 AM Peak Volume: 296
 PM Peak Volume: 221
 AM Peak Hour Factor: 0.63
 PM Peak Hour Factor: 0.44

Total Volume for All Lanes

Wednesday, March 04, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	12	9	237	18	26	16	8
30	0	0	0	0	0	10	20	254	8	13	15	20
45	0	0	0	1	0	1	67	37	19	19	17	16
00	0	0	0	1	5	10	164	15	12	22	8	27
Hr Total	0	0	0	2	5	33	260	543	57	80	56	71

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	28	25	15	192	25	56	45	2	3	3	0	0
30	22	19	19	90	42	54	29	9	1	1	1	0
45	19	17	40	30	62	45	17	2	0	0	1	0
00	15	16	66	28	56	42	12	6	1	1	3	0
Hr Total	84	77	140	340	185	197	103	19	5	5	5	0

24 Hour Total: 2,267
 AM Peak Hour begins: 6:30
 PM Peak Hour begins: 14:30
 AM Peak Volume: 722
 PM Peak Volume: 388
 AM Peak Hour Factor: 0.71
 PM Peak Hour Factor: 0.51

Volume Count Report

Start Date: March 5, 2015
 Stop Date: March 5, 2015
 City: Seffner
 Location: Peach Avenue north of US 92

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Thursday, March 05, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	4	9	165	9	10	5	3
30	0	0	0	1	0	1	15	142	4	7	5	6
45	0	0	0	0	0	0	29	16	10	5	4	4
00	2	0	1	0	3	7	81	13	7	7	4	6
Hr Total	2	0	1	1	3	12	134	336	30	29	18	19

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	5	11	9	79	12	31	29	18	4	1	0	0
30	13	9	13	39	17	18	14	10	0	3	0	0
45	4	6	23	16	27	28	22	6	3	2	1	0
00	4	13	60	9	27	33	22	5	3	0	0	0
Hr Total	26	39	105	143	83	110	87	39	10	6	1	0

24 Hour Total: 1,234
 AM Peak Hour begins: 6:30
 PM Peak Hour begins: 14:30
 AM Peak Volume: 417
 PM Peak Volume: 201
 AM Peak Hour Factor: 0.63
 PM Peak Hour Factor: 0.64

Southbound Volume for Lane 2

Thursday, March 05, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	0	0	3	7	93	9	8	7	4
30	1	0	1	1	0	3	6	124	5	10	5	3
45	0	0	0	0	0	1	15	27	7	7	4	5
00	0	0	0	0	0	3	41	12	8	3	6	2
Hr Total	2	0	1	1	0	10	69	256	29	28	22	14

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	7	4	14	130	14	30	38	3	3	16	2	0
30	5	7	6	65	19	31	22	7	5	8	27	0
45	8	13	4	33	19	33	10	5	2	17	1	0
00	8	5	13	13	16	26	6	4	18	16	1	0
Hr Total	28	29	37	241	68	120	76	19	28	57	31	0

24 Hour Total: 1,166
 AM Peak Hour begins: 6:45
 PM Peak Hour begins: 14:45
 AM Peak Volume: 285
 PM Peak Volume: 241
 AM Peak Hour Factor: 0.57
 PM Peak Hour Factor: 0.46

Total Volume for All Lanes

Thursday, March 05, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	0	0	7	16	258	18	18	12	7
30	1	0	1	2	0	4	21	266	9	17	10	9
45	0	0	0	0	0	1	44	43	17	12	8	9
00	2	0	1	0	3	10	122	25	15	10	10	8
Hr Total	4	0	2	2	3	22	203	592	59	57	40	33

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	12	15	23	209	26	61	67	21	7	17	2	0
30	18	16	19	104	36	49	36	17	5	11	27	0
45	12	19	27	49	46	61	32	11	5	19	2	0
00	12	18	73	22	43	59	28	9	21	16	1	0
Hr Total	54	68	142	384	151	230	163	58	38	63	32	0

24 Hour Total: 2,400
 AM Peak Hour begins: 6:30
 PM Peak Hour begins: 14:45
 AM Peak Volume: 690
 PM Peak Volume: 435
 AM Peak Hour Factor: 0.65
 PM Peak Hour Factor: 0.52

Volume Count Report 3-Day Average

Start Date: March 3, 2015	Start Time: 00:00	Station: 0
Stop Date: March 5, 2015	Stop Time: 24:00	ID: 0
City: Seffner	County: Hillsborough	
Location: Peach Avenue south of US 92		

Southbound Volume for Lane 1

3-Day Average

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

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

24 Hour Total:	196			
AM Peak Hour begins:	6:45	AM Peak Volume:	17	AM Peak Hour Factor: 0.57
PM Peak Hour begins:	15:00	PM Peak Volume:	23	PM Peak Hour Factor: 0.53

Northbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	1	1	19	2	3	2	3
30	1	0	0	0	0	1	1	22	4	1	0	3
45	0	0	1	0	0	1	2	5	3	1	1	2
00	0	1	0	0	1	0	6	2	3	1	3	2
Hr Total	1	1	1	1	1	3	10	49	12	6	6	10

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

24 Hour Total:	200			
AM Peak Hour begins:	6:45	AM Peak Volume:	53	AM Peak Hour Factor: 0.59
PM Peak Hour begins:	14:30	PM Peak Volume:	18	PM Peak Hour Factor: 0.75

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	0	0	1	1	23	3	4	4	6
30	2	1	0	1	0	1	1	30	6	3	2	9
45	1	1	1	1	0	1	3	9	7	3	3	5
00	0	1	0	1	1	0	8	3	4	3	5	5
Hr Total	4	3	1	3	2	3	13	65	21	13	14	24

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	4	3	8	17	2	6	7	5	3	4	3	1
30	4	4	6	11	7	8	4	3	4	5	1	1
45	4	5	5	5	6	7	5	5	6	3	3	1
00	6	6	8	7	6	7	2	5	5	3	1	0
Hr Total	18	19	27	39	21	28	19	18	17	15	7	3

24 Hour Total:	396			
AM Peak Hour begins:	6:45	AM Peak Volume:	70	AM Peak Hour Factor: 0.59
PM Peak Hour begins:	14:30	PM Peak Volume:	40	PM Peak Hour Factor: 0.59

Volume Count Report

Start Date: March 3, 2015
 Stop Date: March 3, 2015
 City: Seffner
 Location: Peach Avenue south of US 92

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Southbound Volume for Lane 1

Tuesday, March 03, 2015

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

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

24 Hour Total: 199
 AM Peak Hour begins: 6:45
 PM Peak Hour begins: 15:00
 AM Peak Volume: 19
 PM Peak Volume: 23
 AM Peak Hour Factor: 0.53
 PM Peak Hour Factor: 0.72

Northbound Volume for Lane 2

Tuesday, March 03, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	1	1	21	2	2	1	4
30	1	0	0	0	0	1	0	26	6	1	0	2
45	0	0	2	1	0	0	2	8	1	1	0	3
00	0	2	0	0	1	1	2	3	4	0	4	2
Hr Total	1	2	2	1	1	3	5	58	13	4	5	11

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

24 Hour Total: 205
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 14:15
 AM Peak Volume: 58
 PM Peak Volume: 21
 AM Peak Hour Factor: 0.56
 PM Peak Hour Factor: 0.88

Total Volume for All Lanes

Tuesday, March 03, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	0	0	1	1	25	2	4	3	9
30	1	0	0	0	0	2	0	35	9	2	2	7
45	0	1	3	3	0	0	2	13	6	3	3	8
00	0	3	0	0	1	1	3	3	5	0	6	4
Hr Total	2	4	3	3	1	4	6	76	22	9	14	28

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	2	5	5	14	3	8	7	3	4	2	2	1
30	3	4	8	10	8	7	2	3	7	3	1	0
45	6	7	5	4	6	7	3	7	4	7	3	1
00	11	6	7	8	3	4	2	8	8	3	0	0
Hr Total	22	22	25	36	20	26	14	21	23	15	6	2

24 Hour Total: 404
 AM Peak Hour begins: 6:45
 PM Peak Hour begins: 14:30
 AM Peak Volume: 76
 PM Peak Volume: 36
 AM Peak Hour Factor: 0.54
 PM Peak Hour Factor: 0.64

Volume Count Report

Start Date: March 4, 2015
 Stop Date: March 4, 2015
 City: Seffner
 Location: Peach Avenue south of US 92

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Southbound Volume for Lane 1

Wednesday, March 04, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	0	5	2	0	4	3
30	0	0	0	1	0	0	0	9	2	1	3	8
45	2	0	0	0	0	0	4	2	4	2	1	2
00	0	0	0	1	1	0	2	2	1	4	1	6
Hr Total	2	0	0	2	1	0	6	18	9	7	9	19

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

24 Hour Total: 205
 AM Peak Hour begins: 11:15 AM Peak Volume: 22 AM Peak Hour Factor: 0.69
 PM Peak Hour begins: 15:00 PM Peak Volume: 28 PM Peak Hour Factor: 0.44

Northbound Volume for Lane 2

Wednesday, March 04, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	1	1	21	4	1	2	2
30	0	0	0	0	0	0	2	23	1	1	0	5
45	0	0	0	0	0	1	2	3	5	2	0	1
00	0	0	0	1	1	0	10	2	3	3	2	3
Hr Total	0	0	0	1	1	2	15	49	13	7	4	11

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

24 Hour Total: 197
 AM Peak Hour begins: 6:45 AM Peak Volume: 57 AM Peak Hour Factor: 0.62
 PM Peak Hour begins: 13:30 PM Peak Volume: 18 PM Peak Hour Factor: 0.75

Total Volume for All Lanes

Wednesday, March 04, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	1	1	26	6	1	6	5
30	0	0	0	1	0	0	2	32	3	2	3	13
45	2	0	0	0	0	1	6	5	9	4	1	3
00	0	0	0	2	2	0	12	4	4	7	3	9
Hr Total	2	0	0	3	2	2	21	67	22	14	13	30

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	7	3	6	23	0	4	10	2	4	2	2	1
30	5	4	4	10	4	10	4	2	3	4	1	0
45	3	7	4	3	10	6	5	3	7	1	3	1
00	4	9	8	8	7	9	0	4	2	6	1	0
Hr Total	19	23	22	44	21	29	19	11	16	13	7	2

24 Hour Total: 402
 AM Peak Hour begins: 6:30 AM Peak Volume: 76 AM Peak Hour Factor: 0.59
 PM Peak Hour begins: 14:30 PM Peak Volume: 45 PM Peak Hour Factor: 0.49

Volume Count Report

Start Date: March 5, 2015
 Stop Date: March 5, 2015
 City: Seffner
 Location: Peach Avenue south of US 92

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Southbound Volume for Lane 1

Thursday, March 05, 2015

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

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

24 Hour Total: 185
 AM Peak Hour begins: 6:45 AM Peak Volume: 13 AM Peak Hour Factor: 0.81
 PM Peak Hour begins: 14:30 PM Peak Volume: 22 PM Peak Hour Factor: 0.61

Northbound Volume for Lane 2

Thursday, March 05, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	1	16	1	5	3	2
30	2	1	0	1	0	1	1	18	4	2	0	3
45	0	0	0	0	0	2	2	4	4	1	3	2
00	0	0	0	0	1	0	7	1	2	0	4	0
Hr Total	2	1	0	1	1	3	11	39	11	8	10	7

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

24 Hour Total: 197
 AM Peak Hour begins: 6:45 AM Peak Volume: 45 AM Peak Hour Factor: 0.63
 PM Peak Hour begins: 14:45 PM Peak Volume: 20 PM Peak Hour Factor: 0.83

Total Volume for All Lanes

Thursday, March 05, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	0	1	0	1	19	2	6	4	5
30	5	3	0	2	0	1	1	22	7	4	0	6
45	1	1	0	0	1	2	2	8	6	3	6	3
00	0	0	0	0	1	0	9	3	4	3	5	1
Hr Total	7	4	0	2	3	3	13	52	19	16	15	15

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	4	2	12	14	3	5	5	9	2	9	4	2
30	3	3	7	12	8	8	7	4	1	8	1	2
45	4	2	6	7	2	7	8	6	6	0	2	0
00	3	4	8	4	8	8	3	4	4	1	1	0
Hr Total	14	11	33	37	21	28	23	23	13	18	8	4

24 Hour Total: 382
 AM Peak Hour begins: 6:45 AM Peak Volume: 58 AM Peak Hour Factor: 0.66
 PM Peak Hour begins: 14:45 PM Peak Volume: 41 PM Peak Hour Factor: 0.73

Volume Count Report

3-Day Average

Start Date:	March 3, 2015	Start Time:	00:00	Station:	0
Stop Date:	March 5, 2015	Stop Time:	24:00	ID:	0
City:	Seffner	County:	Hillsborough		
Location	US 92 between Peach Avenue & Pine Avenue				

Eastbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	19	14	9	10	9	12	40	143	109	109	100	128
30	26	12	10	8	9	17	44	180	115	93	108	121
45	19	11	6	9	14	28	68	139	114	104	119	134
00	18	11	9	11	12	28	105	147	114	100	108	124
Hr Total	81	48	34	38	44	84	256	608	452	406	436	507

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	156	120	129	206	246	269	244	157	106	98	59	38
30	141	127	139	215	246	312	237	128	114	81	57	24
45	122	134	149	220	235	295	212	116	105	66	49	29
00	121	148	153	209	250	277	160	107	87	67	40	29
Hr Total	540	529	570	850	976	1,152	853	508	413	313	205	120

24 Hour Total:	10,025				
AM Peak Hour begins:	7:00	AM Peak Volume:	608	AM Peak Hour Factor:	0.84
PM Peak Hour begins:	17:00	PM Peak Volume:	1,152	PM Peak Hour Factor:	0.92

Westbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	8	5	10	11	32	105	251	214	139	97	113
30	11	7	7	14	13	55	123	248	192	136	108	112
45	9	7	8	14	21	72	164	265	182	126	95	103
00	5	6	6	12	24	80	209	241	191	95	98	98
Hr Total	39	28	27	50	68	238	601	1,004	779	496	398	427

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	113	121	126	175	120	145	131	102	54	51	45	22
30	112	122	122	176	156	136	135	85	70	65	34	13
45	113	101	137	135	165	139	124	76	57	49	29	24
00	122	130	154	125	144	132	126	62	57	40	33	16
Hr Total	460	475	540	611	584	551	515	326	239	205	141	74

24 Hour Total:	8,877				
AM Peak Hour begins:	7:00	AM Peak Volume:	1,004	AM Peak Hour Factor:	0.95
PM Peak Hour begins:	14:30	PM Peak Volume:	642	PM Peak Hour Factor:	0.91

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	33	23	14	20	20	44	145	393	323	248	197	242
30	37	19	17	22	22	71	167	428	307	229	216	233
45	28	18	14	23	35	99	232	403	296	229	214	237
00	23	17	16	23	36	108	313	387	305	195	206	223
Hr Total	121	77	61	89	112	323	858	1,612	1,231	902	833	934

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	269	241	254	381	365	414	375	259	160	149	104	59
30	253	249	261	390	401	447	372	213	184	147	91	37
45	235	235	287	355	400	433	336	193	163	115	78	53
00	242	278	308	334	393	409	286	169	144	107	73	45
Hr Total	999	1,004	1,110	1,461	1,560	1,704	1,368	834	651	518	346	194

24 Hour Total:	18,902				
AM Peak Hour begins:	7:00	AM Peak Volume:	1,612	AM Peak Hour Factor:	0.94
PM Peak Hour begins:	17:00	PM Peak Volume:	1,704	PM Peak Hour Factor:	0.95

Volume Count Report

Start Date: March 3, 2015	Start Time: 00:00	Station: 0
Stop Date: March 3, 2015	Stop Time: 24:00	ID: 0
City: Seffner	County: Hillsborough	
Location: US 92 between Peach Avenue & Pine Avenue		

Eastbound Volume for Lane 1

Tuesday, March 03, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	19	13	7	12	9	12	52	140	117	91	107	131
30	14	11	10	12	8	13	51	162	111	88	116	119
45	25	9	6	12	9	20	68	138	112	94	114	125
00	20	10	5	14	14	22	106	169	115	104	99	108
Hr Total	78	43	28	50	40	67	277	609	455	377	436	483

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	136	119	142	195	237	276	216	159	100	112	57	21
30	124	116	133	205	218	312	228	128	124	94	56	27
45	107	146	160	217	246	297	182	124	114	63	47	19
00	126	165	164	187	251	252	160	115	88	64	31	33
Hr Total	493	546	599	804	952	1,137	786	526	426	333	191	100

24 Hour Total:	9,836	AM Peak Volume:	609	AM Peak Hour Factor:	0.90
AM Peak Hour begins:	7:00	PM Peak Volume:	1,137	PM Peak Hour Factor:	0.91
PM Peak Hour begins:	17:00				

Westbound Volume for Lane 2

Tuesday, March 03, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	20	7	6	8	10	27	113	251	249	137	84	111
30	12	6	4	16	8	54	113	246	214	136	100	98
45	7	7	7	9	23	79	171	268	211	125	100	105
00	5	5	8	13	26	81	203	258	214	99	97	96
Hr Total	44	25	25	46	67	241	600	1,023	888	497	381	410

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	97	116	132	184	137	139	132	87	62	57	37	18
30	93	120	123	163	158	137	151	89	77	70	34	11
45	105	101	135	151	175	122	128	88	61	50	28	25
00	125	124	155	124	160	139	98	65	53	43	29	14
Hr Total	420	461	545	622	630	537	509	329	253	220	128	68

24 Hour Total:	8,969	AM Peak Volume:	1,023	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	7:00	PM Peak Volume:	653	PM Peak Hour Factor:	0.89
PM Peak Hour begins:	14:45				

Total Volume for All Lanes

Tuesday, March 03, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	39	20	13	20	19	39	165	391	366	228	191	242
30	26	17	14	28	16	67	164	408	325	224	216	217
45	32	16	13	21	32	99	239	406	323	219	214	230
00	25	15	13	27	40	103	309	427	329	203	196	204
Hr Total	122	68	53	96	107	308	877	1,632	1,343	874	817	893

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	233	235	274	379	374	415	348	246	162	169	94	39
30	217	236	256	368	376	449	379	217	201	164	90	38
45	212	247	295	368	421	419	310	212	175	113	75	44
00	251	289	319	311	411	391	258	180	141	107	60	47
Hr Total	913	1,007	1,144	1,426	1,582	1,674	1,295	855	679	553	319	168

24 Hour Total:	18,805	AM Peak Volume:	1,632	AM Peak Hour Factor:	0.96
AM Peak Hour begins:	7:00	PM Peak Volume:	1,696	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	16:30				

Volume Count Report

Start Date: March 4, 2015	Start Time: 00:00	Station: 0
Stop Date: March 4, 2015	Stop Time: 24:00	ID: 0
City: Seffner	County: Hillsborough	
Location: US 92 between Peach Avenue & Pine Avenue		

Eastbound Volume for Lane 1

Wednesday, March 04, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	22	10	13	8	11	11	37	139	93	104	102	102
30	25	10	13	5	7	14	43	196	109	97	91	92
45	15	11	3	11	18	27	78	132	116	108	106	117
00	12	13	11	9	11	30	112	144	106	103	102	108
Hr Total	74	44	40	33	47	82	270	611	424	412	401	419

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	155	126	119	191	227	256	252	144	110	83	54	56
30	131	131	141	230	231	315	235	117	116	73	40	24
45	121	110	149	190	225	318	253	110	111	74	47	30
00	113	142	147	202	253	309	161	102	97	74	44	33
Hr Total	520	509	556	813	936	1,198	901	473	434	304	185	143

24 Hour Total:	9,829			
AM Peak Hour begins:	7:00	AM Peak Volume:	611	AM Peak Hour Factor: 0.78
PM Peak Hour begins:	17:00	PM Peak Volume:	1,198	PM Peak Hour Factor: 0.94

Westbound Volume for Lane 2

Wednesday, March 04, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	8	4	10	10	36	99	227	193	124	94	102
30	8	9	8	12	17	63	134	265	169	124	108	113
45	10	5	11	17	18	66	159	275	170	127	94	95
00	6	5	5	14	22	85	222	232	169	101	107	97
Hr Total	36	27	28	53	67	250	614	999	701	476	403	407

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	134	125	131	167	112	137	125	93	52	49	46	27
30	132	131	115	181	166	134	110	78	75	54	25	11
45	105	93	141	128	152	136	120	54	52	39	28	28
00	124	133	152	127	126	124	125	66	64	39	41	16
Hr Total	495	482	539	603	556	531	480	291	243	181	140	82

24 Hour Total:	8,684			
AM Peak Hour begins:	7:00	AM Peak Volume:	999	AM Peak Hour Factor: 0.91
PM Peak Hour begins:	14:30	PM Peak Volume:	641	PM Peak Hour Factor: 0.89

Total Volume for All Lanes

Wednesday, March 04, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	34	18	17	18	21	47	136	366	286	228	196	204
30	33	19	21	17	24	77	177	461	278	221	199	205
45	25	16	14	28	36	93	237	407	286	235	200	212
00	18	18	16	23	33	115	334	376	275	204	209	205
Hr Total	110	71	68	86	114	332	884	1,610	1,125	888	804	826

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	289	251	250	358	339	393	377	237	162	132	100	83
30	263	262	256	411	397	449	345	195	191	127	65	35
45	226	203	290	318	377	454	373	164	163	113	75	58
00	237	275	299	329	379	433	286	168	161	113	85	49
Hr Total	1,015	991	1,095	1,416	1,492	1,729	1,381	764	677	485	325	225

24 Hour Total:	18,513			
AM Peak Hour begins:	7:00	AM Peak Volume:	1,610	AM Peak Hour Factor: 0.87
PM Peak Hour begins:	17:00	PM Peak Volume:	1,729	PM Peak Hour Factor: 0.95

Volume Count Report

Start Date: March 5, 2015 Start Time: 00:00 Station: 0
 Stop Date: March 5, 2015 Stop Time: 24:00 ID: 0
 City: Seffner County: Hillsborough
 Location: US 92 between Peach Avenue & Pine Avenue

Eastbound Volume for Lane 1

Thursday, March 05, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	17	20	7	9	7	14	30	149	116	132	91	152
30	38	16	6	7	12	23	37	183	125	94	118	151
45	16	12	9	5	15	36	59	146	115	109	137	160
00	21	10	12	11	10	31	96	127	121	93	124	157
Hr Total	92	58	34	32	44	104	222	605	477	428	470	620

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	178	115	125	232	273	276	265	168	108	100	66	36
30	168	134	143	209	288	308	249	139	103	77	76	21
45	137	147	139	254	234	269	201	115	91	62	52	38
00	123	137	149	239	245	269	158	104	76	64	44	21
Hr Total	606	533	556	934	1,040	1,122	873	526	378	303	238	116

24 Hour Total: 10,411
 AM Peak Hour begins: 11:30 AM Peak Volume: 663 AM Peak Hour Factor: 0.93
 PM Peak Hour begins: 17:00 PM Peak Volume: 1,122 PM Peak Hour Factor: 0.91

Westbound Volume for Lane 2

Thursday, March 05, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	10	4	13	13	33	104	274	201	156	114	127
30	13	6	10	15	13	47	123	233	193	149	115	126
45	10	10	7	15	21	70	162	251	165	125	90	109
00	5	7	6	9	24	74	201	232	189	86	90	102
Hr Total	38	33	27	52	71	224	590	990	748	516	409	464

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	107	123	114	174	110	159	135	125	49	46	52	20
30	111	116	129	183	143	136	143	89	57	72	42	16
45	130	109	136	126	169	158	123	87	59	58	31	18
00	116	133	156	124	145	133	155	56	55	38	30	19
Hr Total	464	481	535	607	567	586	556	357	220	214	155	73

24 Hour Total: 8,977
 AM Peak Hour begins: 7:00 AM Peak Volume: 990 AM Peak Hour Factor: 0.90
 PM Peak Hour begins: 14:30 PM Peak Volume: 649 PM Peak Hour Factor: 0.89

Total Volume for All Lanes

Thursday, March 05, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	27	30	11	22	20	47	134	423	317	288	205	279
30	51	22	16	22	25	70	160	416	318	243	233	277
45	26	22	16	20	36	106	221	397	280	234	227	269
00	26	17	18	20	34	105	297	359	310	179	214	259
Hr Total	130	91	61	84	115	328	812	1,595	1,225	944	879	1,084

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	285	238	239	406	383	435	400	293	157	146	118	56
30	279	250	272	392	431	444	392	228	160	149	118	37
45	267	256	275	380	403	427	324	202	150	120	83	56
00	239	270	305	363	390	402	313	160	131	102	74	40
Hr Total	1,070	1,014	1,091	1,541	1,607	1,708	1,429	883	598	517	393	189

24 Hour Total: 19,388
 AM Peak Hour begins: 7:00 AM Peak Volume: 1,595 AM Peak Hour Factor: 0.94
 PM Peak Hour begins: 17:00 PM Peak Volume: 1,708 PM Peak Hour Factor: 0.96

Volume Count Report 3-Day Average

Start Date: March 3, 2015	Start Time: 00:00	Station: 0
Stop Date: March 5, 2015	Stop Time: 24:00	ID: 0
City: Seffner	County: Hillsborough	
Location: Pine Avenue north of US 92		

Northbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	1	1	5	82	7	3	3	2
30	0	0	0	0	1	2	7	139	8	3	5	5
45	0	0	0	0	1	1	17	16	7	2	3	4
00	0	0	0	0	0	2	53	9	6	4	2	3
Hr Total	0	0	1	0	3	6	82	247	27	12	13	14

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	5	6	4	27	5	7	7	4	0	2	0	1
30	3	5	10	11	5	4	6	2	2	1	1	0
45	6	7	12	4	2	5	6	3	1	0	0	0
00	4	5	28	4	4	5	7	1	0	1	0	0
Hr Total	18	23	54	47	16	21	26	10	4	4	1	1

24 Hour Total:	629			
AM Peak Hour begins:	6:30	AM Peak Volume:	292	AM Peak Hour Factor: 0.52
PM Peak Hour begins:	14:30	PM Peak Volume:	78	PM Peak Hour Factor: 0.69

Southbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	1	2	43	7	3	5	2
30	0	0	0	0	0	1	0	65	4	2	3	3
45	0	0	0	0	0	1	7	15	5	2	7	5
00	0	0	0	0	0	1	19	4	5	4	3	2
Hr Total	0	0	0	0	0	4	28	127	21	12	17	12

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	2	3	16	115	8	8	9	7	2	4	0	0
30	5	13	6	42	9	6	6	4	2	14	0	0
45	5	7	5	11	7	6	8	4	2	1	1	1
00	6	8	5	7	12	11	6	3	3	0	6	0
Hr Total	18	30	32	175	36	32	29	18	9	18	7	1

24 Hour Total:	626			
AM Peak Hour begins:	6:45	AM Peak Volume:	141	AM Peak Hour Factor: 0.54
PM Peak Hour begins:	15:00	PM Peak Volume:	175	PM Peak Hour Factor: 0.38

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	2	2	7	125	13	6	8	3
30	0	0	0	0	1	3	7	204	12	5	8	8
45	0	0	0	0	1	2	24	31	12	4	10	9
00	0	0	0	0	0	3	72	13	11	8	4	6
Hr Total	0	0	1	0	3	10	110	374	48	23	30	26

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	7	9	20	142	13	15	16	11	2	6	0	1
30	8	18	15	53	14	10	13	6	3	15	1	0
45	11	13	17	15	10	11	13	7	4	1	1	1
00	11	13	33	11	16	17	13	5	4	1	6	0
Hr Total	36	53	86	222	52	53	55	28	13	22	8	2

24 Hour Total:	1,255			
AM Peak Hour begins:	6:45	AM Peak Volume:	433	AM Peak Hour Factor: 0.53
PM Peak Hour begins:	14:30	PM Peak Volume:	245	PM Peak Hour Factor: 0.43

Volume Count Report

Start Date: March 3, 2015
 Stop Date: March 3, 2015
 City: Seffner
 Location: Pine Avenue north of US 92

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Tuesday, March 03, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	1	0	6	83	7	0	1	2
30	0	0	0	0	1	3	8	146	6	1	8	6
45	0	0	0	0	1	0	16	12	8	2	5	7
00	0	0	1	0	0	1	53	11	4	4	1	4
Hr Total	0	0	1	0	3	4	83	252	25	7	15	19

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	6	7	2	25	7	10	11	4	0	5	0	1
30	4	3	8	10	8	6	7	4	4	3	0	0
45	3	10	13	5	2	9	5	1	4	0	0	0
00	4	7	34	2	9	5	4	2	1	0	0	0
Hr Total	17	27	57	42	26	30	27	11	9	8	0	1

24 Hour Total: 664
 AM Peak Hour begins: 6:30
 PM Peak Hour begins: 14:30
 AM Peak Volume: 298
 PM Peak Volume: 82
 AM Peak Hour Factor: 0.51
 PM Peak Hour Factor: 0.60

Southbound Volume for Lane 2

Tuesday, March 03, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	2	39	7	2	5	1
30	0	0	0	0	0	1	1	62	2	1	5	2
45	0	0	0	0	0	2	6	15	6	2	9	7
00	0	0	0	0	0	1	19	8	7	5	3	0
Hr Total	0	0	0	0	0	4	28	124	22	10	22	10

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	3	2	18	122	6	11	12	6	4	3	0	0
30	5	11	6	53	8	3	6	5	5	22	0	0
45	6	7	7	17	9	8	11	9	5	1	0	0
00	7	7	4	5	8	7	7	5	1	0	6	0
Hr Total	21	27	35	197	31	29	36	25	15	26	6	0

24 Hour Total: 668
 AM Peak Hour begins: 6:45
 PM Peak Hour begins: 15:00
 AM Peak Volume: 135
 PM Peak Volume: 197
 AM Peak Hour Factor: 0.54
 PM Peak Hour Factor: 0.40

Total Volume for All Lanes

Tuesday, March 03, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	1	0	8	122	14	2	6	3
30	0	0	0	0	1	4	9	208	8	2	13	8
45	0	0	0	0	1	2	22	27	14	4	14	14
00	0	0	1	0	0	2	72	19	11	9	4	4
Hr Total	0	0	1	0	3	8	111	376	47	17	37	29

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	9	9	20	147	13	21	23	10	4	8	0	1
30	9	14	14	63	16	9	13	9	9	25	0	0
45	9	17	20	22	11	17	16	10	9	1	0	0
00	11	14	38	7	17	12	11	7	2	0	6	0
Hr Total	38	54	92	239	57	59	63	36	24	34	6	1

24 Hour Total: 1,332
 AM Peak Hour begins: 6:45
 PM Peak Hour begins: 14:45
 AM Peak Volume: 429
 PM Peak Volume: 270
 AM Peak Hour Factor: 0.52
 PM Peak Hour Factor: 0.46

Volume Count Report

Start Date: March 4, 2015
 Stop Date: March 4, 2015
 City: Seffner
 Location: Pine Avenue north of US 92

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Wednesday, March 04, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	1	2	4	82	7	1	4	1
30	0	0	1	0	0	1	6	148	8	2	5	5
45	0	0	0	0	1	1	17	11	7	1	1	3
00	0	0	0	0	0	3	54	8	6	4	1	2
Hr Total	0	0	1	0	2	7	81	249	28	8	11	11

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	1	6	3	32	5	6	4	4	0	0	0	0
30	3	9	10	15	3	2	6	0	1	0	1	0
45	5	6	8	2	3	3	4	5	0	0	0	1
00	3	3	23	7	1	2	4	1	0	1	0	0
Hr Total	12	24	44	56	12	13	18	10	1	1	1	1

24 Hour Total: 591
 AM Peak Hour begins: 6:30 AM Peak Volume: 301 AM Peak Hour Factor: 0.51
 PM Peak Hour begins: 14:30 PM Peak Volume: 78 PM Peak Hour Factor: 0.61

Southbound Volume for Lane 2

Wednesday, March 04, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	1	2	44	7	2	4	0
30	1	0	0	0	0	1	0	68	3	1	2	5
45	0	0	0	0	0	1	6	12	5	3	7	4
00	0	0	0	0	0	1	19	2	2	1	2	4
Hr Total	1	0	0	0	0	4	27	126	17	7	15	13

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	0	2	21	104	9	10	4	10	1	1	0	0
30	6	11	6	42	11	7	9	2	0	1	0	0
45	5	6	1	9	7	2	7	2	0	0	1	1
00	6	4	6	12	16	13	6	4	0	0	7	0
Hr Total	17	23	34	167	43	32	26	18	1	2	8	1

24 Hour Total: 582
 AM Peak Hour begins: 6:45 AM Peak Volume: 143 AM Peak Hour Factor: 0.53
 PM Peak Hour begins: 15:00 PM Peak Volume: 167 PM Peak Hour Factor: 0.40

Total Volume for All Lanes

Wednesday, March 04, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	1	3	6	126	14	3	8	1
30	1	0	1	0	0	2	6	216	11	3	7	10
45	0	0	0	0	1	2	23	23	12	4	8	7
00	0	0	0	0	0	4	73	10	8	5	3	6
Hr Total	1	0	1	0	2	11	108	375	45	15	26	24

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	1	8	24	136	14	16	8	14	1	1	0	0
30	9	20	16	57	14	9	15	2	1	1	1	0
45	10	12	9	11	10	5	11	7	0	0	1	2
00	9	7	29	19	17	15	10	5	0	1	7	0
Hr Total	29	47	78	223	55	45	44	28	2	3	9	2

24 Hour Total: 1,173
 AM Peak Hour begins: 6:30 AM Peak Volume: 438 AM Peak Hour Factor: 0.51
 PM Peak Hour begins: 14:45 PM Peak Volume: 233 PM Peak Hour Factor: 0.43

Volume Count Report

Start Date: March 5, 2015
 Stop Date: March 5, 2015
 City: Seffner
 Location: Pine Avenue north of US 92

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Thursday, March 05, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	2	1	5	82	6	7	4	2
30	0	0	0	0	1	1	7	124	9	5	3	3
45	0	0	0	0	0	2	18	26	7	3	3	2
00	0	0	0	0	0	2	53	8	7	5	3	4
Hr Total	0	0	0	0	3	6	83	240	29	20	13	11

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	8	6	7	25	3	5	6	4	1	1	0	1
30	1	4	11	7	4	3	6	2	0	0	1	0
45	10	4	14	6	2	2	8	3	0	1	0	0
00	6	5	28	4	2	9	14	1	0	1	1	0
Hr Total	25	19	60	42	11	19	34	10	1	3	2	1

24 Hour Total: 632
 AM Peak Hour begins: 6:45 AM Peak Volume: 285 AM Peak Hour Factor: 0.57
 PM Peak Hour begins: 14:15 PM Peak Volume: 78 PM Peak Hour Factor: 0.70

Southbound Volume for Lane 2

Thursday, March 05, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	1	1	2	45	6	6	5	4
30	0	0	0	0	0	1	0	65	8	5	2	2
45	0	0	0	0	0	1	9	18	3	1	5	5
00	0	0	0	0	0	1	18	2	7	6	3	3
Hr Total	0	0	0	0	1	4	29	130	24	18	15	14

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	3	4	10	119	8	4	10	5	0	7	0	0
30	4	16	5	32	8	9	4	4	0	18	0	0
45	4	7	7	7	6	8	5	0	2	1	2	1
00	6	12	5	4	12	14	5	1	9	0	5	0
Hr Total	17	39	27	162	34	35	24	10	11	26	7	1

24 Hour Total: 628
 AM Peak Hour begins: 6:45 AM Peak Volume: 146 AM Peak Hour Factor: 0.56
 PM Peak Hour begins: 14:30 PM Peak Volume: 163 PM Peak Hour Factor: 0.34

Total Volume for All Lanes

Thursday, March 05, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	3	2	7	127	12	13	9	6
30	0	0	0	0	1	2	7	189	17	10	5	5
45	0	0	0	0	0	3	27	44	10	4	8	7
00	0	0	0	0	0	3	71	10	14	11	6	7
Hr Total	0	0	0	0	4	10	112	370	53	38	28	25

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	11	10	17	144	11	9	16	9	1	8	0	1
30	5	20	16	39	12	12	10	6	0	18	1	0
45	14	11	21	13	8	10	13	3	2	2	2	1
00	12	17	33	8	14	23	19	2	9	1	6	0
Hr Total	42	58	87	204	45	54	58	20	12	29	9	2

24 Hour Total: 1,260
 AM Peak Hour begins: 6:45 AM Peak Volume: 431 AM Peak Hour Factor: 0.57
 PM Peak Hour begins: 14:30 PM Peak Volume: 237 PM Peak Hour Factor: 0.41

Volume Count Report 3-Day Average

Start Date: March 3, 2015	Start Time: 00:00	Station: 0
Stop Date: March 5, 2015	Stop Time: 24:00	ID: 0
City: Seffner	County: Hillsborough	
Location: Pine Avenue south of US 92		

Southbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	0	0	1	1	1	24	8	13	6	5
30	3	0	1	1	0	1	2	28	11	8	3	10
45	2	1	1	0	0	1	4	17	8	7	7	10
00	2	0	0	0	0	2	10	12	9	6	7	8
Hr Total	8	2	3	1	1	5	17	81	35	34	22	33

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	15	8	13	42	13	19	15	11	8	5	2	3
30	10	8	10	27	17	17	14	9	7	9	6	2
45	8	14	12	15	10	15	17	5	7	8	5	3
00	8	13	11	14	9	20	8	7	9	4	2	2
Hr Total	41	43	45	98	49	71	54	33	32	26	14	9

24 Hour Total:	758				
AM Peak Hour begins:	7:00	AM Peak Volume:	81	AM Peak Hour Factor:	0.73
PM Peak Hour begins:	15:00	PM Peak Volume:	98	PM Peak Hour Factor:	0.59

Northbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	1	0	0	1	3	41	13	7	8	6
30	1	1	1	1	2	1	6	49	9	6	7	7
45	1	1	1	1	2	4	16	18	12	7	8	7
00	1	0	0	0	3	3	23	15	7	5	7	10
Hr Total	4	3	3	2	7	9	48	124	41	24	30	30

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	8	9	10	16	11	16	11	12	5	3	1	1
30	8	9	9	12	13	15	11	6	8	4	2	0
45	6	9	14	8	14	15	11	6	6	2	2	1
00	9	9	20	11	15	14	10	5	3	2	1	1
Hr Total	32	36	53	46	53	59	43	29	22	12	6	4

24 Hour Total:	719				
AM Peak Hour begins:	6:45	AM Peak Volume:	131	AM Peak Hour Factor:	0.66
PM Peak Hour begins:	14:30	PM Peak Volume:	61	PM Peak Hour Factor:	0.77

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	1	0	1	1	5	65	20	20	14	11
30	4	1	3	1	3	3	8	77	19	13	10	16
45	3	2	1	1	2	5	19	35	20	13	15	18
00	3	0	1	1	4	5	33	27	16	11	14	18
Hr Total	12	5	6	4	9	14	65	205	76	58	52	63

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	23	17	23	58	24	35	26	23	14	8	3	4
30	18	17	19	39	30	32	25	15	15	13	8	2
45	15	24	26	23	24	29	28	11	13	11	7	4
00	17	21	31	25	24	33	18	12	12	7	3	3
Hr Total	72	79	98	144	102	130	97	61	54	38	21	13

24 Hour Total:	1,478				
AM Peak Hour begins:	6:45	AM Peak Volume:	210	AM Peak Hour Factor:	0.68
PM Peak Hour begins:	14:30	PM Peak Volume:	153	PM Peak Hour Factor:	0.66

Volume Count Report

Start Date: March 3, 2015
 Stop Date: March 3, 2015
 City: Seffner
 Location: Pine Avenue south of US 92

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Southbound Volume for Lane 1

Tuesday, March 03, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	0	0	1	0	2	22	8	16	4	5
30	3	0	1	0	1	0	2	23	8	10	2	6
45	1	1	1	1	0	0	3	16	11	7	7	12
00	6	1	1	0	1	3	11	16	7	8	8	5
Hr Total	12	3	3	1	3	3	18	77	34	41	21	28

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	10	7	14	45	15	20	12	12	6	6	1	2
30	9	7	8	33	12	13	11	11	9	5	7	3
45	6	11	11	19	11	11	16	7	8	9	4	3
00	14	12	9	12	11	17	8	9	8	5	2	2
Hr Total	39	37	42	109	49	61	47	39	31	25	14	10

24 Hour Total: 747
 AM Peak Hour begins: 7:00 AM Peak Volume: 77 AM Peak Hour Factor: 0.84
 PM Peak Hour begins: 15:00 PM Peak Volume: 109 PM Peak Hour Factor: 0.61

Northbound Volume for Lane 2

Tuesday, March 03, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	2	0	0	0	1	2	47	15	5	6	5
30	2	2	1	0	2	1	6	54	5	5	7	4
45	1	2	2	2	1	6	16	12	15	4	8	5
00	3	0	1	1	2	1	21	19	4	5	3	11
Hr Total	6	6	4	3	5	9	45	132	39	19	24	25

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	4	9	7	16	12	14	12	12	6	2	3	2
30	10	6	10	17	14	14	17	6	7	4	3	1
45	9	7	11	3	14	10	8	6	5	1	4	1
00	12	8	22	9	19	14	11	5	3	2	2	2
Hr Total	35	30	50	45	59	52	48	29	21	9	12	6

24 Hour Total: 713
 AM Peak Hour begins: 6:30 AM Peak Volume: 138 AM Peak Hour Factor: 0.64
 PM Peak Hour begins: 14:30 PM Peak Volume: 66 PM Peak Hour Factor: 0.75

Total Volume for All Lanes

Tuesday, March 03, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	3	0	0	1	1	4	69	23	21	10	10
30	5	2	2	0	3	1	8	77	13	15	9	10
45	2	3	3	3	1	6	19	28	26	11	15	17
00	9	1	2	1	3	4	32	35	11	13	11	16
Hr Total	18	9	7	4	8	12	63	209	73	60	45	53

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	14	16	21	61	27	34	24	24	12	8	4	4
30	19	13	18	50	26	27	28	17	16	9	10	4
45	15	18	22	22	25	21	24	13	13	10	8	4
00	26	20	31	21	30	31	19	14	11	7	4	4
Hr Total	74	67	92	154	108	113	95	68	52	34	26	16

24 Hour Total: 1,460
 AM Peak Hour begins: 7:00 AM Peak Volume: 209 AM Peak Hour Factor: 0.68
 PM Peak Hour begins: 14:30 PM Peak Volume: 164 PM Peak Hour Factor: 0.67

Volume Count Report

Start Date: March 4, 2015
 Stop Date: March 4, 2015
 City: Seffner
 Location: Pine Avenue south of US 92

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Southbound Volume for Lane 1

Wednesday, March 04, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	1	0	1	0	1	24	6	10	10	6
30	1	0	2	0	0	1	2	29	12	4	4	11
45	3	1	0	0	0	1	6	16	7	5	4	14
00	0	0	0	1	0	2	12	13	9	5	7	12
Hr Total	5	2	3	1	1	4	21	82	34	24	25	43

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	20	14	12	41	10	17	17	8	8	1	1	4
30	13	8	8	28	19	23	19	7	4	10	2	1
45	11	10	12	15	10	18	22	3	7	8	4	3
00	7	11	13	15	10	23	5	7	16	1	0	2
Hr Total	51	43	45	99	49	81	63	25	35	20	7	10

24 Hour Total: 773
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 15:00
 AM Peak Volume: 82
 PM Peak Volume: 99
 AM Peak Hour Factor: 0.71
 PM Peak Hour Factor: 0.60

Northbound Volume for Lane 2

Wednesday, March 04, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	1	0	0	0	5	38	11	7	11	6
30	0	1	3	1	2	1	8	46	9	6	8	10
45	2	0	0	0	0	2	18	17	14	14	5	6
00	0	0	0	0	6	3	26	14	8	6	7	11
Hr Total	2	1	4	1	8	6	57	115	42	33	31	33

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	11	8	13	19	11	12	11	11	5	3	0	2
30	9	7	9	9	16	17	9	6	8	6	1	0
45	4	12	16	12	19	19	18	5	4	3	1	2
00	6	8	21	15	11	11	7	5	5	2	0	2
Hr Total	30	35	59	55	57	59	45	27	22	14	2	6

24 Hour Total: 744
 AM Peak Hour begins: 6:30
 PM Peak Hour begins: 14:15
 AM Peak Volume: 128
 PM Peak Volume: 65
 AM Peak Hour Factor: 0.70
 PM Peak Hour Factor: 0.77

Total Volume for All Lanes

Wednesday, March 04, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	2	0	1	0	6	62	17	17	21	12
30	1	1	5	1	2	2	10	75	21	10	12	21
45	5	1	0	0	0	3	24	33	21	19	9	20
00	0	0	0	1	6	5	38	27	17	11	14	23
Hr Total	7	3	7	2	9	10	78	197	76	57	56	76

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	31	22	25	60	21	29	28	19	13	4	1	6
30	22	15	17	37	35	40	28	13	12	16	3	1
45	15	22	28	27	29	37	40	8	11	11	5	5
00	13	19	34	30	21	34	12	12	21	3	0	4
Hr Total	81	78	104	154	106	140	108	52	57	34	9	16

24 Hour Total: 1,517
 AM Peak Hour begins: 6:45
 PM Peak Hour begins: 14:30
 AM Peak Volume: 208
 PM Peak Volume: 159
 AM Peak Hour Factor: 0.69
 PM Peak Hour Factor: 0.66

Volume Count Report

Start Date: March 5, 2015
 Stop Date: March 5, 2015
 City: Seffner
 Location: Pine Avenue south of US 92

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Southbound Volume for Lane 1

Thursday, March 05, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	0	0	0	2	1	27	9	14	3	5
30	4	0	1	2	0	3	1	32	12	9	2	12
45	2	1	1	0	0	2	2	19	6	8	10	5
00	0	0	0	0	0	2	7	7	10	6	6	6
Hr Total	8	1	2	2	0	9	11	85	37	37	21	28

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	14	4	13	39	13	20	16	13	11	7	3	2
30	7	9	13	20	20	16	12	10	8	11	8	1
45	8	22	13	12	10	15	12	6	6	8	6	4
00	3	15	10	15	7	19	11	5	4	7	5	1
Hr Total	32	50	49	86	50	70	51	34	29	33	22	8

24 Hour Total: 755
 AM Peak Hour begins: 6:45 AM Peak Volume: 85 AM Peak Hour Factor: 0.66
 PM Peak Hour begins: 15:00 PM Peak Volume: 86 PM Peak Hour Factor: 0.55

Northbound Volume for Lane 2

Thursday, March 05, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	1	1	0	1	3	38	12	8	7	7
30	2	0	0	1	3	2	5	48	12	6	7	6
45	0	1	0	1	4	5	13	25	7	2	10	11
00	1	0	0	0	2	4	21	13	10	4	11	9
Hr Total	3	1	1	3	9	12	42	124	41	20	35	33

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	10	10	11	13	11	21	11	12	5	4	0	0
30	6	14	8	9	10	14	7	5	9	2	2	0
45	6	9	14	8	8	15	7	7	8	3	2	0
00	8	10	17	9	14	16	11	6	1	3	1	0
Hr Total	30	43	50	39	43	66	36	30	23	12	5	0

24 Hour Total: 701
 AM Peak Hour begins: 6:45 AM Peak Volume: 132 AM Peak Hour Factor: 0.69
 PM Peak Hour begins: 17:00 PM Peak Volume: 66 PM Peak Hour Factor: 0.79

Total Volume for All Lanes

Thursday, March 05, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	1	1	0	3	4	65	21	22	10	12
30	6	0	1	3	3	5	6	80	24	15	9	18
45	2	2	1	1	4	7	15	44	13	10	20	16
00	1	0	0	0	2	6	28	20	20	10	17	15
Hr Total	11	2	3	5	9	21	53	209	78	57	56	61

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	24	14	24	52	24	41	27	25	16	11	3	2
30	13	23	21	29	30	30	19	15	17	13	10	1
45	14	31	27	20	18	30	19	13	14	11	8	4
00	11	25	27	24	21	35	22	11	5	10	6	1
Hr Total	62	93	99	125	93	136	87	64	52	45	27	8

24 Hour Total: 1,456
 AM Peak Hour begins: 6:45 AM Peak Volume: 217 AM Peak Hour Factor: 0.68
 PM Peak Hour begins: 17:00 PM Peak Volume: 136 PM Peak Hour Factor: 0.83

Volume Count Report

3-Day Average

Start Date:	March 3, 2015	Start Time:	00:00	Station:	0
Stop Date:	March 5, 2015	Stop Time:	24:00	ID:	0
City:	Seffner	County:	Hillsborough		
Location	US 92 east of Pine Avenue				

Eastbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	18	14	9	9	6	12	34	94	106	100	104	130
30	25	12	9	7	10	15	42	142	114	97	110	121
45	18	10	5	9	13	27	60	136	115	103	116	133
00	19	10	9	11	12	27	77	141	115	95	110	122
Hr Total	80	46	33	36	41	82	213	514	450	395	440	506

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	147	120	133	211	245	252	236	154	103	94	58	36
30	139	139	138	215	239	285	233	127	114	83	52	23
45	119	130	146	214	234	277	209	116	105	61	47	27
00	123	143	143	209	250	263	157	107	83	64	40	28
Hr Total	528	533	560	848	968	1,077	835	504	406	302	197	114

24 Hour Total:	9,710				
AM Peak Hour begins:	11:30	AM Peak Volume:	541	AM Peak Hour Factor:	0.92
PM Peak Hour begins:	17:00	PM Peak Volume:	1,077	PM Peak Hour Factor:	0.95

Westbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	9	5	12	10	35	99	222	203	131	96	110
30	11	5	7	13	14	53	135	253	184	135	102	111
45	8	6	8	14	19	74	157	262	186	124	87	92
00	5	6	6	11	21	86	210	219	182	88	87	96
Hr Total	37	26	26	49	65	248	600	956	755	478	372	409

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	110	113	113	132	115	134	122	86	54	54	46	21
30	108	112	125	134	155	122	130	83	65	57	30	15
45	110	95	142	130	143	137	118	70	54	51	31	23
00	119	128	151	121	131	124	119	59	53	38	29	14
Hr Total	447	449	531	517	545	517	489	298	226	200	136	74

24 Hour Total:	8,451				
AM Peak Hour begins:	7:00	AM Peak Volume:	956	AM Peak Hour Factor:	0.91
PM Peak Hour begins:	16:15	PM Peak Volume:	564	PM Peak Hour Factor:	0.91

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	31	23	14	21	16	47	133	316	309	231	200	240
30	36	17	16	20	24	68	177	395	298	232	212	232
45	26	16	13	22	33	101	217	399	301	227	203	225
00	24	16	16	22	33	113	287	360	297	183	197	218
Hr Total	117	72	59	85	106	330	813	1,470	1,205	873	812	915

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	257	233	246	343	360	387	358	240	157	148	104	57
30	247	251	263	349	394	407	364	210	179	140	83	39
45	229	225	288	343	378	414	327	186	159	112	77	50
00	242	272	294	330	381	387	276	167	137	101	69	42
Hr Total	975	981	1,091	1,365	1,513	1,594	1,324	802	632	502	333	188

24 Hour Total:	18,161				
AM Peak Hour begins:	7:00	AM Peak Volume:	1,470	AM Peak Hour Factor:	0.92
PM Peak Hour begins:	17:00	PM Peak Volume:	1,594	PM Peak Hour Factor:	0.96

Volume Count Report

Start Date: March 3, 2015
Stop Date: March 3, 2015
City: Seffner
Location: US 92 east of Pine Avenue

Start Time: 00:00
Stop Time: 24:00
County: Hillsborough

Station: 0
ID: 0

Eastbound Volume for Lane 1

Tuesday, March 03, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	18	15	7	11	6	13	49	99	113	84	118	134
30	13	10	10	12	9	11	46	120	109	96	117	121
45	25	8	5	11	7	21	60	142	113	92	115	130
00	20	9	5	14	14	22	74	166	118	94	105	112
Hr Total	76	42	27	48	36	67	229	527	453	366	455	497

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	125	117	152	201	232	268	210	153	103	99	58	21
30	124	142	134	218	222	280	229	125	116	97	52	26
45	113	149	159	204	248	281	177	123	109	57	45	17
00	125	153	153	194	253	238	158	115	85	58	31	33
Hr Total	487	561	598	817	955	1,067	774	516	413	311	186	97

24 Hour Total: 9,605
AM Peak Hour begins: 7:15 AM Peak Volume: 541 AM Peak Hour Factor: 0.81
PM Peak Hour begins: 16:45 PM Peak Volume: 1,082 PM Peak Hour Factor: 0.96

Westbound Volume for Lane 2

Tuesday, March 03, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	8	7	10	9	30	106	212	239	130	88	110
30	10	2	3	15	14	51	129	245	209	141	102	95
45	7	5	5	9	17	80	160	276	212	131	90	95
00	4	5	8	11	25	86	200	245	202	81	81	90
Hr Total	36	20	23	45	65	247	595	978	862	483	361	390

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	94	102	115	135	133	135	118	70	58	67	43	18
30	90	107	131	128	159	117	143	94	71	56	30	15
45	107	102	148	131	152	117	111	70	53	51	24	24
00	113	122	147	126	138	134	89	66	52	38	25	12
Hr Total	404	433	541	520	582	503	461	300	234	212	122	69

24 Hour Total: 8,486
AM Peak Hour begins: 7:15 AM Peak Volume: 1,005 AM Peak Hour Factor: 0.91
PM Peak Hour begins: 16:15 PM Peak Volume: 584 PM Peak Hour Factor: 0.92

Total Volume for All Lanes

Tuesday, March 03, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	33	23	14	21	15	43	155	311	352	214	206	244
30	23	12	13	27	23	62	175	365	318	237	219	216
45	32	13	10	20	24	101	220	418	325	223	205	225
00	24	14	13	25	39	108	274	411	320	175	186	202
Hr Total	112	62	50	93	101	314	824	1,505	1,315	849	816	887

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	219	219	267	336	365	403	328	223	161	166	101	39
30	214	249	265	346	381	397	372	219	187	153	82	41
45	220	251	307	335	400	398	288	193	162	108	69	41
00	238	275	300	320	391	372	247	181	137	96	56	45
Hr Total	891	994	1,139	1,337	1,537	1,570	1,235	816	647	523	308	166

24 Hour Total: 18,091
AM Peak Hour begins: 7:15 AM Peak Volume: 1,546 AM Peak Hour Factor: 0.92
PM Peak Hour begins: 16:30 PM Peak Volume: 1,591 PM Peak Hour Factor: 0.99

Volume Count Report

Start Date: March 4, 2015
 Stop Date: March 4, 2015
 City: Seffner
 Location: US 92 east of Pine Avenue

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Eastbound Volume for Lane 1

Wednesday, March 04, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	20	8	12	8	8	9	29	90	92	94	103	99
30	26	10	13	5	8	14	43	158	112	102	91	96
45	13	10	2	10	17	26	66	131	118	112	102	107
00	13	13	11	9	12	29	84	131	109	97	101	105
Hr Total	72	41	38	32	45	78	222	510	431	405	397	407

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	146	128	123	205	232	249	247	141	101	82	52	53
30	129	130	139	220	228	274	230	120	129	67	38	23
45	119	109	145	195	229	282	256	109	112	71	47	29
00	120	141	138	196	249	286	163	98	90	73	46	32
Hr Total	514	508	545	816	938	1,091	896	468	432	293	183	137

24 Hour Total: 9,499
 AM Peak Hour begins: 7:15 AM Peak Volume: 512 AM Peak Hour Factor: 0.81
 PM Peak Hour begins: 17:00 PM Peak Volume: 1,091 PM Peak Hour Factor: 0.95

Westbound Volume for Lane 2

Wednesday, March 04, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	8	6	12	9	40	95	215	185	113	96	105
30	11	7	7	8	15	61	141	285	162	123	97	109
45	7	4	10	18	21	69	156	257	177	121	92	90
00	6	5	6	15	17	88	223	198	167	86	92	97
Hr Total	35	24	29	53	62	258	615	955	691	443	377	401

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	126	126	113	129	114	128	115	83	52	47	46	26
30	129	125	125	137	157	116	115	71	69	49	21	13
45	104	82	135	126	133	143	118	60	53	45	39	27
00	126	129	154	120	112	118	113	57	64	36	29	13
Hr Total	485	462	527	512	516	505	461	271	238	177	135	79

24 Hour Total: 8,311
 AM Peak Hour begins: 6:45 AM Peak Volume: 980 AM Peak Hour Factor: 0.86
 PM Peak Hour begins: 14:30 PM Peak Volume: 555 PM Peak Hour Factor: 0.90

Total Volume for All Lanes

Wednesday, March 04, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	31	16	18	20	17	49	124	305	277	207	199	204
30	37	17	20	13	23	75	184	443	274	225	188	205
45	20	14	12	28	38	95	222	388	295	233	194	197
00	19	18	17	24	29	117	307	329	276	183	193	202
Hr Total	107	65	67	85	107	336	837	1,465	1,122	848	774	808

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	272	254	236	334	346	377	362	224	153	129	98	79
30	258	255	264	357	385	390	345	191	198	116	59	36
45	223	191	280	321	362	425	374	169	165	116	86	56
00	246	270	292	316	361	404	276	155	154	109	75	45
Hr Total	999	970	1,072	1,328	1,454	1,596	1,357	739	670	470	318	216

24 Hour Total: 17,810
 AM Peak Hour begins: 7:00 AM Peak Volume: 1,465 AM Peak Hour Factor: 0.83
 PM Peak Hour begins: 17:00 PM Peak Volume: 1,596 PM Peak Hour Factor: 0.94

Volume Count Report

Start Date: March 5, 2015
 Stop Date: March 5, 2015
 City: Seffner
 Location: US 92 east of Pine Avenue

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Eastbound Volume for Lane 1

Thursday, March 05, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	20	7	9	4	15	24	94	113	121	91	157
30	37	16	5	5	13	21	37	149	121	94	123	147
45	15	11	9	5	16	34	53	136	115	105	131	161
00	23	9	12	10	10	31	74	125	118	93	124	149
Hr Total	91	56	33	29	43	101	188	504	467	413	469	614

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	170	115	124	227	271	240	251	168	106	101	64	34
30	165	145	141	206	267	301	241	136	97	86	67	21
45	125	133	133	242	226	269	194	116	94	56	48	34
00	123	136	139	236	248	264	150	109	75	60	44	20
Hr Total	583	529	537	911	1,012	1,074	836	529	372	303	223	109

24 Hour Total: 10,026
 AM Peak Hour begins: 11:30 AM Peak Volume: 645 AM Peak Hour Factor: 0.95
 PM Peak Hour begins: 17:15 PM Peak Volume: 1,085 PM Peak Hour Factor: 0.90

Westbound Volume for Lane 2

Thursday, March 05, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	11	2	13	13	35	96	239	186	151	104	116
30	12	6	10	15	13	47	134	228	180	141	106	128
45	11	9	9	14	20	73	155	254	169	119	80	91
00	5	8	5	7	21	84	206	214	176	98	88	101
Hr Total	41	34	26	49	67	239	591	935	711	509	378	436

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	110	112	112	133	99	140	133	105	52	49	49	20
30	104	104	119	137	150	132	133	83	56	66	40	18
45	120	101	143	132	145	150	125	80	55	57	29	19
00	119	134	151	118	143	121	154	55	44	39	32	17
Hr Total	453	451	525	520	537	543	545	323	207	211	150	74

24 Hour Total: 8,555
 AM Peak Hour begins: 7:00 AM Peak Volume: 935 AM Peak Hour Factor: 0.92
 PM Peak Hour begins: 16:15 PM Peak Volume: 578 PM Peak Hour Factor: 0.96

Total Volume for All Lanes

Thursday, March 05, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	29	31	9	22	17	50	120	333	299	272	195	273
30	49	22	15	20	26	68	171	377	301	235	229	275
45	26	20	18	19	36	107	208	390	284	224	211	252
00	28	17	17	17	31	115	280	339	294	191	212	250
Hr Total	132	90	59	78	110	340	779	1,439	1,178	922	847	1,050

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	280	227	236	360	370	380	384	273	158	150	113	54
30	269	249	260	343	417	433	374	219	153	152	107	39
45	245	234	276	374	371	419	319	196	149	113	77	53
00	242	270	290	354	391	385	304	164	119	99	76	37
Hr Total	1,036	980	1,062	1,431	1,549	1,617	1,381	852	579	514	373	183

24 Hour Total: 18,581
 AM Peak Hour begins: 7:00 AM Peak Volume: 1,439 AM Peak Hour Factor: 0.92
 PM Peak Hour begins: 16:45 PM Peak Volume: 1,623 PM Peak Hour Factor: 0.94

Volume Count Report

3-Day Average

Start Date:	March 24, 2015	Start Time:	00:00	Station:	0
Stop Date:	March 26, 2015	Stop Time:	24:00	ID:	0
City:	Seffner	County:	Hillsborough		
Location:	US 92 west of Parsons Avenue				

Westbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	10	4	10	9	34	94	234	217	142	87	103
30	11	8	3	9	13	45	116	232	186	126	88	104
45	10	8	7	13	27	74	159	249	160	109	93	104
00	5	6	8	7	31	82	201	254	174	96	94	100
Hr Total	40	31	21	38	80	235	569	970	738	474	363	411

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	111	109	99	139	120	125	120	86	59	51	35	27
30	103	110	131	118	162	128	111	78	70	41	30	19
45	107	94	118	112	147	124	110	74	59	39	22	14
00	106	123	137	111	135	117	101	79	57	29	22	14
Hr Total	428	436	486	480	564	493	442	317	245	160	110	73

24 Hour Total:	8,204				
AM Peak Hour begins:	7:00	AM Peak Volume:	970	AM Peak Hour Factor:	0.95
PM Peak Hour begins:	16:15	PM Peak Volume:	569	PM Peak Hour Factor:	0.88

Eastbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	21	17	11	10	6	12	37	97	111	85	93	101
30	23	10	7	7	7	20	42	135	109	87	82	106
45	22	13	6	9	7	29	58	150	123	85	96	108
00	17	11	10	6	12	28	54	143	110	90	86	104
Hr Total	83	51	33	32	32	90	190	526	453	348	357	418

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	118	102	130	197	226	251	252	150	101	88	62	40
30	108	110	133	204	248	272	213	129	114	87	51	27
45	114	116	123	201	237	270	189	131	105	74	55	36
00	107	123	131	229	250	261	162	104	107	66	45	26
Hr Total	447	450	518	831	960	1,053	816	514	426	315	214	130

24 Hour Total:	9,287				
AM Peak Hour begins:	7:15	AM Peak Volume:	539	AM Peak Hour Factor:	0.90
PM Peak Hour begins:	17:15	PM Peak Volume:	1,054	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	35	27	15	20	15	46	130	331	328	227	180	204
30	34	18	10	15	20	64	158	367	296	214	171	210
45	32	21	12	22	34	103	217	399	283	194	189	212
00	23	17	17	13	44	111	255	398	284	186	180	203
Hr Total	123	83	54	70	113	324	759	1,495	1,191	821	720	829

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	229	211	229	337	346	375	372	236	160	139	97	67
30	212	220	264	322	410	400	324	207	183	129	82	47
45	221	210	242	313	384	393	299	205	164	113	77	50
00	213	246	269	339	384	378	263	183	163	94	67	40
Hr Total	875	887	1,004	1,311	1,524	1,547	1,258	831	671	474	324	203

24 Hour Total:	17,491				
AM Peak Hour begins:	7:00	AM Peak Volume:	1,495	AM Peak Hour Factor:	0.94
PM Peak Hour begins:	16:15	PM Peak Volume:	1,554	PM Peak Hour Factor:	0.95

Volume Count Report

Start Date: March 24, 2015
 Stop Date: March 24, 2015
 City: Seffner
 Location: US 92 west of Parsons Avenue

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Westbound Volume for Lane 1

Tuesday, March 24, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	20	16	2	10	12	35	99	230	220	152	89	87
30	13	6	2	3	12	46	109	247	188	123	84	82
45	9	5	6	12	28	78	161	294	148	119	91	100
00	6	7	10	6	24	80	214	272	171	94	94	99
Hr Total	48	34	20	31	76	239	583	1,043	727	488	358	368

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	119	107	104	138	117	121	119	66	69	47	29	26
30	93	116	121	116	163	132	103	68	70	49	27	18
45	101	98	124	114	150	113	110	64	56	36	23	12
00	93	140	148	107	120	115	102	68	61	22	20	11
Hr Total	406	461	497	475	550	481	434	266	256	154	99	67

24 Hour Total: 8,161
 AM Peak Hour begins: 7:00 AM Peak Volume: 1,043 AM Peak Hour Factor: 0.89
 PM Peak Hour begins: 16:15 PM Peak Volume: 554 PM Peak Hour Factor: 0.85

Eastbound Volume for Lane 2

Tuesday, March 24, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	26	14	8	9	6	15	40	102	117	71	76	101
30	25	11	3	8	7	18	42	125	107	87	83	100
45	20	13	2	5	6	21	59	178	114	83	93	98
00	12	9	12	8	13	21	55	170	112	99	76	99
Hr Total	83	47	25	30	32	75	196	575	450	340	328	398

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	114	93	136	202	223	271	220	144	107	97	66	37
30	119	117	127	201	270	287	204	134	123	94	54	22
45	108	114	129	190	215	269	161	117	85	71	53	39
00	115	116	120	216	229	247	139	91	116	60	52	20
Hr Total	456	440	512	809	937	1,074	724	486	431	322	225	118

24 Hour Total: 9,113
 AM Peak Hour begins: 7:15 AM Peak Volume: 590 AM Peak Hour Factor: 0.83
 PM Peak Hour begins: 17:00 PM Peak Volume: 1,074 PM Peak Hour Factor: 0.94

Total Volume for All Lanes

Tuesday, March 24, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	46	30	10	19	18	50	139	332	337	223	165	188
30	38	17	5	11	19	64	151	372	295	210	167	182
45	29	18	8	17	34	99	220	472	262	202	184	198
00	18	16	22	14	37	101	269	442	283	193	170	198
Hr Total	131	81	45	61	108	314	779	1,618	1,177	828	686	766

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	233	200	240	340	340	392	339	210	176	144	95	63
30	212	233	248	317	433	419	307	202	193	143	81	40
45	209	212	253	304	365	382	271	181	141	107	76	51
00	208	256	268	323	349	362	241	159	177	82	72	31
Hr Total	862	901	1,009	1,284	1,487	1,555	1,158	752	687	476	324	185

24 Hour Total: 17,274
 AM Peak Hour begins: 7:15 AM Peak Volume: 1,623 AM Peak Hour Factor: 0.86
 PM Peak Hour begins: 17:00 PM Peak Volume: 1,555 PM Peak Hour Factor: 0.93

Volume Count Report

Start Date: March 25, 2015
 Stop Date: March 25, 2015
 City: Seffner
 Location: US 92 west of Parsons Avenue

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Westbound Volume for Lane 1

Wednesday, March 25, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	8	5	9	9	29	96	221	207	120	94	119
30	4	6	2	13	12	51	114	224	190	138	89	107
45	6	8	8	10	24	78	164	223	165	108	83	112
00	4	6	6	7	38	76	203	247	166	92	96	99
Hr Total	25	28	21	39	83	234	577	915	728	458	362	437

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	108	118	95	141	114	121	122	104	50	55	38	27
30	107	120	132	134	155	126	119	86	68	46	25	27
45	116	99	108	112	155	136	107	81	65	33	19	15
00	121	117	143	106	132	97	93	92	62	39	26	14
Hr Total	452	454	478	493	556	480	441	363	245	173	108	83

24 Hour Total: 8,233
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 16:15
 AM Peak Volume: 915
 PM Peak Volume: 563
 AM Peak Hour Factor: 0.93
 PM Peak Hour Factor: 0.91

Eastbound Volume for Lane 2

Wednesday, March 25, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	22	24	9	7	3	15	40	100	102	85	112	102
30	22	11	7	7	5	20	40	138	109	96	85	106
45	19	11	6	18	5	35	55	133	126	90	93	115
00	15	8	10	4	15	35	49	124	98	68	94	102
Hr Total	78	54	32	36	28	105	184	495	435	339	384	425

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	130	116	120	206	211	254	244	169	95	85	56	38
30	98	98	134	213	240	279	205	128	111	82	62	37
45	112	119	135	226	261	266	207	138	97	64	40	35
00	102	124	143	236	269	268	164	130	103	67	41	36
Hr Total	442	457	532	881	981	1,067	820	565	406	298	199	146

24 Hour Total: 9,389
 AM Peak Hour begins: 7:15
 PM Peak Hour begins: 16:45
 AM Peak Volume: 497
 PM Peak Volume: 1,068
 AM Peak Hour Factor: 0.90
 PM Peak Hour Factor: 0.96

Total Volume for All Lanes

Wednesday, March 25, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	33	32	14	16	12	44	136	321	309	205	206	221
30	26	17	9	20	17	71	154	362	299	234	174	213
45	25	19	14	28	29	113	219	356	291	198	176	227
00	19	14	16	11	53	111	252	371	264	160	190	201
Hr Total	103	82	53	75	111	339	761	1,410	1,163	797	746	862

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	238	234	215	347	325	375	366	273	145	140	94	65
30	205	218	266	347	395	405	324	214	179	128	87	64
45	228	218	243	338	416	402	314	219	162	97	59	50
00	223	241	286	342	401	365	257	222	165	106	67	50
Hr Total	894	911	1,010	1,374	1,537	1,547	1,261	928	651	471	307	229

24 Hour Total: 17,622
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 16:30
 AM Peak Volume: 1,410
 PM Peak Volume: 1,597
 AM Peak Hour Factor: 0.95
 PM Peak Hour Factor: 0.96

Volume Count Report

Start Date: March 26, 2015
 Stop Date: March 26, 2015
 City: Seffner
 Location: US 92 west of Parsons Avenue

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Westbound Volume for Lane 1

Thursday, March 26, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	5	4	12	6	37	86	252	225	154	79	103
30	15	11	5	10	16	37	125	225	181	118	92	122
45	16	10	6	16	28	66	151	230	168	100	106	101
00	6	6	7	7	32	91	185	244	186	103	92	101
Hr Total	46	32	22	45	82	231	547	951	760	475	369	427

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	107	103	98	139	130	132	119	87	59	51	38	27
30	110	95	140	103	168	125	110	80	71	29	39	13
45	105	85	123	110	137	122	114	77	57	47	25	14
00	104	111	121	119	152	140	108	77	47	25	21	16
Hr Total	426	394	482	471	587	519	451	321	234	152	123	70

24 Hour Total: 8,217
 AM Peak Hour begins: 7:00 AM Peak Volume: 951 AM Peak Hour Factor: 0.94
 PM Peak Hour begins: 16:15 PM Peak Volume: 589 PM Peak Hour Factor: 0.88

Eastbound Volume for Lane 2

Thursday, March 26, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	14	16	13	8	7	30	89	113	100	91	99
30	22	8	11	5	9	21	43	142	112	79	79	112
45	26	16	9	4	11	32	60	140	129	83	102	111
00	25	15	7	7	9	29	58	136	119	102	87	110
Hr Total	89	53	43	29	37	89	191	507	473	364	359	432

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	110	96	135	184	243	227	291	138	101	81	65	45
30	108	115	138	198	233	251	231	124	107	86	38	23
45	121	114	106	188	235	274	199	139	133	87	72	35
00	103	129	131	234	251	267	182	90	101	70	42	23
Hr Total	442	454	510	804	962	1,019	903	491	442	324	217	126

24 Hour Total: 9,360
 AM Peak Hour begins: 7:15 AM Peak Volume: 531 AM Peak Hour Factor: 0.93
 PM Peak Hour begins: 17:15 PM Peak Volume: 1,083 PM Peak Hour Factor: 0.93

Total Volume for All Lanes

Thursday, March 26, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	25	19	20	25	14	44	116	341	338	254	170	202
30	37	19	16	15	25	58	168	367	293	197	171	234
45	42	26	15	20	39	98	211	370	297	183	208	212
00	31	21	14	14	41	120	243	380	305	205	179	211
Hr Total	135	85	65	74	119	320	738	1,458	1,233	839	728	859

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	217	199	233	323	373	359	410	225	160	132	103	72
30	218	210	278	301	401	376	341	204	178	115	77	36
45	226	199	229	298	372	396	313	216	190	134	97	49
00	207	240	252	353	403	407	290	167	148	95	63	39
Hr Total	868	848	992	1,275	1,549	1,538	1,354	812	676	476	340	196

24 Hour Total: 17,577
 AM Peak Hour begins: 7:00 AM Peak Volume: 1,458 AM Peak Hour Factor: 0.96
 PM Peak Hour begins: 17:15 PM Peak Volume: 1,589 PM Peak Hour Factor: 0.97

Volume Count Report 3-Day Average

Start Date: March 24, 2015	Start Time: 00:00	Station: 0
Stop Date: March 26, 2015	Stop Time: 24:00	ID: 0
City: Seffner	County: Hillsborough	
Location: Parsons Avenue north of US 92		

Northbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	1	1	0	0	4	5	8	12	4	7
30	1	1	2	1	2	0	2	7	8	13	7	8
45	2	1	1	0	1	1	3	14	12	7	5	12
00	2	1	1	1	1	2	1	9	19	4	6	7
Hr Total	6	4	4	3	4	3	11	36	47	36	22	33

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	8	8	6	9	21	8	5	10	9	7	6	2
30	7	13	10	8	15	7	10	8	10	7	4	2
45	8	8	12	11	14	8	10	10	8	2	5	2
00	8	9	6	12	10	7	9	7	3	3	3	5
Hr Total	31	38	34	40	60	30	35	36	30	19	18	11

24 Hour Total:	589			
AM Peak Hour begins:	8:30	AM Peak Volume:	56	AM Peak Hour Factor: 0.75
PM Peak Hour begins:	15:45	PM Peak Volume:	62	PM Peak Hour Factor: 0.74

Southbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	2	1	0	1	1	9	7	5	9	4	6
30	1	1	1	1	1	1	4	10	5	10	6	9
45	1	1	1	1	1	2	5	20	7	7	4	7
00	0	1	1	1	1	4	7	6	7	6	5	7
Hr Total	5	5	4	2	4	8	25	42	24	33	18	29

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	9	11	7	9	19	8	6	7	8	6	5	3
30	5	6	13	8	26	5	5	6	8	4	4	1
45	8	7	11	9	23	8	7	7	7	3	3	2
00	11	8	10	10	17	6	10	5	6	3	1	3
Hr Total	34	33	41	35	86	27	28	25	29	16	12	9

24 Hour Total:	575			
AM Peak Hour begins:	6:45	AM Peak Volume:	43	AM Peak Hour Factor: 0.55
PM Peak Hour begins:	16:00	PM Peak Volume:	86	PM Peak Hour Factor: 0.81

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	3	1	2	1	1	13	12	13	21	8	13
30	2	2	3	1	3	1	6	17	12	24	13	17
45	3	3	2	1	2	3	8	34	20	14	8	19
00	2	2	2	1	2	6	8	15	26	10	11	14
Hr Total	10	9	8	5	8	11	36	78	71	69	40	62

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	18	19	13	18	40	16	11	17	18	13	10	5
30	13	19	23	16	42	12	15	14	18	11	8	2
45	16	16	23	20	36	16	17	17	15	5	8	4
00	19	17	16	22	27	13	20	13	9	7	4	8
Hr Total	65	71	75	76	146	57	63	61	60	35	30	20

24 Hour Total:	1,164			
AM Peak Hour begins:	8:30	AM Peak Volume:	90	AM Peak Hour Factor: 0.88
PM Peak Hour begins:	16:00	PM Peak Volume:	146	PM Peak Hour Factor: 0.87

Volume Count Report

Start Date: March 24, 2015
 Stop Date: March 24, 2015
 City: Seffner
 Location: Parsons Avenue north of US 92

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Tuesday, March 24, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	2	1	2	0	0	3	5	7	12	2	8
30	0	0	1	1	1	0	1	13	9	12	5	11
45	2	1	1	0	3	1	3	13	13	11	3	9
00	3	0	0	0	0	1	1	6	18	4	5	11
Hr Total	6	3	3	3	4	2	8	37	47	39	15	39

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	7	9	6	9	20	7	6	9	12	8	9	0
30	6	8	6	8	13	11	13	10	5	9	4	3
45	12	7	9	12	12	6	13	8	6	1	4	4
00	8	7	5	10	15	5	7	9	2	4	3	6
Hr Total	33	31	26	39	60	29	39	36	25	22	20	13

24 Hour Total: 579
 AM Peak Hour begins: 8:30 AM Peak Volume: 55 AM Peak Hour Factor: 0.76
 PM Peak Hour begins: 16:00 PM Peak Volume: 60 PM Peak Hour Factor: 0.75

Southbound Volume for Lane 2

Tuesday, March 24, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	2	0	0	0	0	9	5	4	13	5	4
30	0	0	1	0	3	1	4	13	4	10	4	8
45	1	1	1	2	0	2	4	17	9	7	3	6
00	0	0	1	0	1	3	7	8	6	6	1	7
Hr Total	3	3	3	2	4	6	24	43	23	36	13	25

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	9	15	4	12	26	8	2	10	15	5	6	2
30	7	11	14	6	23	8	5	4	4	6	6	0
45	10	8	11	6	20	10	7	7	4	5	0	5
00	8	10	4	10	15	6	12	4	5	3	1	3
Hr Total	34	44	33	34	84	32	26	25	28	19	13	10

24 Hour Total: 567
 AM Peak Hour begins: 7:00 AM Peak Volume: 43 AM Peak Hour Factor: 0.63
 PM Peak Hour begins: 16:00 PM Peak Volume: 84 PM Peak Hour Factor: 0.81

Total Volume for All Lanes

Tuesday, March 24, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	4	1	2	0	0	12	10	11	25	7	12
30	0	0	2	1	4	1	5	26	13	22	9	19
45	3	2	2	2	3	3	7	30	22	18	6	15
00	3	0	1	0	1	4	8	14	24	10	6	18
Hr Total	9	6	6	5	8	8	32	80	70	75	28	64

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	16	24	10	21	46	15	8	19	27	13	15	2
30	13	19	20	14	36	19	18	14	9	15	10	3
45	22	15	20	18	32	16	20	15	10	6	4	9
00	16	17	9	20	30	11	19	13	7	7	4	9
Hr Total	67	75	59	73	144	61	65	61	53	41	33	23

24 Hour Total: 1,146
 AM Peak Hour begins: 8:30 AM Peak Volume: 93 AM Peak Hour Factor: 0.93
 PM Peak Hour begins: 16:00 PM Peak Volume: 144 PM Peak Hour Factor: 0.78

Volume Count Report

Start Date: March 25, 2015
 Stop Date: March 25, 2015
 City: Seffner
 Location: Parsons Avenue north of US 92

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Wednesday, March 25, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	1	1	0	0	4	5	9	15	5	0
30	0	0	0	0	1	0	3	5	7	12	7	6
45	0	1	1	0	1	0	2	19	13	6	9	11
00	1	2	1	1	1	2	2	13	22	3	5	4
Hr Total	1	4	3	2	3	2	11	42	51	36	26	21

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	9	9	6	11	17	12	4	14	5	8	6	1
30	9	10	14	5	18	3	9	7	16	6	5	2
45	7	10	13	8	18	13	9	12	6	2	7	1
00	10	7	8	17	9	9	12	7	1	1	3	4
Hr Total	35	36	41	41	62	37	34	40	28	17	21	8

24 Hour Total: 602
 AM Peak Hour begins: 8:30 AM Peak Volume: 62 AM Peak Hour Factor: 0.70
 PM Peak Hour begins: 15:45 PM Peak Volume: 70 PM Peak Hour Factor: 0.97

Southbound Volume for Lane 2

Wednesday, March 25, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	0	1	1	1	7	8	5	9	4	7
30	1	1	1	0	1	1	3	11	4	12	5	8
45	0	1	0	0	2	1	7	20	5	9	5	4
00	0	2	2	1	1	5	6	8	10	3	5	9
Hr Total	3	5	3	2	5	8	23	47	24	33	19	28

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	9	8	9	4	14	10	9	3	5	7	3	1
30	7	3	15	9	20	3	4	8	9	4	6	1
45	11	10	11	12	32	11	7	9	8	1	4	1
00	18	6	8	10	15	5	12	8	5	3	1	3
Hr Total	45	27	43	35	81	29	32	28	27	15	14	6

24 Hour Total: 582
 AM Peak Hour begins: 7:00 AM Peak Volume: 47 AM Peak Hour Factor: 0.59
 PM Peak Hour begins: 16:00 PM Peak Volume: 81 PM Peak Hour Factor: 0.63

Total Volume for All Lanes

Wednesday, March 25, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	2	1	2	1	1	11	13	14	24	9	7
30	1	1	1	0	2	1	6	16	11	24	12	14
45	0	2	1	0	3	1	9	39	18	15	14	15
00	1	4	3	2	2	7	8	21	32	6	10	13
Hr Total	4	9	6	4	8	10	34	89	75	69	45	49

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	18	17	15	15	31	22	13	17	10	15	9	2
30	16	13	29	14	38	6	13	15	25	10	11	3
45	18	20	24	20	50	24	16	21	14	3	11	2
00	28	13	16	27	24	14	24	15	6	4	4	7
Hr Total	80	63	84	76	143	66	66	68	55	32	35	14

24 Hour Total: 1,184
 AM Peak Hour begins: 8:30 AM Peak Volume: 98 AM Peak Hour Factor: 0.77
 PM Peak Hour begins: 15:45 PM Peak Volume: 146 PM Peak Hour Factor: 0.73

Volume Count Report

Start Date: March 26, 2015
 Stop Date: March 26, 2015
 City: Seffner
 Location: Parsons Avenue north of US 92

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Thursday, March 26, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	0	0	1	1	1	6	6	9	8	6	12
30	2	2	4	1	3	1	2	3	7	16	9	7
45	3	2	0	0	0	1	5	10	11	5	2	15
00	2	1	2	1	1	2	1	9	16	4	7	5
Hr Total	10	5	6	3	5	5	14	28	43	33	24	39

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	9	7	7	7	26	6	5	8	11	4	2	6
30	7	20	9	11	15	7	9	7	8	6	2	0
45	4	8	13	13	11	4	8	11	13	3	4	1
00	5	12	5	10	6	7	9	6	6	5	4	4
Hr Total	25	47	34	41	58	24	31	32	38	18	12	11

24 Hour Total: 586
 AM Peak Hour begins: 8:30
 PM Peak Hour begins: 15:30
 AM Peak Volume: 51
 PM Peak Volume: 64
 AM Peak Hour Factor: 0.80
 PM Peak Hour Factor: 0.62

Southbound Volume for Lane 2

Thursday, March 26, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	3	2	0	1	1	10	8	5	6	2	7
30	2	2	1	2	0	1	5	5	6	9	9	10
45	3	2	3	0	0	3	4	22	8	5	3	11
00	1	0	1	1	2	5	8	1	5	9	9	6
Hr Total	8	7	7	3	3	10	27	36	24	29	23	34

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	10	9	8	11	18	6	6	8	5	6	5	6
30	2	5	11	8	36	4	6	7	12	2	0	1
45	3	4	12	9	16	4	7	4	8	3	4	1
00	8	9	17	9	22	6	7	4	8	4	1	4
Hr Total	23	27	48	37	92	20	26	23	33	15	10	12

24 Hour Total: 577
 AM Peak Hour begins: 6:45
 PM Peak Hour begins: 16:00
 AM Peak Volume: 43
 PM Peak Volume: 92
 AM Peak Hour Factor: 0.49
 PM Peak Hour Factor: 0.64

Total Volume for All Lanes

Thursday, March 26, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	3	2	1	2	2	16	14	14	14	8	19
30	4	4	5	3	3	2	7	8	13	25	18	17
45	6	4	3	0	0	4	9	32	19	10	5	26
00	3	1	3	2	3	7	9	10	21	13	16	11
Hr Total	18	12	13	6	8	15	41	64	67	62	47	73

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	19	16	15	18	44	12	11	16	16	10	7	12
30	9	25	20	19	51	11	15	14	20	8	2	1
45	7	12	25	22	27	8	15	15	21	6	8	2
00	13	21	22	19	28	13	16	10	14	9	5	8
Hr Total	48	74	82	78	150	44	57	55	71	33	22	23

24 Hour Total: 1,163
 AM Peak Hour begins: 8:30
 PM Peak Hour begins: 16:00
 AM Peak Volume: 79
 PM Peak Volume: 150
 AM Peak Hour Factor: 0.79
 PM Peak Hour Factor: 0.74

Volume Count Report

3-Day Average

Start Date:	March 24, 2015	Start Time:	00:00	Station:	0
Stop Date:	March 26, 2015	Stop Time:	24:00	ID:	0
City:	Seffner	County:	Hillsborough		
Location	Parsons Avenue south of US 92				

Northbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	6	4	3	5	10	29	100	71	64	44	47
30	5	3	3	2	5	13	44	94	72	55	44	53
45	6	5	2	4	7	19	45	87	65	52	46	55
00	4	4	3	3	8	29	77	91	71	36	40	51
Hr Total	23	17	12	12	25	72	195	371	279	206	173	206

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	54	57	56	58	72	71	64	51	42	34	20	15
30	59	53	72	62	63	83	61	52	48	25	22	13
45	56	46	62	65	73	72	55	46	50	34	15	11
00	54	63	79	68	66	73	52	45	32	18	15	8
Hr Total	224	219	268	253	273	299	232	194	172	111	72	47

24 Hour Total:	3,956				
AM Peak Hour begins:	7:00	AM Peak Volume:	371	AM Peak Hour Factor:	0.93
PM Peak Hour begins:	17:00	PM Peak Volume:	299	PM Peak Hour Factor:	0.90

Southbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	5	3	4	2	5	21	46	65	51	46	67
30	9	6	5	5	4	8	25	71	67	52	43	57
45	9	7	3	3	6	11	27	82	63	48	50	68
00	8	4	4	5	2	12	37	77	68	52	50	53
Hr Total	35	22	15	16	14	36	110	275	263	203	188	245

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	66	58	72	86	73	101	97	64	54	39	37	19
30	63	63	67	100	100	108	95	64	53	45	28	16
45	70	59	69	86	102	107	83	61	57	34	23	16
00	55	64	69	87	88	91	71	48	44	38	17	14
Hr Total	254	245	276	359	363	408	346	238	208	156	104	65

24 Hour Total:	4,444				
AM Peak Hour begins:	7:15	AM Peak Volume:	294	AM Peak Hour Factor:	0.90
PM Peak Hour begins:	17:00	PM Peak Volume:	408	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	17	11	8	6	7	15	49	145	136	115	89	115
30	14	9	8	7	9	21	69	164	139	106	86	109
45	15	12	4	7	13	30	72	168	127	99	96	123
00	12	7	7	8	10	40	114	168	139	88	90	104
Hr Total	59	39	27	28	39	107	305	646	542	409	361	451

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	120	115	127	145	145	172	161	115	95	74	56	35
30	122	116	139	161	163	190	156	116	101	70	50	28
45	126	105	130	151	175	179	138	106	107	68	38	27
00	110	127	148	155	154	164	123	93	77	56	32	22
Hr Total	478	463	544	612	637	706	578	431	380	267	176	112

24 Hour Total:	8,400				
AM Peak Hour begins:	7:00	AM Peak Volume:	646	AM Peak Hour Factor:	0.96
PM Peak Hour begins:	17:00	PM Peak Volume:	706	PM Peak Hour Factor:	0.93

Volume Count Report

Start Date: March 24, 2015
 Stop Date: March 24, 2015
 City: Seffner
 Location: Parsons Avenue south of US 92

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Tuesday, March 24, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	10	4	2	4	12	23	99	62	53	41	50
30	5	2	2	3	4	9	40	90	63	55	39	48
45	7	6	2	3	7	19	36	88	57	62	37	56
00	7	3	3	4	8	24	88	92	73	28	32	61
Hr Total	31	21	11	12	23	64	187	369	255	198	149	215

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	56	59	49	58	74	75	65	50	41	31	24	19
30	57	43	73	66	56	81	56	50	45	28	24	10
45	54	36	57	60	65	70	48	35	40	30	16	7
00	42	73	80	66	59	62	56	50	28	18	15	5
Hr Total	209	211	259	250	254	288	225	185	154	107	79	41

24 Hour Total: 3,797
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 17:00
 AM Peak Volume: 369
 PM Peak Volume: 288
 AM Peak Hour Factor: 0.93
 PM Peak Hour Factor: 0.89

Southbound Volume for Lane 2

Tuesday, March 24, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	5	4	4	1	3	23	50	56	53	41	73
30	9	8	3	5	1	9	24	74	66	55	43	54
45	5	9	1	3	5	11	21	89	70	48	36	65
00	6	4	7	5	3	14	40	75	73	54	41	52
Hr Total	29	26	15	17	10	37	108	288	265	210	161	244

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	56	45	78	92	81	99	100	53	50	35	32	19
30	73	66	63	90	97	104	97	58	47	46	24	13
45	66	55	60	90	94	101	73	55	53	39	28	15
00	42	61	74	90	96	98	59	48	36	37	17	9
Hr Total	237	227	275	362	368	402	329	214	186	157	101	56

24 Hour Total: 4,324
 AM Peak Hour begins: 7:15
 PM Peak Hour begins: 17:15
 AM Peak Volume: 294
 PM Peak Volume: 403
 AM Peak Hour Factor: 0.83
 PM Peak Hour Factor: 0.97

Total Volume for All Lanes

Tuesday, March 24, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	21	15	8	6	5	15	46	149	118	106	82	123
30	14	10	5	8	5	18	64	164	129	110	82	102
45	12	15	3	6	12	30	57	177	127	110	73	121
00	13	7	10	9	11	38	128	167	146	82	73	113
Hr Total	60	47	26	29	33	101	295	657	520	408	310	459

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	112	104	127	150	155	174	165	103	91	66	56	38
30	130	109	136	156	153	185	153	108	92	74	48	23
45	120	91	117	150	159	171	121	90	93	69	44	22
00	84	134	154	156	155	160	115	98	64	55	32	14
Hr Total	446	438	534	612	622	690	554	399	340	264	180	97

24 Hour Total: 8,121
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 17:00
 AM Peak Volume: 657
 PM Peak Volume: 690
 AM Peak Hour Factor: 0.93
 PM Peak Hour Factor: 0.93

Volume Count Report

Start Date: March 25, 2015
 Stop Date: March 25, 2015
 City: Seffner
 Location: Parsons Avenue south of US 92

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Wednesday, March 25, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	3	4	4	4	10	34	96	72	66	54	47
30	3	3	1	2	5	16	48	98	77	53	38	48
45	4	3	1	3	6	24	56	81	71	46	60	61
00	3	4	2	2	12	27	69	98	60	36	47	48
Hr Total	16	13	8	11	27	77	207	373	280	201	199	204

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	55	53	58	65	75	71	66	50	37	39	26	16
30	64	62	76	50	58	81	75	53	50	23	25	20
45	57	49	54	62	77	71	51	49	58	36	14	12
00	49	63	90	65	71	69	52	36	42	21	14	5
Hr Total	225	227	278	242	281	292	244	188	187	119	79	53

24 Hour Total: 4,031
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 16:30
 AM Peak Volume: 373
 PM Peak Volume: 300
 AM Peak Hour Factor: 0.95
 PM Peak Hour Factor: 0.93

Southbound Volume for Lane 2

Wednesday, March 25, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	7	2	1	1	6	22	40	59	47	49	67
30	6	6	3	5	3	2	25	70	64	54	41	61
45	13	8	2	4	7	11	37	75	58	52	55	62
00	7	1	2	5	2	7	34	86	64	45	59	61
Hr Total	40	22	9	15	13	26	118	271	245	198	204	251

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	72	68	57	86	65	103	92	69	53	44	24	19
30	56	63	64	113	99	113	93	70	65	41	35	22
45	68	57	86	93	119	106	90	61	54	25	20	21
00	68	54	63	85	85	85	74	53	54	32	14	14
Hr Total	264	242	270	377	368	407	349	253	226	142	93	76

24 Hour Total: 4,479
 AM Peak Hour begins: 7:15
 PM Peak Hour begins: 16:30
 AM Peak Volume: 290
 PM Peak Volume: 420
 AM Peak Hour Factor: 0.84
 PM Peak Hour Factor: 0.88

Total Volume for All Lanes

Wednesday, March 25, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	20	10	6	5	5	16	56	136	131	113	103	114
30	9	9	4	7	8	18	73	168	141	107	79	109
45	17	11	3	7	13	35	93	156	129	98	115	123
00	10	5	4	7	14	34	103	184	124	81	106	109
Hr Total	56	35	17	26	40	103	325	644	525	399	403	455

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	127	121	115	151	140	174	158	119	90	83	50	35
30	120	125	140	163	157	194	168	123	115	64	60	42
45	125	106	140	155	196	177	141	110	112	61	34	33
00	117	117	153	150	156	154	126	89	96	53	28	19
Hr Total	489	469	548	619	649	699	593	441	413	261	172	129

24 Hour Total: 8,510
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 16:30
 AM Peak Volume: 644
 PM Peak Volume: 720
 AM Peak Hour Factor: 0.88
 PM Peak Hour Factor: 0.92

Volume Count Report

Start Date: March 26, 2015
 Stop Date: March 26, 2015
 City: Seffner
 Location: Parsons Avenue south of US 92

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Thursday, March 26, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	4	5	2	6	9	29	104	79	72	36	45
30	8	3	5	2	6	15	45	93	77	56	54	62
45	7	5	2	7	9	15	43	91	66	47	40	48
00	3	4	5	3	5	35	74	84	79	44	41	45
Hr Total	23	16	17	14	26	74	191	372	301	219	171	200

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	52	58	60	52	67	67	61	53	47	33	9	11
30	56	54	67	69	75	86	53	53	49	24	17	8
45	58	54	74	74	76	75	66	53	52	36	15	14
00	72	52	67	73	67	88	47	49	27	14	17	14
Hr Total	238	218	268	268	285	316	227	208	175	107	58	47

24 Hour Total: 4,039
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 17:00
 AM Peak Volume: 372
 PM Peak Volume: 316
 AM Peak Hour Factor: 0.89
 PM Peak Hour Factor: 0.90

Southbound Volume for Lane 2

Thursday, March 26, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	3	4	6	5	6	17	47	80	53	47	62
30	12	5	10	4	8	13	26	68	71	46	44	55
45	9	4	5	2	6	11	24	81	60	43	60	77
00	10	6	3	4	0	14	38	70	68	58	49	45
Hr Total	37	18	22	16	19	44	105	266	279	200	200	239

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	70	62	80	81	74	102	98	71	58	39	54	20
30	61	60	74	96	104	106	94	65	46	49	25	12
45	75	65	60	75	93	115	87	66	65	37	21	13
00	56	78	69	86	83	91	80	44	43	45	19	18
Hr Total	262	265	283	338	354	414	359	246	212	170	119	63

24 Hour Total: 4,530
 AM Peak Hour begins: 7:30
 PM Peak Hour begins: 17:00
 AM Peak Volume: 302
 PM Peak Volume: 414
 AM Peak Hour Factor: 0.93
 PM Peak Hour Factor: 0.90

Total Volume for All Lanes

Thursday, March 26, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	7	9	8	11	15	46	151	159	125	83	107
30	20	8	15	6	14	28	71	161	148	102	98	117
45	16	9	7	9	15	26	67	172	126	90	100	125
00	13	10	8	7	5	49	112	154	147	102	90	90
Hr Total	60	34	39	30	45	118	296	638	580	419	371	439

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	122	120	140	133	141	169	159	124	105	72	63	31
30	117	114	141	165	179	192	147	118	95	73	42	20
45	133	119	134	149	169	190	153	119	117	73	36	27
00	128	130	136	159	150	179	127	93	70	59	36	32
Hr Total	500	483	551	606	639	730	586	454	387	277	177	110

24 Hour Total: 8,569
 AM Peak Hour begins: 7:15
 PM Peak Hour begins: 17:00
 AM Peak Volume: 646
 PM Peak Volume: 730
 AM Peak Hour Factor: 0.94
 PM Peak Hour Factor: 0.95

Volume Count Report 3-Day Average

Start Date:	March 24, 2015	Start Time:	00:00	Station:	0
Stop Date:	March 26, 2015	Stop Time:	24:00	ID:	0
City:	Seffner	County:	Hillsborough		
Location	US 92 east of Parsons Avenue				

Eastbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	14	12	5	8	14	36	73	93	75	77	84
30	18	9	6	5	5	17	44	119	108	71	71	84
45	18	6	6	9	8	27	56	118	116	75	84	84
00	15	9	7	7	12	32	55	127	98	69	72	87
Hr Total	67	38	31	26	33	91	191	436	416	291	304	339

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	96	88	100	151	213	215	218	127	84	74	51	30
30	91	88	120	169	223	231	190	112	98	68	43	26
45	94	98	114	174	197	224	157	103	92	70	41	29
00	92	106	117	194	219	234	135	90	92	50	42	18
Hr Total	374	380	452	688	852	904	699	431	367	262	177	103

24 Hour Total:	7,951						
AM Peak Hour begins:	7:15	AM Peak Volume:	457	AM Peak Hour Factor:	0.90		
PM Peak Hour begins:	17:15	PM Peak Volume:	907	PM Peak Hour Factor:	0.97		

Westbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	5	4	9	9	31	77	153	189	112	80	102
30	10	9	5	8	14	41	102	179	173	103	79	85
45	11	6	8	10	26	62	136	207	154	92	83	95
00	6	4	7	8	24	70	164	208	168	85	90	88
Hr Total	35	23	23	35	72	204	479	747	684	392	332	369

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	97	96	92	118	102	103	113	80	60	42	28	24
30	91	92	109	109	159	117	102	68	55	38	19	16
45	94	92	103	107	131	101	100	64	52	31	18	13
00	88	104	114	93	107	96	82	63	44	31	19	11
Hr Total	370	384	417	427	499	417	396	275	210	141	84	63

24 Hour Total:	7,079					
AM Peak Hour begins:	7:15	AM Peak Volume:	783	AM Peak Hour Factor:	0.94	
PM Peak Hour begins:	16:15	PM Peak Volume:	500	PM Peak Hour Factor:	0.79	

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	24	19	16	14	17	45	113	225	282	187	157	186
30	28	18	11	12	19	58	146	299	281	174	149	169
45	29	12	14	19	33	89	192	324	270	167	168	179
00	21	13	14	15	36	102	219	335	267	154	162	175
Hr Total	102	62	54	61	105	295	670	1,183	1,100	683	636	708

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	193	183	192	269	315	317	331	207	144	116	79	54
30	182	181	229	278	382	348	291	180	153	106	62	42
45	189	190	217	281	328	325	257	167	144	101	59	41
00	180	209	231	287	326	329	216	153	136	80	61	29
Hr Total	744	764	869	1,115	1,351	1,320	1,096	706	577	403	261	166

24 Hour Total:	15,030					
AM Peak Hour begins:	7:15	AM Peak Volume:	1,240	AM Peak Hour Factor:	0.93	
PM Peak Hour begins:	16:15	PM Peak Volume:	1,354	PM Peak Hour Factor:	0.89	

Volume Count Report

Start Date: March 24, 2015
 Stop Date: March 24, 2015
 City: Seffner
 Location: US 92 east of Parsons Avenue

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Eastbound Volume for Lane 1

Tuesday, March 24, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	22	13	7	6	9	19	42	67	96	52	72	89
30	20	9	5	5	6	14	46	103	107	69	69	87
45	18	5	3	3	7	21	56	116	106	78	71	83
00	14	8	7	7	17	19	54	155	104	80	70	87
Hr Total	74	35	22	21	39	73	198	441	413	279	282	346

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	88	89	106	144	218	228	189	128	89	81	50	29
30	96	91	121	162	215	247	178	118	113	68	40	19
45	80	98	132	155	199	239	129	89	71	66	40	29
00	97	100	103	177	201	217	132	92	96	46	49	15
Hr Total	361	378	462	638	833	931	628	427	369	261	179	92

24 Hour Total: 7,782
 AM Peak Hour begins: 7:30
 PM Peak Hour begins: 17:00
 AM Peak Volume: 474
 PM Peak Volume: 931
 AM Peak Hour Factor: 0.76
 PM Peak Hour Factor: 0.94

Westbound Volume for Lane 2

Tuesday, March 24, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	8	3	11	12	35	85	156	201	138	80	97
30	12	9	4	4	11	47	94	195	181	101	79	77
45	8	3	5	8	26	63	146	220	155	104	73	93
00	7	7	7	8	20	76	168	212	165	79	95	89
Hr Total	36	27	19	31	69	221	493	783	702	422	327	356

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	92	85	96	115	101	97	113	65	60	42	19	20
30	92	97	110	101	165	123	112	56	55	40	14	17
45	78	102	111	102	150	90	92	58	55	26	20	16
00	71	104	133	86	105	104	83	67	46	31	17	11
Hr Total	333	388	450	404	521	414	400	246	216	139	70	64

24 Hour Total: 7,131
 AM Peak Hour begins: 7:15
 PM Peak Hour begins: 16:00
 AM Peak Volume: 828
 PM Peak Volume: 521
 AM Peak Hour Factor: 0.94
 PM Peak Hour Factor: 0.79

Total Volume for All Lanes

Tuesday, March 24, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	31	21	10	17	21	54	127	223	297	190	152	186
30	32	18	9	9	17	61	140	298	288	170	148	164
45	26	8	8	11	33	84	202	336	261	182	144	176
00	21	15	14	15	37	95	222	367	269	159	165	176
Hr Total	110	62	41	52	108	294	691	1,224	1,115	701	609	702

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	180	174	202	259	319	325	302	193	149	123	69	49
30	188	188	231	263	380	370	290	174	168	108	54	36
45	158	200	243	257	349	329	221	147	126	92	60	45
00	168	204	236	263	306	321	215	159	142	77	66	26
Hr Total	694	766	912	1,042	1,354	1,345	1,028	673	585	400	249	156

24 Hour Total: 14,913
 AM Peak Hour begins: 7:15
 PM Peak Hour begins: 16:15
 AM Peak Volume: 1,298
 PM Peak Volume: 1,360
 AM Peak Hour Factor: 0.88
 PM Peak Hour Factor: 0.89

Volume Count Report

Start Date: March 25, 2015
 Stop Date: March 25, 2015
 City: Seffner
 Location: US 92 east of Parsons Avenue

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Eastbound Volume for Lane 1

Wednesday, March 25, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	15	14	5	6	15	36	74	88	80	84	78
30	22	9	6	6	5	20	44	127	114	79	70	81
45	15	4	6	17	8	30	55	111	124	69	96	85
00	11	7	8	5	10	41	49	111	79	53	67	80
Hr Total	63	35	34	33	29	106	184	423	405	281	317	324

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	113	96	98	166	198	224	213	137	84	70	48	31
30	78	85	127	161	225	219	185	112	87	68	52	32
45	105	104	115	203	200	230	180	114	92	67	29	24
00	88	118	121	199	245	243	142	102	91	57	38	26
Hr Total	384	403	461	729	868	916	720	465	354	262	167	113

24 Hour Total: 8,076
 AM Peak Hour begins: 7:15 AM Peak Volume: 437 AM Peak Hour Factor: 0.86
 PM Peak Hour begins: 16:45 PM Peak Volume: 918 PM Peak Hour Factor: 0.94

Westbound Volume for Lane 2

Wednesday, March 25, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	5	5	6	8	23	82	153	174	90	82	109
30	5	8	4	13	16	39	102	170	166	117	80	96
45	9	7	8	10	25	64	130	195	156	88	68	96
00	3	1	5	9	26	60	166	215	165	78	83	79
Hr Total	24	21	22	38	75	186	480	733	661	373	313	380

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	97	111	86	128	91	102	116	96	62	44	28	22
30	90	99	109	117	165	116	93	75	59	35	20	19
45	108	91	96	123	124	121	119	70	53	33	18	14
00	119	103	106	91	112	75	81	70	45	39	21	10
Hr Total	414	404	397	459	492	414	409	311	219	151	87	65

24 Hour Total: 7,128
 AM Peak Hour begins: 7:15 AM Peak Volume: 754 AM Peak Hour Factor: 0.88
 PM Peak Hour begins: 16:15 PM Peak Volume: 503 PM Peak Hour Factor: 0.76

Total Volume for All Lanes

Wednesday, March 25, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	22	20	19	11	14	38	118	227	262	170	166	187
30	27	17	10	19	21	59	146	297	280	196	150	177
45	24	11	14	27	33	94	185	306	280	157	164	181
00	14	8	13	14	36	101	215	326	244	131	150	159
Hr Total	87	56	56	71	104	292	664	1,156	1,066	654	630	704

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	210	207	184	294	289	326	329	233	146	114	76	53
30	168	184	236	278	390	335	278	187	146	103	72	51
45	213	195	211	326	324	351	299	184	145	100	47	38
00	207	221	227	290	357	318	223	172	136	96	59	36
Hr Total	798	807	858	1,188	1,360	1,330	1,129	776	573	413	254	178

24 Hour Total: 15,204
 AM Peak Hour begins: 7:15 AM Peak Volume: 1,191 AM Peak Hour Factor: 0.91
 PM Peak Hour begins: 16:15 PM Peak Volume: 1,397 PM Peak Hour Factor: 0.90

Volume Count Report

Start Date: March 26, 2015
 Stop Date: March 26, 2015
 City: Seffner
 Location: US 92 east of Parsons Avenue

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Eastbound Volume for Lane 1

Thursday, March 26, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	15	15	5	8	9	29	77	95	92	76	85
30	12	9	7	3	4	18	43	128	103	66	73	83
45	22	10	10	7	8	29	57	126	119	79	86	84
00	20	11	6	9	10	37	61	114	112	75	79	94
Hr Total	65	45	38	24	30	93	190	445	429	312	314	346

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	87	78	97	144	222	192	252	115	79	71	55	31
30	100	89	112	183	229	227	206	106	95	68	37	26
45	98	93	95	163	193	204	162	106	113	78	54	33
00	92	99	128	207	211	241	130	75	90	46	38	13
Hr Total	377	359	432	697	855	864	750	402	377	263	184	103

24 Hour Total: 7,994
 AM Peak Hour begins: 7:15 AM Peak Volume: 463 AM Peak Hour Factor: 0.90
 PM Peak Hour begins: 17:15 PM Peak Volume: 924 PM Peak Hour Factor: 0.92

Westbound Volume for Lane 2

Thursday, March 26, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	2	4	9	8	35	64	149	192	109	77	100
30	13	9	6	6	14	37	110	173	172	91	77	82
45	15	7	10	13	26	60	132	205	150	84	109	95
00	7	4	8	7	25	74	159	198	175	98	93	95
Hr Total	44	22	28	35	73	206	465	725	689	382	356	372

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	102	91	93	110	114	109	109	80	58	39	38	30
30	91	81	108	109	147	113	100	72	51	39	22	12
45	97	83	101	96	119	92	90	63	47	33	16	8
00	73	104	102	102	104	108	81	52	40	22	19	11
Hr Total	363	359	404	417	484	422	380	267	196	133	95	61

24 Hour Total: 6,978
 AM Peak Hour begins: 7:15 AM Peak Volume: 768 AM Peak Hour Factor: 0.94
 PM Peak Hour begins: 16:00 PM Peak Volume: 484 PM Peak Hour Factor: 0.82

Total Volume for All Lanes

Thursday, March 26, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	20	17	19	14	16	44	93	226	287	201	153	185
30	25	18	13	9	18	55	153	301	275	157	150	165
45	37	17	20	20	34	89	189	331	269	163	195	179
00	27	15	14	16	35	111	220	312	287	173	172	189
Hr Total	109	67	66	59	103	299	655	1,170	1,118	694	670	718

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	189	169	190	254	336	301	361	195	137	110	93	61
30	191	170	220	292	376	340	306	178	146	107	59	38
45	195	176	196	259	312	296	252	169	160	111	70	41
00	165	203	230	309	315	349	211	127	130	68	57	24
Hr Total	740	718	836	1,114	1,339	1,286	1,130	669	573	396	279	164

24 Hour Total: 14,972
 AM Peak Hour begins: 7:15 AM Peak Volume: 1,231 AM Peak Hour Factor: 0.93
 PM Peak Hour begins: 17:15 PM Peak Volume: 1,346 PM Peak Hour Factor: 0.93

Volume Count Report

3-Day Average

Start Date: March 24, 2015	Start Time: 00:00	Station: 0
Stop Date: March 26, 2015	Stop Time: 24:00	ID: 0
City: Seffner	County: Hillsborough	
Location: US 92 west of Kingsway Road		

Westbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	5	4	8	8	29	73	148	186	113	80	102
30	10	10	5	8	12	38	95	174	173	98	79	86
45	11	6	7	10	24	56	134	212	153	93	82	94
00	5	4	5	8	23	68	157	213	172	81	91	89
Hr Total	35	24	22	34	67	191	458	747	684	385	333	371

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	97	97	91	118	107	111	119	80	58	42	27	23
30	91	92	111	108	152	123	104	70	55	38	18	18
45	97	95	105	113	133	105	106	63	50	29	17	12
00	87	106	117	96	115	102	84	63	43	32	19	12
Hr Total	372	390	424	434	507	440	413	276	206	140	81	65

24 Hour Total:	7,098			
AM Peak Hour begins:	7:15	AM Peak Volume:	785	AM Peak Hour Factor: 0.92
PM Peak Hour begins:	16:15	PM Peak Volume:	511	PM Peak Hour Factor: 0.84

Eastbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	12	13	5	7	14	36	78	89	75	73	85
30	17	9	7	5	4	17	47	115	106	71	74	82
45	17	7	7	9	8	27	56	118	120	74	83	80
00	14	8	6	8	12	36	58	129	101	69	72	86
Hr Total	63	36	32	27	32	94	196	440	417	289	301	334

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	96	87	102	151	204	215	211	122	81	73	47	27
30	89	85	115	159	225	220	185	107	92	63	42	26
45	92	97	106	167	211	221	157	105	87	66	39	29
00	90	104	111	187	210	226	128	87	90	44	43	18
Hr Total	367	373	434	665	850	882	680	421	350	246	171	101

24 Hour Total:	7,801			
AM Peak Hour begins:	7:15	AM Peak Volume:	451	AM Peak Hour Factor: 0.88
PM Peak Hour begins:	17:00	PM Peak Volume:	882	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	24	17	17	14	15	44	109	226	275	188	153	187
30	27	19	12	13	16	55	141	289	279	169	153	168
45	28	13	14	19	33	83	190	330	273	167	165	174
00	19	12	11	15	35	104	215	342	274	150	163	176
Hr Total	98	60	54	61	99	285	654	1,187	1,101	674	634	705

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	192	184	193	269	311	326	330	202	140	115	74	50
30	181	177	226	268	377	343	288	177	147	100	60	44
45	189	191	211	280	344	326	263	168	137	95	56	41
00	177	210	228	283	325	327	211	150	132	76	62	30
Hr Total	739	762	858	1,099	1,357	1,322	1,093	697	556	386	252	166

24 Hour Total:	14,898			
AM Peak Hour begins:	7:15	AM Peak Volume:	1,236	AM Peak Hour Factor: 0.90
PM Peak Hour begins:	16:15	PM Peak Volume:	1,372	PM Peak Hour Factor: 0.91

Volume Count Report

Start Date: March 24, 2015
 Stop Date: March 24, 2015
 City: Seffner
 Location: US 92 west of Kingsway Road

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Westbound Volume for Lane 1

Tuesday, March 24, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	8	3	9	9	32	81	149	197	136	81	97
30	12	12	5	4	9	41	87	197	183	99	81	78
45	8	4	5	7	26	58	146	223	154	103	74	97
00	6	7	6	8	18	75	156	213	171	75	93	88
Hr Total	34	31	19	28	62	206	470	782	705	413	329	360

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	90	82	96	119	103	113	120	64	59	44	20	21
30	94	93	113	103	150	130	112	63	61	38	13	21
45	81	103	119	106	147	89	96	57	52	25	17	15
00	70	105	135	93	108	107	85	71	44	30	17	12
Hr Total	335	383	463	421	508	439	413	255	216	137	67	69

24 Hour Total: 7,145
 AM Peak Hour begins: 7:15
 PM Peak Hour begins: 16:15
 AM Peak Volume: 830
 PM Peak Volume: 518
 AM Peak Hour Factor: 0.93
 PM Peak Hour Factor: 0.86

Eastbound Volume for Lane 2

Tuesday, March 24, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	19	11	8	5	9	19	39	70	94	53	68	93
30	18	10	4	6	4	14	54	104	103	72	69	86
45	18	5	3	3	8	21	50	121	109	72	68	81
00	13	8	6	8	17	22	60	157	102	80	70	83
Hr Total	68	34	21	22	38	76	203	452	408	277	275	343

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	90	90	112	146	202	232	188	125	89	79	49	26
30	96	83	119	154	214	231	171	112	107	60	38	23
45	78	102	115	145	230	242	129	90	71	63	38	28
00	94	92	103	177	197	199	128	89	92	40	50	15
Hr Total	358	367	449	622	843	904	616	416	359	242	175	92

24 Hour Total: 7,660
 AM Peak Hour begins: 7:15
 PM Peak Hour begins: 17:00
 AM Peak Volume: 476
 PM Peak Volume: 904
 AM Peak Hour Factor: 0.76
 PM Peak Hour Factor: 0.93

Total Volume for All Lanes

Tuesday, March 24, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	27	19	11	14	18	51	120	219	291	189	149	190
30	30	22	9	10	13	55	141	301	286	171	150	164
45	26	9	8	10	34	79	196	344	263	175	142	178
00	19	15	12	16	35	97	216	370	273	155	163	171
Hr Total	102	65	40	50	100	282	673	1,234	1,113	690	604	703

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	180	172	208	265	305	345	308	189	148	123	69	47
30	190	176	232	257	364	361	283	175	168	98	51	44
45	159	205	234	251	377	331	225	147	123	88	55	43
00	164	197	238	270	305	306	213	160	136	70	67	27
Hr Total	693	750	912	1,043	1,351	1,343	1,029	671	575	379	242	161

24 Hour Total: 14,805
 AM Peak Hour begins: 7:15
 PM Peak Hour begins: 16:15
 AM Peak Volume: 1,306
 PM Peak Volume: 1,391
 AM Peak Hour Factor: 0.88
 PM Peak Hour Factor: 0.92

Volume Count Report

Start Date: March 25, 2015
 Stop Date: March 25, 2015
 City: Seffner
 Location: US 92 west of Kingsway Road

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Westbound Volume for Lane 1

Wednesday, March 25, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	4	5	6	7	23	77	150	168	95	83	112
30	5	8	5	14	15	38	95	163	164	110	79	97
45	10	8	9	11	22	57	124	198	157	91	67	92
00	3	0	3	8	28	59	160	223	167	75	83	78
Hr Total	27	20	22	39	72	177	456	734	656	371	312	379

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	96	112	84	122	97	108	121	95	56	40	28	21
30	90	101	110	116	156	121	96	76	55	35	20	20
45	108	92	97	130	130	132	126	69	50	29	17	13
00	115	113	110	91	120	81	85	60	43	42	21	12
Hr Total	409	418	401	459	503	442	428	300	204	146	86	66

24 Hour Total: 7,127
 AM Peak Hour begins: 7:30 AM Peak Volume: 753 AM Peak Hour Factor: 0.84
 PM Peak Hour begins: 16:15 PM Peak Volume: 514 PM Peak Hour Factor: 0.82

Eastbound Volume for Lane 2

Wednesday, March 25, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	13	14	6	6	14	37	84	86	80	79	74
30	22	9	8	7	5	18	41	120	114	78	75	78
45	14	5	6	17	8	30	60	116	131	68	96	83
00	10	7	7	5	10	47	49	108	87	56	70	77
Hr Total	61	34	35	35	29	109	187	428	418	282	320	312

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	111	97	99	164	191	225	207	125	81	69	43	28
30	76	85	117	153	234	210	176	108	80	62	53	29
45	100	103	113	196	206	220	177	114	82	58	29	25
00	86	115	109	191	233	239	137	99	89	49	41	25
Hr Total	373	400	438	704	864	894	697	446	332	238	166	107

24 Hour Total: 7,909
 AM Peak Hour begins: 7:45 AM Peak Volume: 439 AM Peak Hour Factor: 0.84
 PM Peak Hour begins: 16:15 PM Peak Volume: 898 PM Peak Hour Factor: 0.96

Total Volume for All Lanes

Wednesday, March 25, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	24	17	19	12	13	37	114	234	254	175	162	186
30	27	17	13	21	20	56	136	283	278	188	154	175
45	24	13	15	28	30	87	184	314	288	159	163	175
00	13	7	10	13	38	106	209	331	254	131	153	155
Hr Total	88	54	57	74	101	286	643	1,162	1,074	653	632	691

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	207	209	183	286	288	333	328	220	137	109	71	49
30	166	186	227	269	390	331	272	184	135	97	73	49
45	208	195	210	326	336	352	303	183	132	87	46	38
00	201	228	219	282	353	320	222	159	132	91	62	37
Hr Total	782	818	839	1,163	1,367	1,336	1,125	746	536	384	252	173

24 Hour Total: 15,036
 AM Peak Hour begins: 7:15 AM Peak Volume: 1,182 AM Peak Hour Factor: 0.89
 PM Peak Hour begins: 16:15 PM Peak Volume: 1,412 PM Peak Hour Factor: 0.91

Volume Count Report

Start Date: March 26, 2015
 Stop Date: March 26, 2015
 City: Seffner
 Location: US 92 west of Kingsway Road

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Westbound Volume for Lane 1

Thursday, March 26, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	2	4	10	8	33	61	144	192	109	77	97
30	13	9	6	5	11	34	102	163	171	85	77	84
45	15	6	7	13	25	52	131	215	149	84	106	92
00	6	4	7	7	24	70	154	203	179	93	97	102
Hr Total	43	21	24	35	68	189	448	725	691	371	357	375

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	104	97	92	112	122	112	117	80	60	41	34	27
30	90	81	110	106	150	118	103	71	49	40	21	13
45	102	89	98	102	122	93	96	63	48	33	16	8
00	76	101	107	103	116	117	81	58	41	24	18	12
Hr Total	372	368	407	423	510	440	397	272	198	138	89	60

24 Hour Total: 7,021
 AM Peak Hour begins: 7:30
 PM Peak Hour begins: 16:00
 AM Peak Volume: 781
 PM Peak Volume: 510
 AM Peak Hour Factor: 0.91
 PM Peak Hour Factor: 0.85

Eastbound Volume for Lane 2

Thursday, March 26, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	13	16	5	7	10	31	81	87	92	72	89
30	10	9	9	3	4	19	45	121	102	62	77	82
45	20	10	11	6	9	30	58	117	120	83	84	76
00	19	9	5	10	9	38	65	121	115	71	75	99
Hr Total	60	41	41	24	29	97	199	440	424	308	308	346

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	86	75	96	143	219	188	237	116	74	71	49	28
30	96	87	108	171	227	220	207	101	88	66	35	27
45	97	85	91	161	197	201	165	110	108	77	50	33
00	90	104	121	194	201	239	118	74	88	43	39	15
Hr Total	369	351	416	669	844	848	727	401	358	257	173	103

24 Hour Total: 7,833
 AM Peak Hour begins: 7:15
 PM Peak Hour begins: 17:15
 AM Peak Volume: 446
 PM Peak Volume: 897
 AM Peak Hour Factor: 0.92
 PM Peak Hour Factor: 0.94

Total Volume for All Lanes

Thursday, March 26, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	20	15	20	15	15	43	92	225	279	201	149	186
30	23	18	15	8	15	53	147	284	273	147	154	166
45	35	16	18	19	34	82	189	332	269	167	190	168
00	25	13	12	17	33	108	219	324	294	164	172	201
Hr Total	103	62	65	59	97	286	647	1,165	1,115	679	665	721

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	190	172	188	255	341	300	354	196	134	112	83	55
30	186	168	218	277	377	338	310	172	137	106	56	40
45	199	174	189	263	319	294	261	173	156	110	66	41
00	166	205	228	297	317	356	199	132	129	67	57	27
Hr Total	741	719	823	1,092	1,354	1,288	1,124	673	556	395	262	163

24 Hour Total: 14,854
 AM Peak Hour begins: 7:15
 PM Peak Hour begins: 16:00
 AM Peak Volume: 1,219
 PM Peak Volume: 1,354
 AM Peak Hour Factor: 0.92
 PM Peak Hour Factor: 0.90

Volume Count Report 3-Day Average

Start Date: March 24, 2015	Start Time: 00:00	Station: 0
Stop Date: March 26, 2015	Stop Time: 24:00	ID: 0
City: Seffner	County: Hillsborough	
Location: Kingsway Road north of US 92		

Northbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	4	2	0	3	2	11	46	65	37	25	22
30	4	4	1	2	1	4	15	56	58	29	24	28
45	3	1	1	2	1	8	16	74	109	27	22	24
00	4	2	2	1	3	8	23	71	90	22	28	27
Hr Total	15	12	6	5	8	22	65	248	322	115	99	100

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	32	27	34	48	66	62	58	39	31	25	15	8
30	30	27	50	63	77	64	52	39	34	25	14	7
45	32	30	37	60	69	65	51	33	24	21	12	8
00	40	34	36	72	63	64	42	33	29	18	13	5
Hr Total	134	118	156	244	275	254	204	144	118	90	53	29

24 Hour Total:	2,836			
AM Peak Hour begins:	8:00	AM Peak Volume:	322	AM Peak Hour Factor: 0.74
PM Peak Hour begins:	15:45	PM Peak Volume:	284	PM Peak Hour Factor: 0.92

Southbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	2	2	1	1	4	10	62	53	48	22	30
30	3	2	3	2	2	9	25	60	53	30	29	29
45	2	2	2	3	2	11	23	66	99	31	25	37
00	2	1	2	2	1	16	44	59	126	28	25	32
Hr Total	11	6	8	9	6	39	103	247	331	137	100	128

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	27	33	42	39	55	65	69	33	30	14	9	10
30	27	26	31	37	139	66	42	27	19	11	8	6
45	24	24	36	49	77	66	47	26	20	11	6	4
00	23	45	46	37	62	66	38	25	20	9	5	4
Hr Total	101	128	155	162	333	264	196	110	89	46	28	24

24 Hour Total:	2,761			
AM Peak Hour begins:	8:00	AM Peak Volume:	331	AM Peak Hour Factor: 0.66
PM Peak Hour begins:	16:15	PM Peak Volume:	344	PM Peak Hour Factor: 0.62

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	6	3	2	4	6	21	109	118	85	47	53
30	7	6	4	4	4	13	41	116	111	59	53	56
45	5	3	3	5	3	19	39	140	208	58	47	60
00	6	3	3	3	4	24	67	130	216	50	52	59
Hr Total	26	18	14	14	14	61	168	495	653	251	199	228

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	58	61	76	87	121	127	127	71	60	39	24	18
30	57	53	81	100	216	129	94	65	53	37	21	13
45	56	55	73	109	146	132	98	59	44	33	18	13
00	63	78	82	109	125	130	81	58	49	28	18	9
Hr Total	235	246	312	406	608	518	400	254	207	136	80	53

24 Hour Total:	5,597			
AM Peak Hour begins:	8:00	AM Peak Volume:	653	AM Peak Hour Factor: 0.76
PM Peak Hour begins:	16:15	PM Peak Volume:	614	PM Peak Hour Factor: 0.71

Volume Count Report

Start Date: March 24, 2015
 Stop Date: March 24, 2015
 City: Seffner
 Location: Kingsway Road north of US 92

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Tuesday, March 24, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	4	2	0	5	1	12	57	64	32	21	31
30	7	4	2	3	1	4	19	49	61	32	23	38
45	3	2	1	0	1	11	12	75	102	22	27	19
00	5	2	3	1	1	6	23	90	96	23	20	26
Hr Total	20	12	8	4	8	22	66	271	323	109	91	114

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	32	30	37	56	59	63	63	44	32	29	13	7
30	30	27	46	59	73	62	45	38	30	30	11	5
45	36	28	42	64	70	64	40	33	16	14	16	8
00	41	35	34	74	71	64	38	33	26	22	16	7
Hr Total	139	120	159	253	273	253	186	148	104	95	56	27

24 Hour Total: 2,861
 AM Peak Hour begins: 8:00 AM Peak Volume: 323 AM Peak Hour Factor: 0.79
 PM Peak Hour begins: 16:15 PM Peak Volume: 277 PM Peak Hour Factor: 0.95

Southbound Volume for Lane 2

Tuesday, March 24, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	2	3	2	0	3	13	56	49	54	31	24
30	5	1	2	2	3	10	28	61	58	20	25	32
45	2	2	1	4	1	10	21	73	98	30	23	27
00	4	0	3	4	1	13	44	66	131	23	27	38
Hr Total	17	5	9	12	5	36	106	256	336	127	106	121

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	23	27	33	44	67	67	65	38	25	12	11	9
30	24	29	43	40	154	66	45	21	19	16	10	3
45	25	30	41	49	92	58	44	25	16	13	7	4
00	19	39	43	33	63	63	43	26	17	8	5	6
Hr Total	91	125	160	166	376	254	197	110	77	49	33	22

24 Hour Total: 2,796
 AM Peak Hour begins: 8:15 AM Peak Volume: 341 AM Peak Hour Factor: 0.65
 PM Peak Hour begins: 16:00 PM Peak Volume: 376 PM Peak Hour Factor: 0.61

Total Volume for All Lanes

Tuesday, March 24, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	6	5	2	5	4	25	113	113	86	52	55
30	12	5	4	5	4	14	47	110	119	52	48	70
45	5	4	2	4	2	21	33	148	200	52	50	46
00	9	2	6	5	2	19	67	156	227	46	47	64
Hr Total	37	17	17	16	13	58	172	527	659	236	197	235

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	55	57	70	100	126	130	128	82	57	41	24	16
30	54	56	89	99	227	128	90	59	49	46	21	8
45	61	58	83	113	162	122	84	58	32	27	23	12
00	60	74	77	107	134	127	81	59	43	30	21	13
Hr Total	230	245	319	419	649	507	383	258	181	144	89	49

24 Hour Total: 5,657
 AM Peak Hour begins: 8:00 AM Peak Volume: 659 AM Peak Hour Factor: 0.73
 PM Peak Hour begins: 16:15 PM Peak Volume: 653 PM Peak Hour Factor: 0.72

Volume Count Report

Start Date: March 25, 2015
 Stop Date: March 25, 2015
 City: Seffner
 Location: Kingsway Road north of US 92

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Wednesday, March 25, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	1	3	0	2	3	10	40	68	32	35	20
30	2	5	1	3	1	2	15	56	51	30	25	25
45	3	1	1	3	3	8	24	72	118	33	23	33
00	4	1	0	0	3	9	18	64	88	21	35	20
Hr Total	13	8	5	6	9	22	67	232	325	116	118	98

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	34	24	35	43	66	61	57	45	31	21	15	11
30	25	22	60	65	88	53	61	41	37	22	17	10
45	33	34	37	54	71	65	62	35	25	33	7	7
00	34	34	36	67	53	66	52	42	27	20	11	5
Hr Total	126	114	168	229	278	245	232	163	120	96	50	33

24 Hour Total: 2,873
 AM Peak Hour begins: 8:00 AM Peak Volume: 325 AM Peak Hour Factor: 0.69
 PM Peak Hour begins: 15:45 PM Peak Volume: 292 PM Peak Hour Factor: 0.83

Southbound Volume for Lane 2

Wednesday, March 25, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	3	2	2	2	3	12	66	57	55	21	31
30	0	4	4	3	1	8	20	54	48	30	31	29
45	3	1	1	3	3	11	25	69	91	29	29	43
00	1	1	1	2	1	17	39	54	142	30	24	31
Hr Total	7	9	8	10	7	39	96	243	338	144	105	134

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	26	32	45	35	39	67	59	34	33	21	7	11
30	29	23	28	30	154	63	32	29	26	8	8	11
45	25	22	38	49	81	80	43	31	24	14	8	4
00	23	49	40	36	53	62	41	27	20	15	5	1
Hr Total	103	126	151	150	327	272	175	121	103	58	28	27

24 Hour Total: 2,781
 AM Peak Hour begins: 8:00 AM Peak Volume: 338 AM Peak Hour Factor: 0.60
 PM Peak Hour begins: 16:15 PM Peak Volume: 355 PM Peak Hour Factor: 0.58

Total Volume for All Lanes

Wednesday, March 25, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	4	5	2	4	6	22	106	125	87	56	51
30	2	9	5	6	2	10	35	110	99	60	56	54
45	6	2	2	6	6	19	49	141	209	62	52	76
00	5	2	1	2	4	26	57	118	230	51	59	51
Hr Total	20	17	13	16	16	61	163	475	663	260	223	232

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	60	56	80	78	105	128	116	79	64	42	22	22
30	54	45	88	95	242	116	93	70	63	30	25	21
45	58	56	75	103	152	145	105	66	49	47	15	11
00	57	83	76	103	106	128	93	69	47	35	16	6
Hr Total	229	240	319	379	605	517	407	284	223	154	78	60

24 Hour Total: 5,654
 AM Peak Hour begins: 8:00 AM Peak Volume: 663 AM Peak Hour Factor: 0.72
 PM Peak Hour begins: 16:15 PM Peak Volume: 628 PM Peak Hour Factor: 0.65

Volume Count Report

Start Date: March 26, 2015
 Stop Date: March 26, 2015
 City: Seffner
 Location: Kingsway Road north of US 92

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Thursday, March 26, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	7	0	1	2	2	10	42	62	47	19	16
30	3	4	1	1	2	7	12	64	62	26	25	20
45	3	1	2	2	0	6	13	74	108	25	16	19
00	3	4	2	2	4	8	27	60	85	21	28	34
Hr Total	11	16	5	6	8	23	62	240	317	119	88	89

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	29	28	30	46	74	61	55	27	29	25	16	5
30	36	32	44	65	71	76	50	37	36	24	13	7
45	27	29	31	63	65	67	51	32	31	17	12	10
00	45	32	37	75	64	61	37	24	35	13	11	4
Hr Total	137	121	142	249	274	265	193	120	131	79	52	26

24 Hour Total: 2,773
 AM Peak Hour begins: 8:00 AM Peak Volume: 317 AM Peak Hour Factor: 0.73
 PM Peak Hour begins: 15:45 PM Peak Volume: 285 PM Peak Hour Factor: 0.95

Southbound Volume for Lane 2

Thursday, March 26, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	0	0	0	0	5	6	65	54	35	13	36
30	4	1	2	1	3	8	28	65	52	39	31	25
45	1	2	3	3	2	11	22	57	107	34	22	40
00	1	2	1	1	1	18	50	56	106	31	23	28
Hr Total	10	5	6	5	6	42	106	243	319	139	89	129

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	31	41	47	37	59	62	82	26	31	8	9	11
30	28	25	23	42	109	68	49	30	12	10	5	4
45	23	21	29	49	58	61	55	22	21	7	3	5
00	26	46	56	43	71	74	31	21	22	5	5	4
Hr Total	108	133	155	171	297	265	217	99	86	30	22	24

24 Hour Total: 2,706
 AM Peak Hour begins: 8:00 AM Peak Volume: 319 AM Peak Hour Factor: 0.75
 PM Peak Hour begins: 16:15 PM Peak Volume: 300 PM Peak Hour Factor: 0.69

Total Volume for All Lanes

Thursday, March 26, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	7	0	1	2	7	16	107	116	82	32	52
30	7	5	3	2	5	15	40	129	114	65	56	45
45	4	3	5	5	2	17	35	131	215	59	38	59
00	4	6	3	3	5	26	77	116	191	52	51	62
Hr Total	21	21	11	11	14	65	168	483	636	258	177	218

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	60	69	77	83	133	123	137	53	60	33	25	16
30	64	57	67	107	180	144	99	67	48	34	18	11
45	50	50	60	112	123	128	106	54	52	24	15	15
00	71	78	93	118	135	135	68	45	57	18	16	8
Hr Total	245	254	297	420	571	530	410	219	217	109	74	50

24 Hour Total: 5,479
 AM Peak Hour begins: 8:00 AM Peak Volume: 636 AM Peak Hour Factor: 0.74
 PM Peak Hour begins: 16:00 PM Peak Volume: 571 PM Peak Hour Factor: 0.79

Volume Count Report

3-Day Average

Start Date: March 24, 2015
 Stop Date: March 26, 2015
 City: Seffner
 Location: Kingsway Road south of US 92

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Southbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	7	2	3	3	5	14	54	58	43	35	53
30	8	3	3	2	3	5	25	61	62	44	46	48
45	9	2	3	4	3	8	26	67	71	45	50	55
00	7	3	3	3	3	15	30	62	67	44	37	52
Hr Total	32	16	11	11	12	33	94	245	258	176	168	207

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	47	49	64	73	83	109	105	73	45	37	27	16
30	53	47	60	83	120	114	91	53	50	30	21	14
45	56	54	55	90	113	119	88	60	44	36	20	10
00	47	56	69	81	101	120	84	52	46	24	21	6
Hr Total	202	206	248	326	417	461	368	238	185	128	88	46

24 Hour Total: 4,179
 AM Peak Hour begins: 8:00 AM Peak Volume: 258 AM Peak Hour Factor: 0.91
 PM Peak Hour begins: 17:00 PM Peak Volume: 461 PM Peak Hour Factor: 0.96

Northbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	4	2	3	6	11	34	86	82	51	36	43
30	5	5	1	4	5	15	44	79	77	37	39	39
45	3	3	2	4	13	23	57	100	82	38	41	46
00	4	1	3	3	12	27	68	98	71	37	43	39
Hr Total	16	14	8	14	36	76	203	362	312	163	159	167

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	49	46	50	57	65	66	61	46	43	36	22	13
30	47	42	63	60	75	64	61	44	36	29	15	9
45	56	43	58	57	66	72	64	41	37	26	11	6
00	55	42	62	69	69	73	59	47	41	25	11	6
Hr Total	207	173	233	243	274	274	245	178	157	116	60	34

24 Hour Total: 3,723
 AM Peak Hour begins: 7:00 AM Peak Volume: 362 AM Peak Hour Factor: 0.91
 PM Peak Hour begins: 15:45 PM Peak Volume: 275 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	11	12	4	6	8	16	48	140	140	93	72	95
30	13	8	4	7	8	20	69	139	140	81	85	87
45	13	6	5	7	16	31	82	167	153	83	90	100
00	11	4	6	6	15	42	98	160	138	82	80	91
Hr Total	48	30	19	26	47	109	297	607	570	338	327	374

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	96	95	114	129	148	174	166	120	88	73	49	28
30	99	89	123	143	195	177	152	97	86	59	36	23
45	112	97	113	147	178	190	152	100	81	62	31	16
00	102	99	131	150	170	194	143	99	87	50	32	12
Hr Total	409	379	482	569	691	736	613	416	342	244	148	80

24 Hour Total: 7,902
 AM Peak Hour begins: 7:00 AM Peak Volume: 607 AM Peak Hour Factor: 0.91
 PM Peak Hour begins: 17:00 PM Peak Volume: 736 PM Peak Hour Factor: 0.95

Volume Count Report

Start Date: March 24, 2015
 Stop Date: March 24, 2015
 City: Seffner
 Location: Kingsway Road south of US 92

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Southbound Volume for Lane 1

Tuesday, March 24, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	6	2	1	4	10	14	45	61	53	29	49
30	13	2	2	3	3	5	30	61	58	38	51	45
45	11	4	4	2	4	6	25	71	72	40	47	46
00	4	3	3	1	6	11	31	72	56	36	34	53
Hr Total	37	15	11	7	17	32	100	249	247	167	161	193

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	44	51	60	72	87	116	102	73	45	36	28	8
30	53	49	71	95	129	117	95	58	56	28	22	6
45	52	57	64	87	121	116	88	42	27	28	28	6
00	52	50	68	91	94	111	87	53	38	15	20	8
Hr Total	201	207	263	345	431	460	372	226	166	107	98	28

24 Hour Total: 4,140
 AM Peak Hour begins: 7:15
 PM Peak Hour begins: 16:15
 AM Peak Volume: 265
 PM Peak Volume: 460
 AM Peak Hour Factor: 0.92
 PM Peak Hour Factor: 0.89

Northbound Volume for Lane 2

Tuesday, March 24, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	6	0	4	9	12	31	97	84	47	27	43
30	5	6	0	3	2	17	45	87	83	38	39	38
45	7	3	3	4	15	28	55	90	69	38	38	46
00	4	1	5	3	10	21	66	106	77	42	37	41
Hr Total	19	16	8	14	36	78	197	380	313	165	141	168

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	53	46	53	59	66	67	61	50	42	33	17	8
30	45	42	65	67	74	55	60	38	37	37	12	6
45	52	51	64	55	62	69	66	42	39	19	8	7
00	57	48	62	73	75	73	53	42	39	21	10	11
Hr Total	207	187	244	254	277	264	240	172	157	110	47	32

24 Hour Total: 3,726
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 16:15
 AM Peak Volume: 380
 PM Peak Volume: 278
 AM Peak Hour Factor: 0.90
 PM Peak Hour Factor: 0.93

Total Volume for All Lanes

Tuesday, March 24, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	12	2	5	13	22	45	142	145	100	56	92
30	18	8	2	6	5	22	75	148	141	76	90	83
45	18	7	7	6	19	34	80	161	141	78	85	92
00	8	4	8	4	16	32	97	178	133	78	71	94
Hr Total	56	31	19	21	53	110	297	629	560	332	302	361

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	97	97	113	131	153	183	163	123	87	69	45	16
30	98	91	136	162	203	172	155	96	93	65	34	12
45	104	108	128	142	183	185	154	84	66	47	36	13
00	109	98	130	164	169	184	140	95	77	36	30	19
Hr Total	408	394	507	599	708	724	612	398	323	217	145	60

24 Hour Total: 7,866
 AM Peak Hour begins: 7:15
 PM Peak Hour begins: 16:15
 AM Peak Volume: 632
 PM Peak Volume: 738
 AM Peak Hour Factor: 0.89
 PM Peak Hour Factor: 0.91

Volume Count Report

Start Date: March 25, 2015
 Stop Date: March 25, 2015
 City: Seffner
 Location: Kingsway Road south of US 92

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Southbound Volume for Lane 1

Wednesday, March 25, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	12	2	4	3	1	14	53	57	47	42	58
30	5	3	4	2	2	6	19	58	61	46	40	43
45	6	1	4	6	4	11	29	67	67	40	53	58
00	7	3	4	3	3	19	28	59	73	45	42	49
Hr Total	27	19	14	15	12	37	90	237	258	178	177	208

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	43	50	65	76	81	121	96	71	45	44	22	18
30	49	47	56	75	124	114	82	52	44	27	22	23
45	53	47	54	89	117	135	86	71	49	36	14	12
00	50	59	63	82	94	124	79	54	50	28	25	5
Hr Total	195	203	238	322	416	494	343	248	188	135	83	58

24 Hour Total: 4,195
 AM Peak Hour begins: 8:00 AM Peak Volume: 258 AM Peak Hour Factor: 0.88
 PM Peak Hour begins: 17:00 PM Peak Volume: 494 PM Peak Hour Factor: 0.91

Northbound Volume for Lane 2

Wednesday, March 25, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	3	2	4	4	13	40	81	76	43	47	48
30	5	4	1	7	7	14	40	84	76	39	31	40
45	1	5	1	3	13	22	64	106	99	48	34	47
00	3	0	0	4	14	24	74	101	69	34	40	24
Hr Total	11	12	4	18	38	73	218	372	320	164	152	159

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	52	44	57	51	65	51	68	50	47	35	26	18
30	50	35	74	54	75	56	53	51	33	23	19	17
45	65	42	49	59	76	74	71	33	39	33	14	7
00	59	32	58	64	67	65	64	47	44	29	10	2
Hr Total	226	153	238	228	283	246	256	181	163	120	69	44

24 Hour Total: 3,748
 AM Peak Hour begins: 7:00 AM Peak Volume: 372 AM Peak Hour Factor: 0.88
 PM Peak Hour begins: 16:00 PM Peak Volume: 283 PM Peak Hour Factor: 0.93

Total Volume for All Lanes

Wednesday, March 25, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	15	4	8	7	14	54	134	133	90	89	106
30	10	7	5	9	9	20	59	142	137	85	71	83
45	7	6	5	9	17	33	93	173	166	88	87	105
00	10	3	4	7	17	43	102	160	142	79	82	73
Hr Total	38	31	18	33	50	110	308	609	578	342	329	367

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	95	94	122	127	146	172	164	121	92	79	48	36
30	99	82	130	129	199	170	135	103	77	50	41	40
45	118	89	103	148	193	209	157	104	88	69	28	19
00	109	91	121	146	161	189	143	101	94	57	35	7
Hr Total	421	356	476	550	699	740	599	429	351	255	152	102

24 Hour Total: 7,943
 AM Peak Hour begins: 7:00 AM Peak Volume: 609 AM Peak Hour Factor: 0.88
 PM Peak Hour begins: 17:00 PM Peak Volume: 740 PM Peak Hour Factor: 0.89

Volume Count Report

Start Date: March 26, 2015
 Stop Date: March 26, 2015
 City: Seffner
 Location: Kingsway Road south of US 92

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Southbound Volume for Lane 1

Thursday, March 26, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	4	3	3	1	3	13	65	56	28	35	51
30	5	4	3	2	4	5	25	63	68	47	47	56
45	11	2	1	3	0	7	23	64	74	55	49	60
00	11	4	2	4	1	15	31	56	72	52	36	54
Hr Total	32	14	9	12	6	30	92	248	270	182	167	221

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	53	45	66	70	81	89	116	76	46	32	31	21
30	56	46	54	79	107	110	96	49	49	36	18	13
45	62	58	48	93	100	105	90	66	56	44	18	12
00	39	60	76	70	116	126	87	49	51	30	17	6
Hr Total	210	209	244	312	404	430	389	240	202	142	84	52

24 Hour Total: 4,201
 AM Peak Hour begins: 8:00 AM Peak Volume: 270 AM Peak Hour Factor: 0.91
 PM Peak Hour begins: 17:15 PM Peak Volume: 457 PM Peak Hour Factor: 0.91

Northbound Volume for Lane 2

Thursday, March 26, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	4	3	2	4	8	31	79	85	62	35	37
30	5	5	2	3	6	14	47	65	73	34	46	39
45	2	2	1	4	11	20	51	104	77	27	50	44
00	4	2	5	2	12	36	65	87	67	36	52	53
Hr Total	17	13	11	11	33	78	194	335	302	159	183	173

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	43	48	41	60	65	79	55	39	40	40	24	12
30	45	48	50	58	75	80	69	44	39	27	15	5
45	52	36	60	58	59	72	54	47	33	26	12	4
00	48	47	67	71	64	82	60	51	39	26	13	4
Hr Total	188	179	218	247	263	313	238	181	151	119	64	25

24 Hour Total: 3,695
 AM Peak Hour begins: 7:30 AM Peak Volume: 349 AM Peak Hour Factor: 0.84
 PM Peak Hour begins: 17:00 PM Peak Volume: 313 PM Peak Hour Factor: 0.95

Total Volume for All Lanes

Thursday, March 26, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	8	6	5	5	11	44	144	141	90	70	88
30	10	9	5	5	10	19	72	128	141	81	93	95
45	13	4	2	7	11	27	74	168	151	82	99	104
00	15	6	7	6	13	51	96	143	139	88	88	107
Hr Total	49	27	20	23	39	108	286	583	572	341	350	394

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	96	93	107	130	146	168	171	115	86	72	55	33
30	101	94	104	137	182	190	165	93	88	63	33	18
45	114	94	108	151	159	177	144	113	89	70	30	16
00	87	107	143	141	180	208	147	100	90	56	30	10
Hr Total	398	388	462	559	667	743	627	421	353	261	148	77

24 Hour Total: 7,896
 AM Peak Hour begins: 7:30 AM Peak Volume: 593 AM Peak Hour Factor: 0.88
 PM Peak Hour begins: 17:15 PM Peak Volume: 746 PM Peak Hour Factor: 0.90

Volume Count Report

3-Day Average

Start Date:	March 24, 2015	Start Time:	00:00	Station:	0
Stop Date:	March 26, 2015	Stop Time:	24:00	ID:	0
City:	Seffner	County:	Hillsborough		
Location	US 92 east of Kingsway Road				

Eastbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	6	9	5	5	16	35	83	83	70	65	70
30	9	6	6	4	3	15	45	93	82	58	64	68
45	8	6	4	7	8	25	60	103	77	63	63	67
00	8	5	4	6	13	33	57	109	82	58	57	59
Hr Total	35	24	22	22	29	88	197	388	323	248	249	265

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	82	72	76	105	149	173	168	90	59	50	31	19
30	76	74	88	112	169	171	141	76	63	47	28	17
45	74	67	96	121	177	177	113	73	63	45	23	17
00	82	83	95	150	161	172	91	61	66	31	24	13
Hr Total	314	296	355	488	656	693	513	299	251	173	105	65

24 Hour Total:	6,098				
AM Peak Hour begins:	7:00	AM Peak Volume:	388	AM Peak Hour Factor:	0.89
PM Peak Hour begins:	17:00	PM Peak Volume:	693	PM Peak Hour Factor:	0.98

Westbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	5	2	6	6	20	51	99	151	89	72	87
30	7	7	4	6	8	24	73	128	142	82	69	75
45	10	4	5	6	14	40	104	157	121	88	73	71
00	5	3	3	4	17	47	106	159	112	67	73	70
Hr Total	28	19	15	22	45	132	334	543	526	326	288	303

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	82	83	77	95	96	97	97	67	41	33	21	15
30	84	78	88	102	105	104	85	55	46	35	16	12
45	88	79	84	100	104	89	81	53	35	27	15	9
00	78	77	95	87	92	90	66	50	31	26	17	7
Hr Total	333	317	343	384	397	380	329	226	153	120	68	43

24 Hour Total:	5,674				
AM Peak Hour begins:	7:30	AM Peak Volume:	609	AM Peak Hour Factor:	0.96
PM Peak Hour begins:	16:15	PM Peak Volume:	399	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	15	11	11	11	11	36	86	182	234	159	137	157
30	16	13	10	10	11	39	118	220	224	140	133	143
45	19	10	9	13	21	65	164	260	198	150	136	138
00	14	8	6	10	30	80	163	268	194	125	130	130
Hr Total	63	42	37	44	73	220	531	931	850	574	537	567

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	164	155	153	200	245	270	265	157	101	83	52	33
30	160	152	176	214	274	274	226	131	108	82	43	29
45	162	145	180	221	281	266	194	125	98	72	38	25
00	160	161	190	237	253	262	157	112	97	57	40	20
Hr Total	646	613	699	872	1,054	1,073	842	525	404	293	174	108

24 Hour Total:	11,771				
AM Peak Hour begins:	7:30	AM Peak Volume:	985	AM Peak Hour Factor:	0.92
PM Peak Hour begins:	16:15	PM Peak Volume:	1,079	PM Peak Hour Factor:	0.96

Volume Count Report

Start Date: March 24, 2015
 Stop Date: March 24, 2015
 City: Seffner
 Location: US 92 east of Kingsway Road

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Eastbound Volume for Lane 1

Tuesday, March 24, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	7	5	7	5	19	35	74	84	47	62	74
30	4	7	2	6	1	16	50	81	94	56	61	77
45	8	5	1	5	8	22	58	96	65	58	55	72
00	8	5	3	7	14	17	58	126	78	68	56	66
Hr Total	32	24	11	25	28	74	201	377	321	229	234	289

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	77	64	76	89	139	176	156	99	63	45	31	23
30	84	83	95	118	154	173	127	71	72	51	25	15
45	67	76	101	96	206	186	85	67	68	46	13	17
00	82	75	90	139	156	148	89	64	76	20	22	10
Hr Total	310	298	362	442	655	683	457	301	279	162	91	65

24 Hour Total: 5,950
 AM Peak Hour begins: 7:30
 PM Peak Hour begins: 16:30
 AM Peak Volume: 400
 PM Peak Volume: 711
 AM Peak Hour Factor: 0.79
 PM Peak Hour Factor: 0.86

Westbound Volume for Lane 2

Tuesday, March 24, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	6	1	6	5	23	59	94	161	102	62	83
30	9	8	5	4	8	28	73	150	145	82	77	78
45	8	1	5	3	14	42	115	171	134	90	71	72
00	4	8	0	3	14	55	111	169	106	61	74	70
Hr Total	25	23	11	16	41	148	358	584	546	335	284	303

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	77	76	77	87	86	103	110	56	39	29	16	15
30	94	81	80	101	106	112	87	54	49	36	10	11
45	83	75	89	107	113	88	76	42	37	23	19	9
00	70	84	115	89	88	93	55	57	34	20	14	4
Hr Total	324	316	361	384	393	396	328	209	159	108	59	39

24 Hour Total: 5,750
 AM Peak Hour begins: 7:15
 PM Peak Hour begins: 16:30
 AM Peak Volume: 651
 PM Peak Volume: 416
 AM Peak Hour Factor: 0.95
 PM Peak Hour Factor: 0.92

Total Volume for All Lanes

Tuesday, March 24, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	13	6	13	10	42	94	168	245	149	124	157
30	13	15	7	10	9	44	123	231	239	138	138	155
45	16	6	6	8	22	64	173	267	199	148	126	144
00	12	13	3	10	28	72	169	295	184	129	130	136
Hr Total	57	47	22	41	69	222	559	961	867	564	518	592

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	154	140	153	176	225	279	266	155	102	74	47	38
30	178	164	175	219	260	285	214	125	121	87	35	26
45	150	151	190	203	319	274	161	109	105	69	32	26
00	152	159	205	228	244	241	144	121	110	40	36	14
Hr Total	634	614	723	826	1,048	1,079	785	510	438	270	150	104

24 Hour Total: 11,700
 AM Peak Hour begins: 7:30
 PM Peak Hour begins: 16:30
 AM Peak Volume: 1,046
 PM Peak Volume: 1,127
 AM Peak Hour Factor: 0.89
 PM Peak Hour Factor: 0.88

Volume Count Report

Start Date: March 25, 2015
 Stop Date: March 25, 2015
 City: Seffner
 Location: US 92 east of Kingsway Road

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Eastbound Volume for Lane 1

Wednesday, March 25, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	6	11	5	4	18	41	91	78	82	69	56
30	15	6	7	4	4	14	37	104	81	60	60	65
45	6	6	1	13	6	22	61	109	77	60	63	63
00	5	4	4	5	12	43	51	91	79	53	59	59
Hr Total	32	22	23	27	26	97	190	395	315	255	251	243

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	87	85	86	115	138	183	171	86	67	53	36	16
30	62	68	91	100	154	152	123	78	55	44	37	23
45	80	69	108	149	176	187	141	69	56	43	23	16
00	82	90	89	142	188	179	88	65	69	35	21	20
Hr Total	311	312	374	506	656	701	523	298	247	175	117	75

24 Hour Total: 6,171
 AM Peak Hour begins: 7:00 AM Peak Volume: 395 AM Peak Hour Factor: 0.91
 PM Peak Hour begins: 16:45 PM Peak Volume: 710 PM Peak Hour Factor: 0.94

Westbound Volume for Lane 2

Wednesday, March 25, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	6	3	4	6	14	51	95	136	82	86	94
30	2	5	3	8	8	21	77	116	128	86	63	74
45	8	5	9	7	13	45	95	146	122	87	57	64
00	4	0	3	4	20	40	103	154	117	66	79	70
Hr Total	21	16	18	23	47	120	326	511	503	321	285	302

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	76	93	73	107	87	108	97	66	45	31	21	12
30	73	89	93	107	105	105	88	53	47	30	17	15
45	89	72	89	99	97	108	99	58	33	30	13	11
00	100	83	86	81	97	75	74	45	35	30	22	12
Hr Total	338	337	341	394	386	396	358	222	160	121	73	50

24 Hour Total: 5,669
 AM Peak Hour begins: 7:30 AM Peak Volume: 564 AM Peak Hour Factor: 0.92
 PM Peak Hour begins: 16:45 PM Peak Volume: 418 PM Peak Hour Factor: 0.97

Total Volume for All Lanes

Wednesday, March 25, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	12	14	9	10	32	92	186	214	164	155	150
30	17	11	10	12	12	35	114	220	209	146	123	139
45	14	11	10	20	19	67	156	255	199	147	120	127
00	9	4	7	9	32	83	154	245	196	119	138	129
Hr Total	53	38	41	50	73	217	516	906	818	576	536	545

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	163	178	159	222	225	291	268	152	112	84	57	28
30	135	157	184	207	259	257	211	131	102	74	54	38
45	169	141	197	248	273	295	240	127	89	73	36	27
00	182	173	175	223	285	254	162	110	104	65	43	32
Hr Total	649	649	715	900	1,042	1,097	881	520	407	296	190	125

24 Hour Total: 11,840
 AM Peak Hour begins: 7:15 AM Peak Volume: 934 AM Peak Hour Factor: 0.92
 PM Peak Hour begins: 16:45 PM Peak Volume: 1,128 PM Peak Hour Factor: 0.96

Volume Count Report

Start Date: March 26, 2015
 Stop Date: March 26, 2015
 City: Seffner
 Location: US 92 east of Kingsway Road

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Eastbound Volume for Lane 1

Thursday, March 26, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	6	11	2	7	10	29	84	86	80	63	81
30	8	6	8	3	4	15	48	93	71	57	71	62
45	11	8	9	3	9	30	61	103	88	70	71	66
00	12	5	4	5	12	38	61	111	89	52	57	53
Hr Total	41	25	32	13	32	93	199	391	334	259	262	262

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	81	66	67	112	169	159	176	84	48	53	27	17
30	81	72	78	118	200	187	173	78	61	47	21	14
45	75	55	79	119	149	159	114	82	64	45	32	17
00	83	85	106	168	140	190	95	55	54	38	28	8
Hr Total	320	278	330	517	658	695	558	299	227	183	108	56

24 Hour Total: 6,172
 AM Peak Hour begins: 7:15
 PM Peak Hour begins: 17:15
 AM Peak Volume: 393
 PM Peak Volume: 712
 AM Peak Hour Factor: 0.89
 PM Peak Hour Factor: 0.94

Westbound Volume for Lane 2

Thursday, March 26, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	2	3	9	6	24	43	109	156	84	69	83
30	10	8	5	5	9	22	68	117	152	78	67	73
45	15	5	2	8	14	34	103	154	108	86	92	76
00	8	2	5	6	17	47	105	154	114	74	66	71
Hr Total	39	17	15	28	46	127	319	534	530	322	294	303

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	94	80	81	91	115	81	85	80	40	38	26	17
30	85	64	91	99	104	94	80	59	41	38	20	10
45	93	89	73	93	103	71	67	58	36	28	13	6
00	64	65	83	91	91	102	70	49	23	27	14	6
Hr Total	336	298	328	374	413	348	302	246	140	131	73	39

24 Hour Total: 5,602
 AM Peak Hour begins: 7:30
 PM Peak Hour begins: 15:45
 AM Peak Volume: 616
 PM Peak Volume: 413
 AM Peak Hour Factor: 0.99
 PM Peak Hour Factor: 0.90

Total Volume for All Lanes

Thursday, March 26, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	8	14	11	13	34	72	193	242	164	132	164
30	18	14	13	8	13	37	116	210	223	135	138	135
45	26	13	11	11	23	64	164	257	196	156	163	142
00	20	7	9	11	29	85	166	265	203	126	123	124
Hr Total	80	42	47	41	78	220	518	925	864	581	556	565

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	175	146	148	203	284	240	261	164	88	91	53	34
30	166	136	169	217	304	281	253	137	102	85	41	24
45	168	144	152	212	252	230	181	140	100	73	45	23
00	147	150	189	259	231	292	165	104	77	65	42	14
Hr Total	656	576	658	891	1,071	1,043	860	545	367	314	181	95

24 Hour Total: 11,774
 AM Peak Hour begins: 7:30
 PM Peak Hour begins: 15:45
 AM Peak Volume: 987
 PM Peak Volume: 1,099
 AM Peak Hour Factor: 0.93
 PM Peak Hour Factor: 0.90

Volume Count Report 3-Day Average

Start Date: March 24, 2015
 Stop Date: March 26, 2015
 City: Dover
 Location: US 92 west of McIntosh Road

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Westbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	3	2	4	4	14	32	61	125	64	51	60
30	6	5	3	5	6	17	47	85	96	65	57	55
45	8	2	3	4	12	23	68	122	86	56	57	64
00	6	4	2	2	10	31	65	127	79	46	58	62
Hr Total	26	13	10	16	32	85	213	395	386	230	224	242

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	74	66	64	102	86	89	79	54	38	28	17	14
30	62	83	79	102	88	82	77	51	40	31	17	9
45	72	66	72	96	93	79	65	41	32	27	12	9
00	61	54	75	78	80	77	59	38	29	26	14	6
Hr Total	269	269	290	378	347	328	279	184	140	112	60	38

24 Hour Total: 4,565
 AM Peak Hour begins: 7:30 AM Peak Volume: 469 AM Peak Hour Factor: 0.92
 PM Peak Hour begins: 15:00 PM Peak Volume: 378 PM Peak Hour Factor: 0.93

Eastbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	3	8	6	5	20	42	102	85	67	59	58
30	4	4	5	4	4	17	47	110	78	52	55	63
45	5	3	3	6	9	30	82	115	66	57	48	62
00	6	3	1	5	11	37	75	111	69	52	55	50
Hr Total	21	14	17	21	29	104	246	438	298	227	217	233

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	64	68	65	86	127	142	127	62	37	30	18	12
30	66	58	70	93	126	130	105	52	43	24	18	7
45	63	59	67	97	161	146	91	50	38	24	13	12
00	67	64	79	123	137	138	63	40	41	21	15	7
Hr Total	259	248	281	400	551	555	386	204	158	99	64	39

24 Hour Total: 5,110
 AM Peak Hour begins: 7:00 AM Peak Volume: 438 AM Peak Hour Factor: 0.95
 PM Peak Hour begins: 16:30 PM Peak Volume: 569 PM Peak Hour Factor: 0.89

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	6	10	10	9	34	74	163	209	130	111	117
30	11	9	7	9	10	34	95	195	173	117	112	118
45	12	5	6	11	20	53	150	237	153	113	105	127
00	12	7	3	7	21	68	140	238	148	97	113	113
Hr Total	46	27	27	37	61	189	459	833	684	457	441	475

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	138	134	129	188	214	231	206	116	75	58	35	26
30	128	140	149	195	213	212	183	103	84	55	36	16
45	135	125	139	193	254	225	156	91	70	51	25	22
00	128	118	154	201	217	215	121	78	70	47	29	13
Hr Total	529	517	571	778	898	883	666	388	298	211	124	77

24 Hour Total: 9,675
 AM Peak Hour begins: 7:15 AM Peak Volume: 880 AM Peak Hour Factor: 0.92
 PM Peak Hour begins: 16:15 PM Peak Volume: 915 PM Peak Hour Factor: 0.90

Volume Count Report

Start Date: March 24, 2015
 Stop Date: March 24, 2015
 City: Dover
 Location: US 92 west of McIntosh Road

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Westbound Volume for Lane 1

Tuesday, March 24, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	4	0	4	5	13	34	59	138	75	44	59
30	10	5	3	5	4	20	47	99	104	73	69	50
45	7	1	4	4	13	19	73	140	90	46	60	70
00	6	6	0	1	9	37	67	136	82	40	62	61
Hr Total	26	16	7	14	31	89	221	434	414	234	235	240

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	72	68	66	103	78	84	90	58	40	23	15	15
30	73	94	69	102	88	85	75	47	32	23	12	5
45	65	60	80	105	105	85	55	38	34	19	16	11
00	51	49	77	80	87	67	57	39	39	22	11	1
Hr Total	261	271	292	390	358	321	277	182	145	87	54	32

24 Hour Total: 4,631
 AM Peak Hour begins: 7:30 AM Peak Volume: 518 AM Peak Hour Factor: 0.93
 PM Peak Hour begins: 15:00 PM Peak Volume: 390 PM Peak Hour Factor: 0.93

Eastbound Volume for Lane 2

Tuesday, March 24, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	5	4	9	4	22	37	95	96	45	58	63
30	4	4	3	6	4	17	54	105	93	42	52	74
45	7	3	1	6	9	29	79	110	57	49	39	70
00	6	5	0	7	13	23	79	108	73	53	60	47
Hr Total	23	17	8	28	30	91	249	418	319	189	209	254

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	60	58	63	80	112	128	109	81	34	27	18	17
30	74	74	70	92	110	138	95	50	47	24	17	6
45	50	65	77	82	180	141	75	38	39	27	8	18
00	71	56	76	103	131	122	63	45	46	9	7	6
Hr Total	255	253	286	357	533	529	342	214	166	87	50	47

24 Hour Total: 4,954
 AM Peak Hour begins: 7:15 AM Peak Volume: 419 AM Peak Hour Factor: 0.95
 PM Peak Hour begins: 16:30 PM Peak Volume: 577 PM Peak Hour Factor: 0.80

Total Volume for All Lanes

Tuesday, March 24, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	9	4	13	9	35	71	154	234	120	102	122
30	14	9	6	11	8	37	101	204	197	115	121	124
45	14	4	5	10	22	48	152	250	147	95	99	140
00	12	11	0	8	22	60	146	244	155	93	122	108
Hr Total	49	33	15	42	61	180	470	852	733	423	444	494

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	132	126	129	183	190	212	199	139	74	50	33	32
30	147	168	139	194	198	223	170	97	79	47	29	11
45	115	125	157	187	285	226	130	76	73	46	24	29
00	122	105	153	183	218	189	120	84	85	31	18	7
Hr Total	516	524	578	747	891	850	619	396	311	174	104	79

24 Hour Total: 9,585
 AM Peak Hour begins: 7:15 AM Peak Volume: 932 AM Peak Hour Factor: 0.93
 PM Peak Hour begins: 16:30 PM Peak Volume: 938 PM Peak Hour Factor: 0.82

Volume Count Report

Start Date: March 25, 2015
 Stop Date: March 25, 2015
 City: Dover
 Location: US 92 west of McIntosh Road

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Westbound Volume for Lane 1

Wednesday, March 25, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	1	4	2	3	10	32	48	114	48	52	71
30	5	4	2	7	7	17	52	74	81	66	53	56
45	5	3	4	3	13	30	65	108	87	61	49	64
00	6	0	2	1	9	25	65	127	78	45	65	64
Hr Total	21	8	12	13	32	82	214	357	360	220	219	255

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	68	70	71	110	75	97	75	54	37	33	15	10
30	50	84	78	104	102	82	89	45	51	32	19	10
45	77	70	64	96	82	96	81	41	26	27	12	10
00	78	64	80	75	92	78	53	37	25	28	20	8
Hr Total	273	288	293	385	351	353	298	177	139	120	66	38

24 Hour Total: 4,574
 AM Peak Hour begins: 7:30 AM Peak Volume: 430 AM Peak Hour Factor: 0.85
 PM Peak Hour begins: 14:45 PM Peak Volume: 390 PM Peak Hour Factor: 0.89

Eastbound Volume for Lane 2

Wednesday, March 25, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	1	9	5	3	21	52	98	70	75	61	47
30	6	6	4	4	6	14	51	119	79	56	53	48
45	3	4	1	12	6	28	75	126	63	53	51	64
00	8	3	2	2	13	47	70	115	65	53	60	59
Hr Total	21	14	16	23	28	110	248	458	277	237	225	218

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	67	84	80	87	123	164	122	58	46	33	18	6
30	56	45	76	91	121	116	99	54	40	23	23	10
45	79	61	68	114	155	154	100	65	38	23	16	13
00	60	69	72	137	150	155	61	35	40	28	15	9
Hr Total	262	259	296	429	549	589	382	212	164	107	72	38

24 Hour Total: 5,234
 AM Peak Hour begins: 7:00 AM Peak Volume: 458 AM Peak Hour Factor: 0.91
 PM Peak Hour begins: 16:15 PM Peak Volume: 590 PM Peak Hour Factor: 0.90

Total Volume for All Lanes

Wednesday, March 25, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	2	13	7	6	31	84	146	184	123	113	118
30	11	10	6	11	13	31	103	193	160	122	106	104
45	8	7	5	15	19	58	140	234	150	114	100	128
00	14	3	4	3	22	72	135	242	143	98	125	123
Hr Total	42	22	28	36	60	192	462	815	637	457	444	473

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	135	154	151	197	198	261	197	112	83	66	33	16
30	106	129	154	195	223	198	188	99	91	55	42	20
45	156	131	132	210	237	250	181	106	64	50	28	23
00	138	133	152	212	242	233	114	72	65	56	35	17
Hr Total	535	547	589	814	900	942	680	389	303	227	138	76

24 Hour Total: 9,808
 AM Peak Hour begins: 7:15 AM Peak Volume: 853 AM Peak Hour Factor: 0.88
 PM Peak Hour begins: 16:15 PM Peak Volume: 963 PM Peak Hour Factor: 0.92

Volume Count Report

Start Date: March 26, 2015
 Stop Date: March 26, 2015
 City: Dover
 Location: US 92 west of McIntosh Road

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Westbound Volume for Lane 1

Thursday, March 26, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	4	3	7	5	18	30	77	122	68	58	49
30	4	6	3	3	7	15	43	81	102	56	50	60
45	11	1	2	6	9	20	66	118	82	60	62	59
00	7	5	3	5	12	30	64	118	77	52	48	62
Hr Total	30	16	11	21	33	83	203	394	383	236	218	230

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	83	60	56	93	106	86	71	50	38	29	20	16
30	62	70	89	100	73	79	68	62	38	37	21	11
45	74	68	72	86	92	57	58	43	36	34	8	7
00	55	49	68	80	61	87	66	37	24	29	12	10
Hr Total	274	247	285	359	332	309	263	192	136	129	61	44

24 Hour Total: 4,489
 AM Peak Hour begins: 7:30 AM Peak Volume: 460 AM Peak Hour Factor: 0.94
 PM Peak Hour begins: 15:15 PM Peak Volume: 372 PM Peak Hour Factor: 0.88

Eastbound Volume for Lane 2

Thursday, March 26, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	3	11	3	7	17	38	112	88	80	59	63
30	3	3	7	3	3	19	37	106	61	58	60	67
45	4	2	6	1	11	34	91	110	79	69	55	53
00	4	2	2	5	8	41	76	111	70	49	44	45
Hr Total	18	10	26	12	29	111	242	439	298	256	218	228

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	64	63	52	92	147	133	150	47	30	29	19	14
30	68	54	65	97	146	136	122	51	43	26	15	5
45	59	50	56	96	147	142	99	47	36	22	14	6
00	70	66	89	128	130	136	64	41	36	25	22	6
Hr Total	261	233	262	413	570	547	435	186	145	102	70	31

24 Hour Total: 5,142
 AM Peak Hour begins: 7:00 AM Peak Volume: 439 AM Peak Hour Factor: 0.98
 PM Peak Hour begins: 16:00 PM Peak Volume: 570 PM Peak Hour Factor: 0.97

Total Volume for All Lanes

Thursday, March 26, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	7	14	10	12	35	68	189	210	148	117	112
30	7	9	10	6	10	34	80	187	163	114	110	127
45	15	3	8	7	20	54	157	228	161	129	117	112
00	11	7	5	10	20	71	140	229	147	101	92	107
Hr Total	48	26	37	33	62	194	445	833	681	492	436	458

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	147	123	108	185	253	219	221	97	68	58	39	30
30	130	124	154	197	219	215	190	113	81	63	36	16
45	133	118	128	182	239	199	157	90	72	56	22	13
00	125	115	157	208	191	223	130	78	60	54	34	16
Hr Total	535	480	547	772	902	856	698	378	281	231	131	75

24 Hour Total: 9,631
 AM Peak Hour begins: 7:15 AM Peak Volume: 854 AM Peak Hour Factor: 0.93
 PM Peak Hour begins: 15:45 PM Peak Volume: 919 PM Peak Hour Factor: 0.91

Volume Count Report 3-Day Average

Start Date: March 24, 2015
 Stop Date: March 26, 2015
 City: Dover
 Location: McIntosh Road north of US 92

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	8	8	7	16	36	126	217	287	138	109	112
30	11	7	7	13	15	62	165	256	203	129	115	122
45	10	6	9	13	23	75	219	252	167	126	129	115
00	10	4	4	15	27	101	210	283	162	119	118	107
Hr Total	43	25	28	48	82	273	721	1,008	819	513	472	456

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	141	114	122	154	204	165	158	104	67	64	42	22
30	133	127	140	211	206	161	145	92	83	73	33	24
45	129	107	116	225	165	162	136	80	80	54	24	18
00	114	100	134	176	173	144	102	84	67	46	24	13
Hr Total	516	448	512	766	749	632	542	359	298	237	123	76

24 Hour Total: 9,745
 AM Peak Hour begins: 7:15 AM Peak Volume: 1,077 AM Peak Hour Factor: 0.94
 PM Peak Hour begins: 15:15 PM Peak Volume: 816 PM Peak Hour Factor: 0.91

Southbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	19	10	11	10	13	22	52	162	185	94	89	98
30	24	14	6	9	9	21	77	183	146	105	98	113
45	18	9	8	10	11	37	125	165	132	108	111	100
00	15	6	6	10	18	51	138	192	107	87	114	113
Hr Total	77	39	30	39	51	131	392	702	569	393	412	423

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	130	115	130	167	169	196	172	123	99	83	57	47
30	114	133	157	185	176	209	162	131	103	77	49	29
45	125	119	141	212	187	208	153	105	90	69	42	31
00	126	131	160	220	178	211	125	93	77	65	37	22
Hr Total	494	498	588	785	709	825	612	452	369	294	185	128

24 Hour Total: 9,198
 AM Peak Hour begins: 7:15 AM Peak Volume: 724 AM Peak Hour Factor: 0.94
 PM Peak Hour begins: 17:00 PM Peak Volume: 825 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	31	18	18	17	30	57	178	379	471	232	198	210
30	35	21	13	22	24	83	243	439	350	234	214	234
45	28	15	17	23	34	112	344	417	298	234	241	215
00	25	10	10	24	46	152	348	475	269	206	232	219
Hr Total	120	65	58	86	133	404	1,113	1,710	1,388	906	884	879

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	271	229	252	321	373	361	330	226	167	147	100	69
30	247	261	297	397	382	370	307	223	186	150	82	52
45	254	226	257	437	353	370	289	185	170	123	66	49
00	240	231	294	396	351	355	227	177	144	111	61	35
Hr Total	1,011	946	1,100	1,551	1,459	1,457	1,153	811	666	531	309	205

24 Hour Total: 18,944
 AM Peak Hour begins: 7:15 AM Peak Volume: 1,802 AM Peak Hour Factor: 0.95
 PM Peak Hour begins: 15:15 PM Peak Volume: 1,603 PM Peak Hour Factor: 0.92

Volume Count Report

Start Date: March 24, 2015
 Stop Date: March 24, 2015
 City: Dover
 Location: McIntosh Road north of US 92

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Tuesday, March 24, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	10	3	9	12	37	125	224	292	133	105	118
30	8	6	11	13	18	56	161	240	225	114	113	108
45	13	3	9	13	25	79	228	239	153	99	138	138
00	11	4	5	16	30	92	217	290	158	121	113	110
Hr Total	42	23	28	51	85	264	731	993	828	467	469	474

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	145	102	130	179	193	157	162	110	62	64	36	19
30	113	137	123	213	178	144	149	84	71	74	29	22
45	122	104	129	222	176	173	130	80	87	61	13	16
00	110	103	116	197	166	124	93	84	75	38	23	14
Hr Total	490	446	498	811	713	598	534	358	295	237	101	71

24 Hour Total: 9,607
 AM Peak Hour begins: 7:15 AM Peak Volume: 1,061 AM Peak Hour Factor: 0.91
 PM Peak Hour begins: 15:15 PM Peak Volume: 825 PM Peak Hour Factor: 0.93

Southbound Volume for Lane 2

Tuesday, March 24, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	19	9	5	9	15	24	52	164	164	85	76	108
30	28	12	9	13	6	23	66	195	141	117	109	104
45	16	9	7	12	9	34	152	199	123	104	104	103
00	13	10	5	7	21	52	135	164	113	83	141	127
Hr Total	76	40	26	41	51	133	405	722	541	389	430	442

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	142	118	132	163	174	206	181	126	94	72	49	48
30	124	129	169	197	145	208	164	126	88	76	51	20
45	116	110	140	210	194	243	143	105	56	64	41	24
00	120	122	148	217	188	222	131	99	81	75	33	21
Hr Total	502	479	589	787	701	879	619	456	319	287	174	113

24 Hour Total: 9,201
 AM Peak Hour begins: 7:00 AM Peak Volume: 722 AM Peak Hour Factor: 0.91
 PM Peak Hour begins: 17:00 PM Peak Volume: 879 PM Peak Hour Factor: 0.90

Total Volume for All Lanes

Tuesday, March 24, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	29	19	8	18	27	61	177	388	456	218	181	226
30	36	18	20	26	24	79	227	435	366	231	222	212
45	29	12	16	25	34	113	380	438	276	203	242	241
00	24	14	10	23	51	144	352	454	271	204	254	237
Hr Total	118	63	54	92	136	397	1,136	1,715	1,369	856	899	916

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	287	220	262	342	367	363	343	236	156	136	85	67
30	237	266	292	410	323	352	313	210	159	150	80	42
45	238	214	269	432	370	416	273	185	143	125	54	40
00	230	225	264	414	354	346	224	183	156	113	56	35
Hr Total	992	925	1,087	1,598	1,414	1,477	1,153	814	614	524	275	184

24 Hour Total: 18,808
 AM Peak Hour begins: 7:15 AM Peak Volume: 1,783 AM Peak Hour Factor: 0.98
 PM Peak Hour begins: 15:15 PM Peak Volume: 1,623 PM Peak Hour Factor: 0.94

Volume Count Report

Start Date: March 25, 2015
 Stop Date: March 25, 2015
 City: Dover
 Location: McIntosh Road north of US 92

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Wednesday, March 25, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	4	8	9	21	36	137	213	279	121	113	100
30	16	7	5	19	18	61	156	283	191	130	114	126
45	12	9	7	14	22	65	209	252	148	135	137	94
00	8	4	4	17	28	111	192	282	162	116	126	94
Hr Total	48	24	24	59	89	273	694	1,030	780	502	490	414

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	145	135	121	143	204	178	158	97	76	54	46	21
30	133	107	159	214	219	170	134	98	87	75	35	20
45	128	111	120	224	160	159	164	88	65	49	26	20
00	111	102	135	171	183	161	107	80	54	50	22	13
Hr Total	517	455	535	752	766	668	563	363	282	228	129	74

24 Hour Total: 9,759
 AM Peak Hour begins: 7:15 AM Peak Volume: 1,096 AM Peak Hour Factor: 0.97
 PM Peak Hour begins: 15:30 PM Peak Volume: 818 PM Peak Hour Factor: 0.91

Southbound Volume for Lane 2

Wednesday, March 25, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	18	10	16	10	14	18	52	156	154	96	91	97
30	20	15	3	5	8	20	80	177	139	94	92	110
45	21	9	8	9	14	42	109	142	137	109	102	89
00	14	2	6	6	21	56	140	195	108	90	96	97
Hr Total	73	36	33	30	57	136	381	670	538	389	381	393

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	117	130	133	179	178	185	170	107	96	87	68	44
30	112	131	166	184	210	213	153	122	107	83	44	25
45	134	128	144	230	207	215	157	119	111	83	38	33
00	129	117	158	215	183	180	120	93	63	53	42	19
Hr Total	492	506	601	808	778	793	600	441	377	306	192	121

24 Hour Total: 9,132
 AM Peak Hour begins: 7:00 AM Peak Volume: 670 AM Peak Hour Factor: 0.86
 PM Peak Hour begins: 15:30 PM Peak Volume: 833 PM Peak Hour Factor: 0.91

Total Volume for All Lanes

Wednesday, March 25, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	30	14	24	19	35	54	189	369	433	217	204	197
30	36	22	8	24	26	81	236	460	330	224	206	236
45	33	18	15	23	36	107	318	394	285	244	239	183
00	22	6	10	23	49	167	332	477	270	206	222	191
Hr Total	121	60	57	89	146	409	1,075	1,700	1,318	891	871	807

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	262	265	254	322	382	363	328	204	172	141	114	65
30	245	238	325	398	429	383	287	220	194	158	79	45
45	262	239	264	454	367	374	321	207	176	132	64	53
00	240	219	293	386	366	341	227	173	117	103	64	32
Hr Total	1,009	961	1,136	1,560	1,544	1,461	1,163	804	659	534	321	195

24 Hour Total: 18,891
 AM Peak Hour begins: 7:15 AM Peak Volume: 1,764 AM Peak Hour Factor: 0.92
 PM Peak Hour begins: 15:30 PM Peak Volume: 1,651 PM Peak Hour Factor: 0.91

Volume Count Report

Start Date: March 26, 2015
 Stop Date: March 26, 2015
 City: Dover
 Location: McIntosh Road north of US 92

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Thursday, March 26, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	10	12	3	16	34	117	215	289	161	110	118
30	10	9	5	7	10	68	179	245	194	144	119	131
45	5	6	11	12	22	81	219	265	199	144	113	114
00	10	4	3	11	24	99	222	276	166	121	115	116
Hr Total	39	29	31	33	72	282	737	1,001	848	570	457	479

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	133	106	114	140	216	160	155	104	64	75	45	25
30	153	138	139	207	222	169	152	94	92	69	35	29
45	136	106	99	229	160	153	115	71	89	52	34	18
00	120	94	151	159	171	148	106	87	71	49	26	12
Hr Total	542	444	503	735	769	630	528	356	316	245	140	84

24 Hour Total: 9,870
 AM Peak Hour begins: 7:15 AM Peak Volume: 1,075 AM Peak Hour Factor: 0.93
 PM Peak Hour begins: 15:30 PM Peak Volume: 826 PM Peak Hour Factor: 0.90

Southbound Volume for Lane 2

Thursday, March 26, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	21	12	11	12	11	23	51	166	236	100	100	90
30	24	15	7	9	12	20	86	176	159	103	94	124
45	17	10	8	8	9	35	115	153	135	111	128	107
00	19	5	6	16	13	45	139	218	99	88	104	114
Hr Total	81	42	32	45	45	123	391	713	629	402	426	435

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	130	96	126	160	154	198	165	135	108	90	55	50
30	105	140	135	175	172	206	168	144	113	72	51	41
45	125	119	139	196	161	167	158	92	102	60	47	35
00	129	154	175	229	162	231	125	87	87	67	37	25
Hr Total	489	509	575	760	649	802	616	458	410	289	190	151

24 Hour Total: 9,262
 AM Peak Hour begins: 7:15 AM Peak Volume: 783 AM Peak Hour Factor: 0.83
 PM Peak Hour begins: 17:00 PM Peak Volume: 802 PM Peak Hour Factor: 0.87

Total Volume for All Lanes

Thursday, March 26, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	35	22	23	15	27	57	168	381	525	261	210	208
30	34	24	12	16	22	88	265	421	353	247	213	255
45	22	16	19	20	31	116	334	418	334	255	241	221
00	29	9	9	27	37	144	361	494	265	209	219	230
Hr Total	120	71	63	78	117	405	1,128	1,714	1,477	972	883	914

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	263	202	240	300	370	358	320	239	172	165	100	75
30	258	278	274	382	394	375	320	238	205	141	86	70
45	261	225	238	425	321	320	273	163	191	112	81	53
00	249	248	326	388	333	379	231	174	158	116	63	37
Hr Total	1,031	953	1,078	1,495	1,418	1,432	1,144	814	726	534	330	235

24 Hour Total: 19,132
 AM Peak Hour begins: 7:15 AM Peak Volume: 1,858 AM Peak Hour Factor: 0.88
 PM Peak Hour begins: 15:30 PM Peak Volume: 1,577 PM Peak Hour Factor: 0.93

Volume Count Report

3-Day Average

Start Date: March 24, 2015 Start Time: 00:00 Station: 0
 Stop Date: March 26, 2015 Stop Time: 24:00 ID: 0
 City: Dover County: Hillsborough
 Location: McIntosh Road south of US 92

Northbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	5	3	5	10	23	78	136	123	81	64	69
30	10	5	4	6	11	34	112	160	110	72	79	77
45	5	4	6	8	16	44	123	147	101	77	81	70
00	6	2	5	11	14	61	134	141	103	76	72	64
Hr Total	27	16	17	30	50	161	447	584	437	306	296	280

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	89	72	75	85	96	98	85	64	43	41	28	9
30	73	77	84	87	101	101	89	61	56	49	21	15
45	92	74	75	106	94	86	88	50	52	37	14	13
00	67	68	91	84	98	84	68	53	38	30	13	9
Hr Total	321	290	325	361	389	369	331	228	190	157	76	47

24 Hour Total: 5,736
 AM Peak Hour begins: 7:00 AM Peak Volume: 584 AM Peak Hour Factor: 0.91
 PM Peak Hour begins: 16:30 PM Peak Volume: 391 PM Peak Hour Factor: 0.97

Southbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	9	6	6	7	11	28	80	108	64	59	66
30	14	6	2	6	6	14	33	87	99	66	57	66
45	13	9	6	7	7	23	60	92	89	71	72	74
00	8	5	3	10	11	36	69	101	69	63	81	74
Hr Total	48	28	17	29	30	84	190	360	365	264	270	280

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	79	73	86	108	134	134	121	86	72	52	38	28
30	77	76	83	134	118	140	112	92	69	52	27	21
45	86	79	94	132	125	139	103	72	63	45	23	18
00	80	75	90	129	134	142	88	69	54	40	24	13
Hr Total	321	302	353	503	510	555	424	320	258	188	113	80

24 Hour Total: 5,891
 AM Peak Hour begins: 7:30 AM Peak Volume: 401 AM Peak Hour Factor: 0.92
 PM Peak Hour begins: 17:00 PM Peak Volume: 555 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	19	13	9	11	16	34	106	215	232	145	123	135
30	23	11	6	13	17	48	145	247	209	137	137	143
45	18	12	12	15	23	67	182	239	190	148	153	144
00	14	7	7	21	25	96	204	243	171	139	153	138
Hr Total	75	44	34	59	81	245	637	944	802	570	566	560

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	168	144	161	192	230	232	207	151	115	93	66	37
30	150	152	167	221	219	241	201	153	125	101	48	36
45	178	153	169	238	219	225	191	123	115	82	37	32
00	146	142	181	213	232	226	156	122	92	70	38	22
Hr Total	642	592	678	864	899	923	755	549	447	345	189	127

24 Hour Total: 11,627
 AM Peak Hour begins: 7:15 AM Peak Volume: 960 AM Peak Hour Factor: 0.97
 PM Peak Hour begins: 16:45 PM Peak Volume: 930 PM Peak Hour Factor: 0.96

Volume Count Report

Start Date: March 24, 2015
 Stop Date: March 24, 2015
 City: Dover
 Location: McIntosh Road south of US 92

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Tuesday, March 24, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	6	2	3	7	24	80	129	126	72	57	69
30	10	5	5	4	13	32	119	159	109	68	82	71
45	7	1	3	15	14	45	125	131	105	65	77	94
00	5	1	4	7	18	59	146	144	104	71	82	66
Hr Total	29	13	14	29	52	160	470	563	444	276	298	300

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	84	71	79	101	90	105	104	73	43	45	21	7
30	63	75	79	83	95	91	83	58	43	46	20	14
45	84	83	80	113	84	76	92	49	54	33	10	14
00	64	71	86	105	93	83	64	49	31	24	12	10
Hr Total	295	300	324	402	362	355	343	229	171	148	63	45

24 Hour Total: 5,685
 AM Peak Hour begins: 6:45 AM Peak Volume: 565 AM Peak Hour Factor: 0.89
 PM Peak Hour begins: 15:30 PM Peak Volume: 403 PM Peak Hour Factor: 0.89

Southbound Volume for Lane 2

Tuesday, March 24, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	6	5	5	6	13	24	86	101	46	50	71
30	21	5	1	10	6	14	27	86	112	70	56	68
45	15	8	6	8	6	21	75	101	81	81	73	75
00	4	6	2	11	11	33	72	91	77	65	95	78
Hr Total	48	25	14	34	29	81	198	364	371	262	274	292

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	95	79	75	109	148	151	132	86	70	57	31	28
30	78	77	90	142	109	133	115	106	62	57	30	11
45	87	80	91	137	107	144	84	69	35	38	13	15
00	81	67	80	118	132	155	87	77	54	49	19	11
Hr Total	341	303	336	506	496	583	418	338	221	201	93	65

24 Hour Total: 5,893
 AM Peak Hour begins: 7:30 AM Peak Volume: 405 AM Peak Hour Factor: 0.90
 PM Peak Hour begins: 17:00 PM Peak Volume: 583 PM Peak Hour Factor: 0.94

Total Volume for All Lanes

Tuesday, March 24, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	12	7	8	13	37	104	215	227	118	107	140
30	31	10	6	14	19	46	146	245	221	138	138	139
45	22	9	9	23	20	66	200	232	186	146	150	169
00	9	7	6	18	29	92	218	235	181	136	177	144
Hr Total	77	38	28	63	81	241	668	927	815	538	572	592

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	179	150	154	210	238	256	236	159	113	102	52	35
30	141	152	169	225	204	224	198	164	105	103	50	25
45	171	163	171	250	191	220	176	118	89	71	23	29
00	145	138	166	223	225	238	151	126	85	73	31	21
Hr Total	636	603	660	908	858	938	761	567	392	349	156	110

24 Hour Total: 11,578
 AM Peak Hour begins: 7:15 AM Peak Volume: 939 AM Peak Hour Factor: 0.96
 PM Peak Hour begins: 17:00 PM Peak Volume: 938 PM Peak Hour Factor: 0.92

Volume Count Report

Start Date: March 25, 2015
 Stop Date: March 25, 2015
 City: Dover
 Location: McIntosh Road south of US 92

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Wednesday, March 25, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	3	2	10	13	23	82	140	143	72	68	64
30	9	3	5	10	10	31	108	163	94	68	77	81
45	6	7	5	4	17	44	113	153	94	84	92	56
00	4	1	5	16	11	54	125	144	92	72	68	56
Hr Total	23	14	17	40	51	152	428	600	423	296	305	257

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	98	76	85	77	92	98	75	62	44	38	33	13
30	63	74	92	90	110	104	97	64	72	53	22	13
45	86	66	64	105	108	100	105	52	45	37	13	11
00	66	59	97	68	97	80	74	52	41	40	13	9
Hr Total	313	275	338	340	407	382	351	230	202	168	81	46

24 Hour Total: 5,739
 AM Peak Hour begins: 7:15 AM Peak Volume: 603 AM Peak Hour Factor: 0.92
 PM Peak Hour begins: 16:15 PM Peak Volume: 413 PM Peak Hour Factor: 0.94

Southbound Volume for Lane 2

Wednesday, March 25, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	19	11	8	8	8	8	34	75	100	74	62	59
30	10	4	2	2	5	12	31	91	88	48	44	61
45	15	9	8	7	8	28	56	83	88	77	78	66
00	11	4	3	7	15	34	65	116	70	66	69	75
Hr Total	55	28	21	24	36	82	186	365	346	265	253	261

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	59	74	86	122	134	127	110	70	74	41	43	24
30	71	73	84	142	121	133	108	89	63	48	26	21
45	86	78	97	131	153	148	116	85	73	55	24	16
00	71	68	90	142	146	136	78	66	51	36	27	15
Hr Total	287	293	357	537	554	544	412	310	261	180	120	76

24 Hour Total: 5,853
 AM Peak Hour begins: 7:45 AM Peak Volume: 392 AM Peak Hour Factor: 0.84
 PM Peak Hour begins: 16:30 PM Peak Volume: 559 PM Peak Hour Factor: 0.91

Total Volume for All Lanes

Wednesday, March 25, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	23	14	10	18	21	31	116	215	243	146	130	123
30	19	7	7	12	15	43	139	254	182	116	121	142
45	21	16	13	11	25	72	169	236	182	161	170	122
00	15	5	8	23	26	88	190	260	162	138	137	131
Hr Total	78	42	38	64	87	234	614	965	769	561	558	518

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	157	150	171	199	226	225	185	132	118	79	76	37
30	134	147	176	232	231	237	205	153	135	101	48	34
45	172	144	161	236	261	248	221	137	118	92	37	27
00	137	127	187	210	243	216	152	118	92	76	40	24
Hr Total	600	568	695	877	961	926	763	540	463	348	201	122

24 Hour Total: 11,592
 AM Peak Hour begins: 7:15 AM Peak Volume: 993 AM Peak Hour Factor: 0.95
 PM Peak Hour begins: 16:30 PM Peak Volume: 966 PM Peak Hour Factor: 0.93

Volume Count Report

Start Date: March 26, 2015
 Stop Date: March 26, 2015
 City: Dover
 Location: McIntosh Road south of US 92

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Thursday, March 26, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	5	5	1	9	22	73	138	101	99	67	74
30	10	8	1	5	11	38	109	159	128	79	79	80
45	3	3	9	4	16	43	130	157	103	83	73	59
00	8	4	5	11	12	69	132	136	112	85	65	69
Hr Total	29	20	20	21	48	172	444	590	444	346	284	282

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	86	68	60	76	106	90	77	58	42	40	31	7
30	94	81	82	88	98	109	88	60	53	48	20	19
45	106	72	80	100	90	81	67	50	58	41	19	15
00	70	73	91	78	105	89	67	58	43	25	15	9
Hr Total	356	294	313	342	399	369	299	226	196	154	85	50

24 Hour Total: 5,783
 AM Peak Hour begins: 7:00 AM Peak Volume: 590 AM Peak Hour Factor: 0.93
 PM Peak Hour begins: 16:00 PM Peak Volume: 399 PM Peak Hour Factor: 0.94

Southbound Volume for Lane 2

Thursday, March 26, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	9	5	5	6	12	25	78	124	72	65	67
30	10	9	4	7	6	17	41	83	97	79	72	69
45	9	9	5	6	7	19	48	92	98	55	66	82
00	9	5	3	11	7	40	71	97	59	58	80	70
Hr Total	40	32	17	29	26	88	185	350	378	264	283	288

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	82	65	97	92	119	124	122	103	71	57	39	33
30	82	77	75	118	123	153	113	82	83	50	26	30
45	84	79	94	127	114	126	109	63	80	41	33	24
00	87	89	100	128	124	134	99	65	57	35	27	13
Hr Total	335	310	366	465	480	537	443	313	291	183	125	100

24 Hour Total: 5,928
 AM Peak Hour begins: 7:45 AM Peak Volume: 416 AM Peak Hour Factor: 0.84
 PM Peak Hour begins: 17:00 PM Peak Volume: 537 PM Peak Hour Factor: 0.88

Total Volume for All Lanes

Thursday, March 26, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	20	14	10	6	15	34	98	216	225	171	132	141
30	20	17	5	12	17	55	150	242	225	158	151	149
45	12	12	14	10	23	62	178	249	201	138	139	141
00	17	9	8	22	19	109	203	233	171	143	145	139
Hr Total	69	52	37	50	74	260	629	940	822	610	567	570

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	168	133	157	168	225	214	199	161	113	97	70	40
30	176	158	157	206	221	262	201	142	136	98	46	49
45	190	151	174	227	204	207	176	113	138	82	52	39
00	157	162	191	206	229	223	166	123	100	60	42	22
Hr Total	691	604	679	807	879	906	742	539	487	337	210	150

24 Hour Total: 11,711
 AM Peak Hour begins: 7:15 AM Peak Volume: 949 AM Peak Hour Factor: 0.95
 PM Peak Hour begins: 16:45 PM Peak Volume: 912 PM Peak Hour Factor: 0.87

Volume Count Report 3-Day Average

Start Date:	March 24, 2015	Start Time:	00:00	Station:	0
Stop Date:	March 26, 2015	Stop Time:	24:00	ID:	0
City:	Dover	County:	Hillsborough		
Location	US 92 between McIntosh Road & Gallagher Road				

Eastbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	4	5	5	4	16	38	156	100	65	55	65
30	7	5	6	2	5	12	58	165	86	53	68	70
45	5	3	2	5	4	22	116	127	78	55	62	65
00	10	2	4	5	6	26	135	111	57	63	60	67
Hr Total	29	14	18	17	20	75	347	560	321	236	245	267

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	77	71	92	123	169	152	136	64	49	41	28	14
30	71	82	109	138	132	163	129	73	52	35	22	11
45	77	77	95	144	172	162	117	57	50	37	19	16
00	83	88	91	164	157	160	83	49	42	31	17	7
Hr Total	308	318	387	569	630	637	465	242	193	144	87	48

24 Hour Total:	6,178				
AM Peak Hour begins:	6:45	AM Peak Volume:	584	AM Peak Hour Factor:	0.88
PM Peak Hour begins:	16:30	PM Peak Volume:	644	PM Peak Hour Factor:	0.94

Westbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	4	2	5	6	16	54	148	163	75	66	73
30	1	2	2	5	6	32	87	158	120	76	68	65
45	6	3	4	6	13	43	135	213	99	71	81	85
00	5	3	0	6	12	45	136	224	84	60	71	70
Hr Total	19	11	9	22	37	136	412	742	466	282	286	292

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	90	82	87	176	140	110	94	64	45	30	15	9
30	82	80	111	205	118	76	94	56	41	37	10	8
45	81	74	107	147	117	94	72	41	40	32	11	5
00	69	60	106	139	98	84	64	41	34	28	17	4
Hr Total	322	296	412	666	472	365	324	201	161	127	52	26

24 Hour Total:	6,139				
AM Peak Hour begins:	7:15	AM Peak Volume:	758	AM Peak Hour Factor:	0.85
PM Peak Hour begins:	15:00	PM Peak Volume:	666	PM Peak Hour Factor:	0.81

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	7	8	10	9	31	91	304	263	140	122	138
30	8	7	9	7	12	44	145	323	206	129	136	135
45	10	6	6	11	17	65	251	339	177	126	143	150
00	14	5	4	11	18	71	272	335	141	123	131	136
Hr Total	48	25	27	40	57	211	759	1,302	787	518	531	559

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	167	152	179	299	309	262	230	127	94	71	43	24
30	153	162	220	343	250	239	223	129	93	72	32	19
45	158	151	203	291	289	257	189	98	90	69	30	20
00	152	148	197	303	255	244	148	90	76	59	33	10
Hr Total	630	614	799	1,235	1,103	1,002	789	443	353	271	139	74

24 Hour Total:	12,317				
AM Peak Hour begins:	7:00	AM Peak Volume:	1,302	AM Peak Hour Factor:	0.96
PM Peak Hour begins:	15:15	PM Peak Volume:	1,246	PM Peak Hour Factor:	0.91

Volume Count Report

Start Date: March 24, 2015	Start Time: 00:00	Station: 0
Stop Date: March 24, 2015	Stop Time: 24:00	ID: 0
City: Dover	County: Hillsborough	
Location: US 92 between McIntosh Road & Gallagher Road		

Eastbound Volume for Lane 1

Tuesday, March 24, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	3	3	6	3	19	41	156	108	68	56	71
30	6	4	4	1	3	15	54	160	103	50	69	87
45	4	3	2	6	5	20	119	136	69	57	53	71
00	12	3	4	6	7	17	136	99	57	50	69	68
Hr Total	34	13	13	19	18	71	350	551	337	225	247	297

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	70	54	98	108	151	143	136	76	57	31	32	19
30	77	81	124	123	112	181	117	86	57	33	30	12
45	63	81	101	129	173	164	116	47	38	43	23	21
00	81	89	75	141	156	152	83	57	46	26	10	7
Hr Total	291	305	398	501	592	640	452	266	198	133	95	59

24 Hour Total:	6,105		
AM Peak Hour begins:	6:45	AM Peak Volume: 588	AM Peak Hour Factor: 0.92
PM Peak Hour begins:	16:30	PM Peak Volume: 653	PM Peak Hour Factor: 0.90

Westbound Volume for Lane 2

Tuesday, March 24, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	4	0	5	3	11	45	146	219	91	56	74
30	2	1	3	4	7	36	78	161	147	92	71	69
45	7	2	7	4	16	45	150	218	105	59	92	79
00	4	2	1	7	12	47	130	225	76	58	70	72
Hr Total	18	9	11	20	38	139	403	750	547	300	289	294

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	80	70	83	174	105	110	102	60	45	30	17	5
30	77	79	101	212	124	76	94	57	43	38	8	8
45	72	68	121	140	118	99	64	51	50	40	7	4
00	68	69	93	142	92	88	58	43	54	30	15	1
Hr Total	297	286	398	668	439	373	318	211	192	138	47	18

24 Hour Total:	6,203		
AM Peak Hour begins:	7:15	AM Peak Volume: 823	AM Peak Hour Factor: 0.91
PM Peak Hour begins:	15:00	PM Peak Volume: 668	PM Peak Hour Factor: 0.79

Total Volume for All Lanes

Tuesday, March 24, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	17	7	3	11	6	30	86	302	327	159	112	145
30	8	5	7	5	10	51	132	321	250	142	140	156
45	11	5	9	10	21	65	269	354	174	116	145	150
00	16	5	5	13	19	64	266	324	133	108	139	140
Hr Total	52	22	24	39	56	210	753	1,301	884	525	536	591

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	150	124	181	282	256	253	238	136	102	61	49	24
30	154	160	225	335	236	257	211	143	100	71	38	20
45	135	149	222	269	291	263	180	98	88	83	30	25
00	149	158	168	283	248	240	141	100	100	56	25	8
Hr Total	588	591	796	1,169	1,031	1,013	770	477	390	271	142	77

24 Hour Total:	12,308		
AM Peak Hour begins:	7:15	AM Peak Volume: 1,326	AM Peak Hour Factor: 0.94
PM Peak Hour begins:	15:00	PM Peak Volume: 1,169	PM Peak Hour Factor: 0.87

Volume Count Report

Start Date:	March 25, 2015	Start Time:	00:00	Station:	0
Stop Date:	March 25, 2015	Stop Time:	24:00	ID:	0
City:	Dover	County:	Hillsborough		
Location	US 92 between McIntosh Road & Gallagher Road				

Eastbound Volume for Lane 1

Wednesday, March 25, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	2	8	4	1	18	43	142	99	74	57	56
30	4	7	4	3	6	11	64	178	77	60	69	56
45	4	5	1	8	2	18	113	127	72	45	60	74
00	9	1	3	2	8	28	142	107	56	66	61	61
Hr Total	18	15	16	17	17	75	362	554	304	245	247	247

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	85	81	96	121	175	157	116	59	44	43	26	13
30	67	77	110	133	149	158	122	54	57	30	20	7
45	94	70	99	168	189	158	108	64	59	41	14	15
00	81	86	97	173	172	163	75	42	36	31	20	7
Hr Total	327	314	402	595	685	636	421	219	196	145	80	42

24 Hour Total:	6,179				
AM Peak Hour begins:	6:45	AM Peak Volume:	589	AM Peak Hour Factor:	0.83
PM Peak Hour begins:	15:45	PM Peak Volume:	686	PM Peak Hour Factor:	0.91

Westbound Volume for Lane 2

Wednesday, March 25, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	2	4	4	8	16	64	139	130	64	70	84
30	1	0	2	7	7	33	87	160	96	59	75	58
45	8	3	4	6	13	38	132	208	91	88	73	79
00	4	3	0	5	12	45	141	226	99	60	74	67
Hr Total	21	8	10	22	40	132	424	733	416	271	292	288

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	99	85	81	189	160	107	88	62	49	24	14	5
30	81	79	105	200	127	84	93	44	39	29	4	8
45	82	76	105	146	129	90	81	35	18	24	16	6
00	77	72	104	138	120	88	42	36	21	16	17	7
Hr Total	339	312	395	673	536	369	304	177	127	93	51	26

24 Hour Total:	6,059				
AM Peak Hour begins:	7:00	AM Peak Volume:	733	AM Peak Hour Factor:	0.81
PM Peak Hour begins:	15:00	PM Peak Volume:	673	PM Peak Hour Factor:	0.84

Total Volume for All Lanes

Wednesday, March 25, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	4	12	8	9	34	107	281	229	138	127	140
30	5	7	6	10	13	44	151	338	173	119	144	114
45	12	8	5	14	15	56	245	335	163	133	133	153
00	13	4	3	7	20	73	283	333	155	126	135	128
Hr Total	39	23	26	39	57	207	786	1,287	720	516	539	535

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	184	166	177	310	335	264	204	121	93	67	40	18
30	148	156	215	333	276	242	215	98	96	59	24	15
45	176	146	204	314	318	248	189	99	77	65	30	21
00	158	158	201	311	292	251	117	78	57	47	37	14
Hr Total	666	626	797	1,268	1,221	1,005	725	396	323	238	131	68

24 Hour Total:	12,238				
AM Peak Hour begins:	7:00	AM Peak Volume:	1,287	AM Peak Hour Factor:	0.95
PM Peak Hour begins:	15:15	PM Peak Volume:	1,293	PM Peak Hour Factor:	0.96

Volume Count Report

Start Date:	March 26, 2015	Start Time:	00:00	Station:	0
Stop Date:	March 26, 2015	Stop Time:	24:00	ID:	0
City:	Dover	County:	Hillsborough		
Location	US 92 between McIntosh Road & Gallagher Road				

Eastbound Volume for Lane 1

Thursday, March 26, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	6	5	4	7	10	29	171	92	53	53	69
30	11	5	11	3	7	10	55	158	79	49	66	68
45	6	2	4	1	6	27	116	117	94	64	74	50
00	8	2	5	8	4	32	128	128	57	73	49	71
Hr Total	36	15	25	16	24	79	328	574	322	239	242	258

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	76	77	82	140	182	155	156	56	45	50	27	11
30	69	89	93	159	134	150	149	79	41	42	17	15
45	73	80	86	135	154	165	126	60	53	27	21	11
00	88	88	100	178	144	164	92	47	45	35	20	6
Hr Total	306	334	361	612	614	634	523	242	184	154	85	43

24 Hour Total:	6,250				
AM Peak Hour begins:	6:45	AM Peak Volume:	574	AM Peak Hour Factor:	0.84
PM Peak Hour begins:	15:15	PM Peak Volume:	654	PM Peak Hour Factor:	0.90

Westbound Volume for Lane 2

Thursday, March 26, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	5	3	7	6	20	52	159	141	70	73	60
30	1	4	2	4	5	27	96	153	117	78	58	67
45	2	4	1	8	10	46	124	212	101	65	77	97
00	6	3	0	6	12	44	138	220	77	61	69	70
Hr Total	18	16	6	25	33	137	410	744	436	274	277	294

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	91	90	98	164	154	114	91	69	41	35	14	18
30	89	82	126	203	103	68	95	66	42	45	17	8
45	89	79	96	154	103	94	71	36	53	32	10	4
00	61	39	122	136	82	77	93	44	27	39	18	3
Hr Total	330	290	442	657	442	353	350	215	163	151	59	33

24 Hour Total:	6,155				
AM Peak Hour begins:	7:00	AM Peak Volume:	744	AM Peak Hour Factor:	0.85
PM Peak Hour begins:	15:00	PM Peak Volume:	657	PM Peak Hour Factor:	0.81

Total Volume for All Lanes

Thursday, March 26, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	20	11	8	11	13	30	81	330	233	123	126	129
30	12	9	13	7	12	37	151	311	196	127	124	135
45	8	6	5	9	16	73	240	329	195	129	151	147
00	14	5	5	14	16	76	266	348	134	134	118	141
Hr Total	54	31	31	41	57	216	738	1,318	758	513	519	552

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	167	167	180	304	336	269	247	125	86	85	41	29
30	158	171	219	362	237	218	244	145	83	87	34	23
45	162	159	182	289	257	259	197	96	106	59	31	15
00	149	127	222	314	226	241	185	91	72	74	38	9
Hr Total	636	624	803	1,269	1,056	987	873	457	347	305	144	76

24 Hour Total:	12,405				
AM Peak Hour begins:	7:00	AM Peak Volume:	1,318	AM Peak Hour Factor:	0.95
PM Peak Hour begins:	15:15	PM Peak Volume:	1,301	PM Peak Hour Factor:	0.90

Volume Count Report 3-Day Average

Start Date: March 24, 2015
 Stop Date: March 26, 2015
 City: Dover
 Location: Gallagher Road north of US 92

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Southbound Volume for Lane 1

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	134	38	11	8	11
30	0	0	0	0	0	1	17	163	16	10	8	11
45	0	0	0	0	0	4	74	135	13	10	16	21
00	0	0	0	0	0	1	140	115	13	8	9	11
Hr Total	0	0	0	0	0	6	235	547	79	38	41	54

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	12	16	46	273	124	35	30	17	3	15	2	0
30	28	25	74	238	64	26	16	11	16	27	0	0
45	15	17	63	117	59	26	12	7	24	16	0	0
00	10	16	25	80	38	28	32	3	19	16	8	0
Hr Total	64	74	208	708	285	114	91	37	62	73	10	0

24 Hour Total: 2,729
 AM Peak Hour begins: 6:45 AM Peak Volume: 572 AM Peak Hour Factor: 0.88
 PM Peak Hour begins: 15:00 PM Peak Volume: 708 PM Peak Hour Factor: 0.65

Northbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	3	12	258	47	19	8	8
30	0	0	0	0	0	4	56	283	29	17	13	12
45	0	0	0	0	0	4	180	135	12	11	10	10
00	0	0	0	0	2	5	253	107	18	10	10	15
Hr Total	0	0	0	0	2	16	501	783	106	56	41	46

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	11	14	44	80	50	29	27	14	3	3	0	0
30	11	18	57	63	33	24	21	8	3	4	0	0
45	9	28	63	51	32	35	21	6	3	0	0	0
00	12	29	61	64	29	48	19	2	2	1	0	0
Hr Total	43	90	224	258	144	136	89	30	11	8	0	0

24 Hour Total: 2,584
 AM Peak Hour begins: 6:30 AM Peak Volume: 975 AM Peak Hour Factor: 0.86
 PM Peak Hour begins: 14:30 PM Peak Volume: 267 PM Peak Hour Factor: 0.84

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	3	15	393	85	30	17	19
30	0	0	0	0	0	5	73	446	45	27	20	23
45	0	0	0	0	0	8	254	270	25	20	26	31
00	0	0	0	0	2	6	393	222	31	17	19	26
Hr Total	0	0	0	0	2	22	736	1,331	185	94	82	100

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	23	30	90	353	173	64	58	30	5	18	2	0
30	39	43	131	301	97	50	37	18	19	30	0	0
45	24	45	126	168	90	61	33	13	27	16	0	0
00	22	46	86	144	68	76	52	5	22	18	8	0
Hr Total	107	164	433	966	429	251	179	67	73	82	10	0

24 Hour Total: 5,313
 AM Peak Hour begins: 6:45 AM Peak Volume: 1,502 AM Peak Hour Factor: 0.84
 PM Peak Hour begins: 15:00 PM Peak Volume: 966 PM Peak Hour Factor: 0.68

Volume Count Report

Start Date: March 24, 2015
 Stop Date: March 24, 2015
 City: Dover
 Location: Gallagher Road north of US 92

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Southbound Volume for Lane 1

Tuesday, March 24, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	1	2	140	35	12	6	16
30	0	0	0	0	0	2	17	159	14	9	9	15
45	0	0	0	0	0	5	72	149	17	8	18	19
00	0	0	0	0	0	1	141	115	8	4	10	17
Hr Total	0	0	0	0	0	9	232	563	74	33	43	67

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	10	15	48	284	59	34	35	8	5	3	3	0
30	30	21	72	239	60	24	13	18	8	27	0	0
45	11	15	73	102	58	32	8	18	31	26	0	0
00	11	19	21	84	30	44	10	3	49	31	8	0
Hr Total	62	70	214	709	207	134	66	47	93	87	11	0

24 Hour Total: 2,721
 AM Peak Hour begins: 6:45 AM Peak Volume: 589 AM Peak Hour Factor: 0.93
 PM Peak Hour begins: 15:00 PM Peak Volume: 709 PM Peak Hour Factor: 0.62

Northbound Volume for Lane 2

Tuesday, March 24, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	2	10	267	47	20	11	13
30	0	0	0	0	0	5	61	274	37	13	11	14
45	0	0	0	0	1	6	182	134	15	11	10	8
00	0	0	0	0	2	4	259	99	15	6	8	17
Hr Total	0	0	0	0	3	17	512	774	114	50	40	52

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	11	12	51	66	21	19	31	14	3	5	0	0
30	9	14	62	47	22	29	20	9	2	6	0	0
45	10	35	75	48	37	40	27	10	3	1	0	0
00	6	34	62	49	33	50	28	2	7	2	1	0
Hr Total	36	95	250	210	113	138	106	35	15	14	1	0

24 Hour Total: 2,575
 AM Peak Hour begins: 6:30 AM Peak Volume: 982 AM Peak Hour Factor: 0.90
 PM Peak Hour begins: 14:15 PM Peak Volume: 265 PM Peak Hour Factor: 0.88

Total Volume for All Lanes

Tuesday, March 24, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	3	12	407	82	32	17	29
30	0	0	0	0	0	7	78	433	51	22	20	29
45	0	0	0	0	1	11	254	283	32	19	28	27
00	0	0	0	0	2	5	400	214	23	10	18	34
Hr Total	0	0	0	0	3	26	744	1,337	188	83	83	119

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	21	27	99	350	80	53	66	22	8	8	3	0
30	39	35	134	286	82	53	33	27	10	33	0	0
45	21	50	148	150	95	72	35	28	34	27	0	0
00	17	53	83	133	63	94	38	5	56	33	9	0
Hr Total	98	165	464	919	320	272	172	82	108	101	12	0

24 Hour Total: 5,296
 AM Peak Hour begins: 6:45 AM Peak Volume: 1,523 AM Peak Hour Factor: 0.88
 PM Peak Hour begins: 15:00 PM Peak Volume: 919 PM Peak Hour Factor: 0.66

Volume Count Report

Start Date: March 25, 2015
 Stop Date: March 25, 2015
 City: Dover
 Location: Gallagher Road north of US 92

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Southbound Volume for Lane 1

Wednesday, March 25, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	4	132	43	12	7	11
30	0	0	0	0	0	1	21	163	18	13	7	10
45	0	0	0	0	0	3	71	125	11	11	9	19
00	0	0	0	0	0	1	143	115	20	12	9	7
Hr Total	0	0	0	0	0	5	239	535	92	48	32	47

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	11	16	46	292	186	21	33	3	0	1	0	0
30	17	30	59	225	69	26	19	3	3	0	0	0
45	16	16	68	123	75	16	12	1	4	0	0	0
00	9	11	30	93	54	21	5	0	1	0	8	0
Hr Total	53	73	203	733	384	84	69	7	8	1	8	0

24 Hour Total: 2,621
 AM Peak Hour begins: 6:45 AM Peak Volume: 563 AM Peak Hour Factor: 0.86
 PM Peak Hour begins: 15:00 PM Peak Volume: 733 PM Peak Hour Factor: 0.63

Northbound Volume for Lane 2

Wednesday, March 25, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	4	13	246	51	18	6	8
30	0	0	0	0	0	4	56	294	26	16	11	9
45	0	0	0	0	0	4	180	125	13	10	5	12
00	0	0	0	0	0	6	259	113	22	14	11	11
Hr Total	0	0	0	0	0	18	508	778	112	58	33	40

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	9	18	38	88	64	15	10	0	0	2	0	0
30	10	20	63	75	46	15	8	1	1	0	0	0
45	11	16	57	57	40	27	1	0	0	0	0	0
00	13	27	60	73	30	24	1	0	0	0	0	0
Hr Total	43	81	218	293	180	81	20	1	1	2	0	0

24 Hour Total: 2,467
 AM Peak Hour begins: 6:30 AM Peak Volume: 979 AM Peak Hour Factor: 0.83
 PM Peak Hour begins: 15:00 PM Peak Volume: 293 PM Peak Hour Factor: 0.83

Total Volume for All Lanes

Wednesday, March 25, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	4	17	378	94	30	13	19
30	0	0	0	0	0	5	77	457	44	29	18	19
45	0	0	0	0	0	7	251	250	24	21	14	31
00	0	0	0	0	0	7	402	228	42	26	20	18
Hr Total	0	0	0	0	0	23	747	1,313	204	106	65	87

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	20	34	84	380	250	36	43	3	0	3	0	0
30	27	50	122	300	115	41	27	4	4	0	0	0
45	27	32	125	180	115	43	13	1	4	0	0	0
00	22	38	90	166	84	45	6	0	1	0	8	0
Hr Total	96	154	421	1,026	564	165	89	8	9	3	8	0

24 Hour Total: 5,088
 AM Peak Hour begins: 6:30 AM Peak Volume: 1,488 AM Peak Hour Factor: 0.81
 PM Peak Hour begins: 15:00 PM Peak Volume: 1,026 PM Peak Hour Factor: 0.68

Volume Count Report

Start Date: March 26, 2015
 Stop Date: March 26, 2015
 City: Dover
 Location: Gallagher Road north of US 92

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Southbound Volume for Lane 1

Thursday, March 26, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	0	4	131	37	8	12	6
30	0	0	0	0	0	1	14	167	15	8	7	9
45	0	0	0	0	0	3	79	130	10	10	21	25
00	0	0	0	0	0	1	137	116	10	7	9	9
Hr Total	0	0	0	0	0	5	234	544	72	33	49	49

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	15	17	45	244	126	49	23	39	3	40	2	0
30	36	23	90	250	63	28	16	11	36	53	0	0
45	17	21	48	127	43	29	16	2	38	21	0	0
00	9	19	25	62	31	19	82	6	8	18	8	0
Hr Total	77	80	208	683	263	125	137	58	85	132	10	0

24 Hour Total: 2,844
 AM Peak Hour begins: 6:45 AM Peak Volume: 565 AM Peak Hour Factor: 0.85
 PM Peak Hour begins: 15:00 PM Peak Volume: 683 PM Peak Hour Factor: 0.68

Northbound Volume for Lane 2

Thursday, March 26, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	3	12	262	42	20	8	4
30	0	0	0	0	0	2	51	282	24	21	16	12
45	0	0	0	0	0	2	178	146	8	11	14	11
00	0	0	0	0	3	6	241	108	18	9	11	18
Hr Total	0	0	0	0	3	13	482	798	92	61	49	45

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	14	13	42	85	64	53	41	27	5	2	0	0
30	14	21	46	68	32	29	34	13	6	5	0	0
45	6	32	56	48	18	38	36	9	5	0	0	0
00	17	27	61	70	25	70	29	4	0	2	0	0
Hr Total	51	93	205	271	139	190	140	53	16	9	0	0

24 Hour Total: 2,710
 AM Peak Hour begins: 6:30 AM Peak Volume: 963 AM Peak Hour Factor: 0.85
 PM Peak Hour begins: 15:00 PM Peak Volume: 271 PM Peak Hour Factor: 0.80

Total Volume for All Lanes

Thursday, March 26, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	3	16	393	79	28	20	10
30	0	0	0	0	0	3	65	449	39	29	23	21
45	0	0	0	0	0	5	257	276	18	21	35	36
00	0	0	0	0	3	7	378	224	28	16	20	27
Hr Total	0	0	0	0	3	18	716	1,342	164	94	98	94

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	29	30	87	329	190	102	64	66	8	42	2	0
30	50	44	136	318	95	57	50	24	42	58	0	0
45	23	53	104	175	61	67	52	11	43	21	0	0
00	26	46	86	132	56	89	111	10	8	20	8	0
Hr Total	128	173	413	954	402	315	277	111	101	141	10	0

24 Hour Total: 5,554
 AM Peak Hour begins: 6:45 AM Peak Volume: 1,496 AM Peak Hour Factor: 0.83
 PM Peak Hour begins: 15:00 PM Peak Volume: 954 PM Peak Hour Factor: 0.72

Volume Count Report 3-Day Average

Start Date: March 24, 2015
 Stop Date: March 26, 2015
 City: Dover
 Location: Gallagher Road south of US 92

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Southbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	1	1	2	7	32	31	13	8	12
30	1	1	0	1	1	9	6	42	23	11	8	13
45	0	1	0	3	1	4	18	51	20	6	11	15
00	1	0	1	2	2	11	26	48	14	13	14	11
Hr Total	3	3	2	7	5	26	58	173	88	43	42	51

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	17	12	17	55	47	28	21	14	11	11	8	2
30	14	18	19	59	31	25	19	20	10	8	4	2
45	16	11	27	42	32	28	12	9	11	6	4	1
00	16	12	13	32	31	31	21	7	11	9	6	1
Hr Total	64	54	76	188	140	111	73	51	43	33	22	6

24 Hour Total: 1,359
 AM Peak Hour begins: 7:00 AM Peak Volume: 173 AM Peak Hour Factor: 0.85
 PM Peak Hour begins: 15:00 PM Peak Volume: 188 PM Peak Hour Factor: 0.80

Northbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	1	0	1	1	16	67	33	17	10	15
30	0	0	0	0	1	4	26	71	26	13	9	12
45	0	0	1	2	0	7	56	51	13	16	9	12
00	0	1	0	1	0	6	71	50	16	8	12	19
Hr Total	1	2	2	3	2	18	169	240	89	53	40	58

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	23	14	17	27	37	29	19	15	12	11	5	2
30	17	11	19	26	33	29	19	10	10	6	2	2
45	15	21	22	27	31	22	13	10	11	4	2	1
00	13	13	27	36	29	31	12	13	2	2	1	1
Hr Total	68	59	84	116	130	110	63	49	35	23	10	6

24 Hour Total: 1,429
 AM Peak Hour begins: 6:30 AM Peak Volume: 266 AM Peak Hour Factor: 0.93
 PM Peak Hour begins: 15:45 PM Peak Volume: 137 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	1	1	1	1	2	4	23	99	64	30	18	27
30	1	1	1	1	2	13	32	114	49	23	17	25
45	0	1	1	4	1	10	75	101	33	22	21	27
00	1	1	1	3	2	17	97	98	30	21	27	30
Hr Total	4	4	3	9	7	44	227	413	176	96	82	110

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	40	26	34	81	83	57	40	29	22	22	13	4
30	31	29	38	85	64	53	39	30	20	14	6	4
45	31	32	48	70	63	49	25	20	23	10	6	3
00	29	25	40	68	60	62	32	21	13	11	7	2
Hr Total	131	113	160	303	270	221	137	99	78	56	32	13

24 Hour Total: 2,789
 AM Peak Hour begins: 7:00 AM Peak Volume: 413 AM Peak Hour Factor: 0.91
 PM Peak Hour begins: 15:15 PM Peak Volume: 305 PM Peak Hour Factor: 0.90

Volume Count Report

Start Date: March 24, 2015
 Stop Date: March 24, 2015
 City: Dover
 Location: Gallagher Road south of US 92

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Southbound Volume for Lane 1

Tuesday, March 24, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	0	0	2	4	8	31	26	16	8	17
30	0	0	0	1	0	8	5	42	22	12	7	16
45	1	2	0	2	1	6	15	49	18	4	13	12
00	1	0	1	2	2	12	25	44	14	5	16	13
Hr Total	4	2	1	5	5	30	53	166	80	37	44	58

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	12	8	16	63	38	23	21	12	9	4	12	1
30	13	16	21	62	29	27	16	23	11	9	5	2
45	10	12	31	48	36	29	14	10	9	4	3	2
00	11	10	9	31	24	22	16	8	21	9	6	2
Hr Total	46	46	77	204	127	101	67	53	50	26	26	7

24 Hour Total: 1,315
 AM Peak Hour begins: 7:00 AM Peak Volume: 166 AM Peak Hour Factor: 0.85
 PM Peak Hour begins: 15:00 PM Peak Volume: 204 PM Peak Hour Factor: 0.81

Northbound Volume for Lane 2

Tuesday, March 24, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	0	0	1	1	16	69	31	20	6	19
30	0	0	0	0	2	5	22	75	26	11	8	12
45	0	0	2	2	1	8	56	43	11	12	10	6
00	0	1	0	0	0	7	73	49	17	7	9	18
Hr Total	1	2	2	2	4	21	167	236	85	50	33	55

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	26	16	27	22	18	25	15	15	10	10	7	1
30	15	11	23	20	32	31	17	9	6	2	0	3
45	12	19	23	29	38	21	15	4	11	2	3	0
00	8	15	22	31	34	24	14	9	4	5	1	0
Hr Total	61	61	95	102	122	101	61	37	31	19	11	4

24 Hour Total: 1,363
 AM Peak Hour begins: 6:30 AM Peak Volume: 273 AM Peak Hour Factor: 0.91
 PM Peak Hour begins: 16:15 PM Peak Volume: 129 PM Peak Hour Factor: 0.85

Total Volume for All Lanes

Tuesday, March 24, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	1	0	0	3	5	24	100	57	36	14	36
30	0	0	0	1	2	13	27	117	48	23	15	28
45	1	2	2	4	2	14	71	92	29	16	23	18
00	1	1	1	2	2	19	98	93	31	12	25	31
Hr Total	5	4	3	7	9	51	220	402	165	87	77	113

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	38	24	43	85	56	48	36	27	19	14	19	2
30	28	27	44	82	61	58	33	32	17	11	5	5
45	22	31	54	77	74	50	29	14	20	6	6	2
00	19	25	31	62	58	46	30	17	25	14	7	2
Hr Total	107	107	172	306	249	202	128	90	81	45	37	11

24 Hour Total: 2,678
 AM Peak Hour begins: 6:45 AM Peak Volume: 407 AM Peak Hour Factor: 0.87
 PM Peak Hour begins: 15:00 PM Peak Volume: 306 PM Peak Hour Factor: 0.90

Volume Count Report

Start Date: March 25, 2015
 Stop Date: March 25, 2015
 City: Dover
 Location: Gallagher Road south of US 92

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Southbound Volume for Lane 1

Wednesday, March 25, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	1	2	0	2	9	31	25	13	10	8
30	2	1	1	0	1	8	5	40	20	10	9	10
45	0	0	0	6	0	2	16	55	17	7	9	18
00	1	0	0	0	3	10	26	46	18	18	11	6
Hr Total	3	2	2	8	4	22	56	172	80	48	39	42

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	17	12	17	44	55	27	25	13	9	12	5	3
30	13	18	13	52	34	28	28	22	10	7	4	2
45	21	13	25	37	36	29	14	9	9	6	2	2
00	22	10	13	32	44	46	8	6	5	9	7	0
Hr Total	73	53	68	165	169	130	75	50	33	34	18	7

24 Hour Total: 1,353
 AM Peak Hour begins: 7:00 AM Peak Volume: 172 AM Peak Hour Factor: 0.78
 PM Peak Hour begins: 15:15 PM Peak Volume: 176 PM Peak Hour Factor: 0.80

Northbound Volume for Lane 2

Wednesday, March 25, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	1	0	1	1	14	71	30	15	9	15
30	1	1	1	1	1	5	29	69	21	13	13	11
45	0	1	0	2	0	6	57	50	13	22	8	18
00	0	1	0	2	0	8	67	53	19	6	12	19
Hr Total	1	3	2	5	2	20	167	243	83	56	42	63

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	24	16	11	28	45	28	25	14	15	18	2	2
30	14	11	16	33	37	27	18	14	15	14	5	2
45	15	23	18	30	30	23	10	17	15	7	2	2
00	11	12	30	34	29	26	9	19	2	0	1	3
Hr Total	64	62	75	125	141	104	62	64	47	39	10	9

24 Hour Total: 1,489
 AM Peak Hour begins: 6:30 AM Peak Volume: 264 AM Peak Hour Factor: 0.93
 PM Peak Hour begins: 15:30 PM Peak Volume: 146 PM Peak Hour Factor: 0.81

Total Volume for All Lanes

Wednesday, March 25, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	1	2	2	1	3	23	102	55	28	19	23
30	3	2	2	1	2	13	34	109	41	23	22	21
45	0	1	0	8	0	8	73	105	30	29	17	36
00	1	1	0	2	3	18	93	99	37	24	23	25
Hr Total	4	5	4	13	6	42	223	415	163	104	81	105

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	41	28	28	72	100	55	50	27	24	30	7	5
30	27	29	29	85	71	55	46	36	25	21	9	4
45	36	36	43	67	66	52	24	26	24	13	4	4
00	33	22	43	66	73	72	17	25	7	9	8	3
Hr Total	137	115	143	290	310	234	137	114	80	73	28	16

24 Hour Total: 2,842
 AM Peak Hour begins: 7:00 AM Peak Volume: 415 AM Peak Hour Factor: 0.95
 PM Peak Hour begins: 15:15 PM Peak Volume: 318 PM Peak Hour Factor: 0.80

Volume Count Report

Start Date: March 26, 2015
 Stop Date: March 26, 2015
 City: Dover
 Location: Gallagher Road south of US 92

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Southbound Volume for Lane 1

Thursday, March 26, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	1	0	1	5	34	41	11	6	12
30	1	2	0	2	2	10	9	45	26	10	8	13
45	0	1	1	0	1	3	24	48	26	7	12	14
00	0	1	1	4	2	11	26	54	10	15	16	15
Hr Total	2	4	2	7	5	25	64	181	103	43	42	54

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	22	17	18	57	47	34	17	17	14	16	7	3
30	17	21	24	63	30	19	14	15	9	7	4	1
45	18	8	24	42	24	25	9	9	16	9	6	0
00	15	16	16	32	24	24	38	8	7	8	6	1
Hr Total	72	62	82	194	125	102	78	49	46	40	23	5

24 Hour Total: 1,410
 AM Peak Hour begins: 7:15 AM Peak Volume: 188 AM Peak Hour Factor: 0.87
 PM Peak Hour begins: 15:00 PM Peak Volume: 194 PM Peak Hour Factor: 0.77

Northbound Volume for Lane 2

Thursday, March 26, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	1	0	1	2	17	62	39	15	14	11
30	0	0	0	0	0	2	27	70	31	14	6	14
45	0	0	0	1	0	6	56	59	15	13	10	13
00	0	0	0	0	0	3	73	49	13	11	16	19
Hr Total	0	0	1	1	1	13	173	240	98	53	46	57

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	18	10	12	30	47	33	18	17	10	5	7	2
30	22	10	17	24	31	28	23	6	9	2	0	1
45	17	22	24	23	24	21	14	10	8	3	1	2
00	21	13	30	43	25	43	12	12	0	1	1	1
Hr Total	78	55	83	120	127	125	67	45	27	11	9	6

24 Hour Total: 1,436
 AM Peak Hour begins: 6:45 AM Peak Volume: 264 AM Peak Hour Factor: 0.90
 PM Peak Hour begins: 15:45 PM Peak Volume: 145 PM Peak Hour Factor: 0.77

Total Volume for All Lanes

Thursday, March 26, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	1	1	1	3	22	96	80	26	20	23
30	1	2	0	2	2	12	36	115	57	24	14	27
45	0	1	1	1	1	9	80	107	41	20	22	27
00	0	1	1	4	2	14	99	103	23	26	32	34
Hr Total	2	4	3	8	6	38	237	421	201	96	88	111

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	40	27	30	87	94	67	35	34	24	21	14	5
30	39	31	41	87	61	47	37	21	18	9	4	2
45	35	30	48	65	48	46	23	19	24	12	7	2
00	36	29	46	75	49	67	50	20	7	9	7	2
Hr Total	150	117	165	314	252	227	145	94	73	51	32	11

24 Hour Total: 2,846
 AM Peak Hour begins: 7:00 AM Peak Volume: 421 AM Peak Hour Factor: 0.92
 PM Peak Hour begins: 15:15 PM Peak Volume: 321 PM Peak Hour Factor: 0.85

Volume Count Report 3-Day Average

Start Date: March 24, 2015
 Stop Date: March 26, 2015
 City: Dover
 Location: US 92 east of Gallagher Road

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Eastbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	5	6	5	3	13	20	63	87	50	51	62
30	8	5	6	2	6	11	30	91	82	47	58	64
45	4	3	2	3	4	17	47	91	66	55	58	65
00	7	2	4	4	3	19	65	91	56	57	56	60
Hr Total	26	16	18	14	17	59	163	336	291	208	224	251

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	76	78	90	184	181	142	139	60	43	44	26	14
30	76	73	100	187	142	156	125	64	52	46	20	11
45	73	73	83	143	172	157	103	53	58	37	16	14
00	69	76	67	146	154	129	78	50	42	38	15	7
Hr Total	294	299	340	660	649	584	445	226	196	164	77	45

24 Hour Total: 5,602
 AM Peak Hour begins: 7:15 AM Peak Volume: 360 AM Peak Hour Factor: 0.99
 PM Peak Hour begins: 15:00 PM Peak Volume: 660 PM Peak Hour Factor: 0.88

Westbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	4	1	7	5	15	63	176	153	73	56	67
30	3	2	3	6	6	38	103	192	112	65	65	57
45	5	4	3	6	13	40	159	192	96	64	71	69
00	5	2	1	5	13	49	164	207	74	55	69	64
Hr Total	19	13	7	24	37	143	489	767	435	257	262	258

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	76	78	86	90	87	89	83	54	38	21	14	8
30	64	72	93	107	84	69	82	49	33	24	10	7
45	72	70	93	91	92	96	67	38	24	24	9	3
00	70	65	117	105	83	90	53	38	23	20	13	3
Hr Total	282	284	390	393	346	343	285	178	117	89	46	22

24 Hour Total: 5,484
 AM Peak Hour begins: 7:00 AM Peak Volume: 767 AM Peak Hour Factor: 0.92
 PM Peak Hour begins: 14:30 PM Peak Volume: 406 PM Peak Hour Factor: 0.87

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	9	8	12	8	28	83	239	240	122	108	129
30	10	8	8	8	12	49	133	283	194	112	124	121
45	9	7	5	9	18	57	206	282	162	119	129	135
00	11	4	4	10	16	68	229	298	130	112	125	124
Hr Total	45	28	25	38	54	202	651	1,103	725	465	485	509

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	152	155	176	274	268	231	222	114	81	65	40	23
30	140	144	193	294	226	224	207	112	85	70	30	18
45	144	143	176	234	263	253	169	91	82	60	25	17
00	139	140	185	251	238	219	132	87	65	58	28	10
Hr Total	576	583	730	1,053	995	927	730	405	313	253	123	67

24 Hour Total: 11,085
 AM Peak Hour begins: 7:15 AM Peak Volume: 1,104 AM Peak Hour Factor: 0.92
 PM Peak Hour begins: 15:00 PM Peak Volume: 1,053 PM Peak Hour Factor: 0.90

Volume Count Report

Start Date: March 24, 2015
 Stop Date: March 24, 2015
 City: Dover
 Location: US 92 east of Gallagher Road

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Eastbound Volume for Lane 1

Tuesday, March 24, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	8	4	7	3	18	22	63	86	48	47	72
30	7	4	4	1	3	13	24	85	100	41	59	77
45	3	3	2	4	6	12	44	97	65	56	51	70
00	6	3	4	3	4	12	74	85	49	49	62	63
Hr Total	26	18	14	15	16	55	164	330	300	194	219	282

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	74	66	91	181	146	137	140	64	50	31	27	19
30	80	78	107	176	125	159	107	76	54	29	27	12
45	59	71	97	115	165	154	93	42	43	42	19	18
00	67	75	42	129	153	126	67	56	46	45	8	6
Hr Total	280	290	337	601	589	576	407	238	193	147	81	55

24 Hour Total: 5,427
 AM Peak Hour begins: 7:30 AM Peak Volume: 368 AM Peak Hour Factor: 0.92
 PM Peak Hour begins: 16:30 PM Peak Volume: 614 PM Peak Hour Factor: 0.93

Westbound Volume for Lane 2

Tuesday, March 24, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	4	0	7	3	13	54	174	238	81	49	72
30	3	1	3	5	5	41	99	187	136	77	68	62
45	6	4	4	4	16	41	177	200	102	56	81	67
00	4	2	2	6	12	51	168	214	68	52	70	72
Hr Total	18	11	9	22	36	146	498	775	544	266	268	273

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	65	74	88	90	77	86	86	52	35	21	15	6
30	54	67	99	105	85	73	83	47	37	19	10	7
45	64	66	86	102	84	93	58	46	31	23	5	4
00	63	66	113	97	74	85	54	41	25	13	10	2
Hr Total	246	273	386	394	320	337	281	186	128	76	40	19

24 Hour Total: 5,552
 AM Peak Hour begins: 7:15 AM Peak Volume: 839 AM Peak Hour Factor: 0.88
 PM Peak Hour begins: 14:45 PM Peak Volume: 410 PM Peak Hour Factor: 0.91

Total Volume for All Lanes

Tuesday, March 24, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	12	4	14	6	31	76	237	324	129	96	144
30	10	5	7	6	8	54	123	272	236	118	127	139
45	9	7	6	8	22	53	221	297	167	112	132	137
00	10	5	6	9	16	63	242	299	117	101	132	135
Hr Total	44	29	23	37	52	201	662	1,105	844	460	487	555

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	139	140	179	271	223	223	226	116	85	52	42	25
30	134	145	206	281	210	232	190	123	91	48	37	19
45	123	137	183	217	249	247	151	88	74	65	24	22
00	130	141	155	226	227	211	121	97	71	58	18	8
Hr Total	526	563	723	995	909	913	688	424	321	223	121	74

24 Hour Total: 10,979
 AM Peak Hour begins: 7:15 AM Peak Volume: 1,192 AM Peak Hour Factor: 0.92
 PM Peak Hour begins: 15:00 PM Peak Volume: 995 PM Peak Hour Factor: 0.89

Volume Count Report

Start Date: March 25, 2015
 Stop Date: March 25, 2015
 City: Dover
 Location: US 92 east of Gallagher Road

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Eastbound Volume for Lane 1

Wednesday, March 25, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	9	4	2	14	23	57	92	57	51	57
30	5	7	4	3	6	10	37	100	82	57	59	50
45	4	5	1	3	2	15	50	93	62	51	54	74
00	7	1	3	5	5	22	63	75	55	56	55	60
Hr Total	17	14	17	15	15	61	173	325	291	221	219	241

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	76	87	88	199	196	150	133	59	45	39	25	13
30	67	65	101	184	158	152	134	44	54	36	19	6
45	86	71	79	167	196	169	109	69	71	37	13	14
00	65	74	76	164	166	138	77	45	36	27	18	8
Hr Total	294	297	344	714	716	609	453	217	206	139	75	41

24 Hour Total: 5,714
 AM Peak Hour begins: 7:15 AM Peak Volume: 360 AM Peak Hour Factor: 0.90
 PM Peak Hour begins: 16:00 PM Peak Volume: 716 PM Peak Hour Factor: 0.91

Westbound Volume for Lane 2

Wednesday, March 25, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	3	3	6	7	17	74	178	106	67	57	73
30	3	0	2	7	7	40	93	191	100	47	70	50
45	8	3	4	7	13	37	156	189	94	74	63	65
00	4	2	0	3	13	44	156	203	85	54	66	61
Hr Total	22	8	9	23	40	138	479	761	385	242	256	249

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	79	80	78	93	85	82	78	55	40	22	15	4
30	71	67	85	112	93	79	84	37	34	23	5	7
45	75	77	96	79	113	106	75	33	15	19	11	5
00	84	70	114	107	105	90	42	33	20	20	14	4
Hr Total	309	294	373	391	396	357	279	158	109	84	45	20

24 Hour Total: 5,427
 AM Peak Hour begins: 7:00 AM Peak Volume: 761 AM Peak Hour Factor: 0.94
 PM Peak Hour begins: 14:30 PM Peak Volume: 415 PM Peak Hour Factor: 0.91

Total Volume for All Lanes

Wednesday, March 25, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	4	12	10	9	31	97	235	198	124	108	130
30	8	7	6	10	13	50	130	291	182	104	129	100
45	12	8	5	10	15	52	206	282	156	125	117	139
00	11	3	3	8	18	66	219	278	140	110	121	121
Hr Total	39	22	26	38	55	199	652	1,086	676	463	475	490

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	155	167	166	292	281	232	211	114	85	61	40	17
30	138	132	186	296	251	231	218	81	88	59	24	13
45	161	148	175	246	309	275	184	102	86	56	24	19
00	149	144	190	271	271	228	119	78	56	47	32	12
Hr Total	603	591	717	1,105	1,112	966	732	375	315	223	120	61

24 Hour Total: 11,141
 AM Peak Hour begins: 7:00 AM Peak Volume: 1,086 AM Peak Hour Factor: 0.93
 PM Peak Hour begins: 15:45 PM Peak Volume: 1,112 PM Peak Hour Factor: 0.90

Volume Count Report

Start Date: March 26, 2015
 Stop Date: March 26, 2015
 City: Dover
 Location: US 92 east of Gallagher Road

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Eastbound Volume for Lane 1

Thursday, March 26, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	7	6	3	4	6	15	70	84	44	56	57
30	11	5	9	3	9	9	29	88	63	42	57	64
45	5	2	3	1	5	25	48	82	70	57	69	52
00	7	1	4	5	1	22	59	113	64	66	51	57
Hr Total	34	15	22	12	19	62	151	353	281	209	233	230

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	78	80	90	173	201	140	144	57	34	62	25	11
30	81	75	92	202	144	156	135	71	49	72	14	14
45	73	77	74	147	154	147	106	48	61	31	16	9
00	76	78	84	144	144	124	91	48	44	41	20	6
Hr Total	308	310	340	666	643	567	476	224	188	206	75	40

24 Hour Total: 5,664
 AM Peak Hour begins: 7:15 AM Peak Volume: 367 AM Peak Hour Factor: 0.81
 PM Peak Hour begins: 15:15 PM Peak Volume: 694 PM Peak Hour Factor: 0.86

Westbound Volume for Lane 2

Thursday, March 26, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	5	1	8	5	16	60	175	114	70	63	55
30	2	6	3	5	6	34	117	198	101	72	58	60
45	2	5	0	7	11	41	144	186	92	62	69	76
00	6	3	0	7	13	53	168	205	68	60	71	60
Hr Total	18	19	4	27	35	144	489	764	375	264	261	251

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	85	79	93	86	99	98	86	56	39	20	13	15
30	67	81	96	103	73	54	78	62	28	30	14	7
45	76	67	96	93	78	90	67	34	25	29	11	1
00	62	58	125	111	71	94	64	39	23	27	15	3
Hr Total	290	285	410	393	321	336	295	191	115	106	53	26

24 Hour Total: 5,472
 AM Peak Hour begins: 7:00 AM Peak Volume: 764 AM Peak Hour Factor: 0.93
 PM Peak Hour begins: 14:00 PM Peak Volume: 410 PM Peak Hour Factor: 0.82

Total Volume for All Lanes

Thursday, March 26, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	19	12	7	11	9	22	75	245	198	114	119	112
30	13	11	12	8	15	43	146	286	164	114	115	124
45	7	7	3	8	16	66	192	268	162	119	138	128
00	13	4	4	12	14	75	227	318	132	126	122	117
Hr Total	52	34	26	39	54	206	640	1,117	656	473	494	481

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	163	159	183	259	300	238	230	113	73	82	38	26
30	148	156	188	305	217	210	213	133	77	102	28	21
45	149	144	170	240	232	237	173	82	86	60	27	10
00	138	136	209	255	215	218	155	87	67	68	35	9
Hr Total	598	595	750	1,059	964	903	771	415	303	312	128	66

24 Hour Total: 11,136
 AM Peak Hour begins: 7:00 AM Peak Volume: 1,117 AM Peak Hour Factor: 0.88
 PM Peak Hour begins: 15:15 PM Peak Volume: 1,100 PM Peak Hour Factor: 0.90

Volume Count Report

3-Day Average

Start Date:	March 24, 2015	Start Time:	00:00	Station:	0
Stop Date:	March 26, 2015	Stop Time:	24:00	ID:	0
City:	Plant City	County:	Hillsborough		
Location:	US 92 west of Branch Forbes Road				

Westbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	4	2	5	5	14	35	107	98	65	51	63
30	4	5	2	4	2	21	63	116	83	65	61	55
45	5	3	4	6	7	29	89	136	76	51	64	64
00	5	3	3	3	9	33	92	138	70	61	67	65
Hr Total	23	14	11	18	22	97	280	497	327	242	243	247

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	70	79	84	93	93	101	85	63	57	31	19	9
30	69	77	83	100	99	96	87	64	48	40	19	11
45	68	76	96	101	103	101	67	58	45	32	14	7
00	70	84	102	105	97	98	61	53	37	26	17	8
Hr Total	277	317	365	399	393	396	300	237	188	129	70	35

24 Hour Total:	5,128				
AM Peak Hour begins:	7:00	AM Peak Volume:	497	AM Peak Hour Factor:	0.90
PM Peak Hour begins:	16:15	PM Peak Volume:	401	PM Peak Hour Factor:	0.97

Eastbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	5	6	3	3	12	34	72	88	57	59	64
30	2	5	5	2	8	17	38	77	82	50	61	70
45	4	3	2	3	8	23	60	91	77	58	61	72
00	6	2	3	5	7	32	65	86	69	62	61	66
Hr Total	19	15	16	13	26	84	197	326	316	226	242	271

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	67	57	79	101	140	121	122	59	45	37	18	11
30	68	87	75	126	124	117	119	55	43	32	17	6
45	69	70	82	110	125	134	95	52	42	26	13	7
00	68	72	71	120	135	129	73	44	35	27	17	10
Hr Total	272	286	307	457	524	501	410	210	165	122	66	34

24 Hour Total:	5,103				
AM Peak Hour begins:	7:30	AM Peak Volume:	348	AM Peak Hour Factor:	0.96
PM Peak Hour begins:	16:00	PM Peak Volume:	524	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	15	9	8	9	8	26	69	179	186	122	109	127
30	6	9	7	6	10	38	101	192	165	115	123	125
45	10	6	6	9	15	52	149	227	153	109	125	136
00	11	5	7	8	16	66	157	225	138	123	128	131
Hr Total	42	29	27	31	49	181	477	822	643	469	485	519

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	137	137	163	194	233	222	207	122	102	67	37	20
30	138	165	158	225	223	213	206	119	90	72	37	17
45	136	146	178	211	228	235	162	109	87	58	28	14
00	138	156	174	225	232	227	134	97	72	53	35	18
Hr Total	550	603	672	855	917	897	710	447	352	250	136	69

24 Hour Total:	10,231				
AM Peak Hour begins:	7:15	AM Peak Volume:	830	AM Peak Hour Factor:	0.92
PM Peak Hour begins:	16:00	PM Peak Volume:	917	PM Peak Hour Factor:	0.98

Volume Count Report

Start Date: March 24, 2015	Start Time: 00:00	Station: 0
Stop Date: March 24, 2015	Stop Time: 24:00	ID: 0
City: Plant City	County: Hillsborough	
Location: US 92 west of Branch Forbes Road		

Westbound Volume for Lane 1

Tuesday, March 24, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	3	1	5	2	19	36	102	124	58	45	69
30	2	5	2	4	1	22	69	113	93	56	56	55
45	2	3	4	5	8	29	99	140	75	52	67	66
00	4	5	4	3	10	31	90	173	70	60	61	75
Hr Total	18	16	11	17	21	101	294	528	362	226	229	265

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	61	80	100	92	106	96	87	51	65	25	22	10
30	76	69	72	92	99	95	96	67	46	38	23	10
45	71	87	105	114	107	96	65	55	42	32	12	8
00	59	84	90	102	100	103	63	46	27	17	13	8
Hr Total	267	320	367	400	412	390	311	219	180	112	70	36

24 Hour Total:	5,172				
AM Peak Hour begins:	7:15	AM Peak Volume:	550	AM Peak Hour Factor:	0.79
PM Peak Hour begins:	15:30	PM Peak Volume:	421	PM Peak Hour Factor:	0.92

Eastbound Volume for Lane 2

Tuesday, March 24, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	8	3	5	2	15	30	78	81	50	34	69
30	1	3	4	2	8	25	34	83	87	50	66	88
45	5	3	2	5	6	18	61	92	70	65	57	82
00	6	1	4	3	7	30	75	82	67	51	58	64
Hr Total	20	15	13	15	23	88	200	335	305	216	215	303

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	68	63	81	103	123	117	116	67	47	26	19	10
30	65	84	87	118	114	123	104	58	50	31	20	8
45	64	70	84	93	112	138	91	44	35	24	11	10
00	75	73	64	99	139	104	67	45	37	26	15	14
Hr Total	272	290	316	413	488	482	378	214	169	107	65	42

24 Hour Total:	4,984				
AM Peak Hour begins:	7:30	AM Peak Volume:	342	AM Peak Hour Factor:	0.93
PM Peak Hour begins:	16:45	PM Peak Volume:	517	PM Peak Hour Factor:	0.93

Total Volume for All Lanes

Tuesday, March 24, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	18	11	4	10	4	34	66	180	205	108	79	138
30	3	8	6	6	9	47	103	196	180	106	122	143
45	7	6	6	10	14	47	160	232	145	117	124	148
00	10	6	8	6	17	61	165	255	137	111	119	139
Hr Total	38	31	24	32	44	189	494	863	667	442	444	568

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	129	143	181	195	229	213	203	118	112	51	41	20
30	141	153	159	210	213	218	200	125	96	69	43	18
45	135	157	189	207	219	234	156	99	77	56	23	18
00	134	157	154	201	239	207	130	91	64	43	28	22
Hr Total	539	610	683	813	900	872	689	433	349	219	135	78

24 Hour Total:	10,156				
AM Peak Hour begins:	7:15	AM Peak Volume:	888	AM Peak Hour Factor:	0.87
PM Peak Hour begins:	16:45	PM Peak Volume:	904	PM Peak Hour Factor:	0.95

Volume Count Report

Start Date:	March 25, 2015	Start Time:	00:00	Station:	0
Stop Date:	March 25, 2015	Stop Time:	24:00	ID:	0
City:	Plant City	County:	Hillsborough		
Location:	US 92 west of Branch Forbes Road				

Westbound Volume for Lane 1

Wednesday, March 25, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	4	1	4	9	11	40	112	83	63	53	64
30	4	4	1	4	3	22	54	128	67	69	68	53
45	6	2	4	7	5	26	88	132	83	50	62	68
00	8	3	5	1	5	30	85	114	70	66	66	62
Hr Total	26	13	11	16	22	89	267	486	303	248	249	247

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	69	89	84	98	93	99	84	62	52	26	16	6
30	65	76	88	100	93	101	85	55	51	36	11	13
45	77	76	84	85	119	105	74	68	41	34	15	7
00	80	83	105	104	104	104	51	46	40	32	18	8
Hr Total	291	324	361	387	409	409	294	231	184	128	60	34

24 Hour Total:	5,089	AM Peak Volume:	486	AM Peak Hour Factor:	0.92
AM Peak Hour begins:	7:00	PM Peak Volume:	423	PM Peak Hour Factor:	0.89
PM Peak Hour begins:	16:30				

Eastbound Volume for Lane 2

Wednesday, March 25, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	2	8	3	4	9	37	73	91	60	69	58
30	4	5	3	0	4	15	46	89	85	55	53	64
45	4	5	1	2	8	25	60	92	82	56	63	69
00	9	2	3	8	10	31	63	79	67	61	60	66
Hr Total	18	14	15	13	26	80	206	333	325	232	245	257

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	65	53	80	113	143	135	117	48	44	28	17	10
30	75	89	61	127	129	121	127	52	44	14	19	4
45	72	68	78	114	140	129	103	66	44	23	16	6
00	69	73	82	146	142	149	72	41	39	19	14	8
Hr Total	281	283	301	500	554	534	419	207	171	84	66	28

24 Hour Total:	5,192	AM Peak Volume:	351	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	7:15	PM Peak Volume:	558	PM Peak Hour Factor:	0.96
PM Peak Hour begins:	15:45				

Total Volume for All Lanes

Wednesday, March 25, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	6	9	7	13	20	77	185	174	123	122	122
30	8	9	4	4	7	37	100	217	152	124	121	117
45	10	7	5	9	13	51	148	224	165	106	125	137
00	17	5	8	9	15	61	148	193	137	127	126	128
Hr Total	44	27	26	29	48	169	473	819	628	480	494	504

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	134	142	164	211	236	234	201	110	96	54	33	16
30	140	165	149	227	222	222	212	107	95	50	30	17
45	149	144	162	199	259	234	177	134	85	57	31	13
00	149	156	187	250	246	253	123	87	79	51	32	16
Hr Total	572	607	662	887	963	943	713	438	355	212	126	62

24 Hour Total:	10,281	AM Peak Volume:	819	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	7:00	PM Peak Volume:	967	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	15:45				

Volume Count Report

Start Date:	March 26, 2015	Start Time:	00:00	Station:	0
Stop Date:	March 26, 2015	Stop Time:	24:00	ID:	0
City:	Plant City	County:	Hillsborough		
Location:	US 92 west of Branch Forbes Road				

Westbound Volume for Lane 1

Thursday, March 26, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	4	3	7	3	13	30	107	86	75	54	55
30	6	5	3	4	2	19	67	106	90	70	60	57
45	8	3	4	5	8	31	80	135	71	51	62	59
00	3	2	1	4	11	39	102	128	69	57	74	59
Hr Total	24	14	11	20	24	102	279	476	316	253	250	230

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	80	69	68	88	81	109	84	76	55	41	19	12
30	67	87	89	107	106	91	80	70	46	45	24	11
45	55	66	98	105	84	103	62	50	53	31	16	5
00	72	86	112	109	88	86	68	66	45	29	21	8
Hr Total	274	308	367	409	359	389	294	262	199	146	80	36

24 Hour Total:	5,122				
AM Peak Hour begins:	7:00	AM Peak Volume:	476	AM Peak Hour Factor:	0.88
PM Peak Hour begins:	14:45	PM Peak Volume:	412	PM Peak Hour Factor:	0.92

Eastbound Volume for Lane 2

Thursday, March 26, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	5	7	2	4	11	34	64	93	60	73	65
30	2	6	8	3	12	11	34	58	74	44	65	57
45	4	2	2	2	10	26	59	89	78	54	64	65
00	2	2	3	4	4	36	57	98	72	73	64	67
Hr Total	19	15	20	11	30	84	184	309	317	231	266	254

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	69	56	75	87	154	111	133	61	44	56	17	12
30	65	89	77	132	129	107	127	56	34	52	13	6
45	70	71	84	123	122	135	92	45	47	31	13	6
00	60	69	68	115	124	135	81	47	29	35	23	7
Hr Total	264	285	304	457	529	488	433	209	154	174	66	31

24 Hour Total:	5,134				
AM Peak Hour begins:	7:30	AM Peak Volume:	354	AM Peak Hour Factor:	0.90
PM Peak Hour begins:	17:30	PM Peak Volume:	530	PM Peak Hour Factor:	0.98

Total Volume for All Lanes

Thursday, March 26, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	18	9	10	9	7	24	64	171	179	135	127	120
30	8	11	11	7	14	30	101	164	164	114	125	114
45	12	5	6	7	18	57	139	224	149	105	126	124
00	5	4	4	8	15	75	159	226	141	130	138	126
Hr Total	43	29	31	31	54	186	463	785	633	484	516	484

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	149	125	143	175	235	220	217	137	99	97	36	24
30	132	176	166	239	235	198	207	126	80	97	37	17
45	125	137	182	228	206	238	154	95	100	62	29	11
00	132	155	180	224	212	221	149	113	74	64	44	15
Hr Total	538	593	671	866	888	877	727	471	353	320	146	67

24 Hour Total:	10,256				
AM Peak Hour begins:	7:15	AM Peak Volume:	793	AM Peak Hour Factor:	0.88
PM Peak Hour begins:	15:15	PM Peak Volume:	926	PM Peak Hour Factor:	0.97

Volume Count Report 3-Day Average

Start Date: March 24, 2015	Start Time: 00:00	Station: 0
Stop Date: March 26, 2015	Stop Time: 24:00	ID: 0
City: Plant City	County: Hillsborough	
Location: Branch Forbes Road north of US 92		

Northbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	18	8	13	9	14	41	142	235	190	122	112	102
30	10	8	13	16	21	65	177	242	163	114	116	104
45	10	9	8	13	32	90	209	247	144	114	108	102
00	11	9	10	13	49	104	240	224	121	103	93	92
Hr Total	49	34	44	52	116	300	768	947	619	454	430	400

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	108	101	125	123	143	152	137	86	69	50	33	15
30	109	127	120	136	143	142	129	74	69	51	26	21
45	112	121	109	150	157	135	112	74	59	43	19	17
00	99	113	117	136	157	134	98	65	54	39	23	16
Hr Total	429	462	471	544	599	563	476	299	250	184	102	69

24 Hour Total:	8,662			
AM Peak Hour begins:	6:45	AM Peak Volume:	963	AM Peak Hour Factor: 0.98
PM Peak Hour begins:	16:15	PM Peak Volume:	609	PM Peak Hour Factor: 0.97

Southbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	19	14	11	10	9	24	45	114	111	81	79	92
30	17	11	7	9	13	29	86	119	110	76	77	98
45	11	10	9	12	20	39	95	161	79	78	93	98
00	14	12	7	11	22	47	116	156	79	82	88	87
Hr Total	61	48	34	43	64	140	342	550	379	317	337	375

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	111	99	118	130	155	177	152	108	99	61	43	25
30	115	118	115	151	163	173	153	103	94	63	42	28
45	98	104	143	176	165	176	142	101	77	62	38	28
00	112	116	139	177	176	166	123	100	68	49	43	22
Hr Total	436	437	515	634	659	691	570	412	337	236	166	102

24 Hour Total:	7,886			
AM Peak Hour begins:	7:00	AM Peak Volume:	550	AM Peak Hour Factor: 0.85
PM Peak Hour begins:	16:45	PM Peak Volume:	702	PM Peak Hour Factor: 0.99

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	37	22	24	19	23	65	187	348	301	203	191	194
30	27	19	20	26	35	94	263	361	273	190	193	202
45	22	19	17	26	52	130	305	408	223	193	201	200
00	25	22	18	25	71	151	356	380	201	185	181	179
Hr Total	110	82	78	95	181	440	1,110	1,497	998	772	767	775

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	220	200	243	252	298	330	289	194	168	111	76	40
30	223	244	235	287	305	315	282	177	163	114	68	49
45	211	225	252	326	322	311	254	175	136	106	58	45
00	211	229	256	313	333	299	221	165	121	89	66	38
Hr Total	865	899	986	1,178	1,258	1,255	1,046	712	588	419	268	172

24 Hour Total:	16,548			
AM Peak Hour begins:	7:00	AM Peak Volume:	1,497	AM Peak Hour Factor: 0.92
PM Peak Hour begins:	16:30	PM Peak Volume:	1,300	PM Peak Hour Factor: 0.98

Volume Count Report

Start Date: March 24, 2015	Start Time: 00:00	Station: 0
Stop Date: March 24, 2015	Stop Time: 24:00	ID: 0
City: Plant City	County: Hillsborough	
Location: Branch Forbes Road north of US 92		

Northbound Volume for Lane 1

Tuesday, March 24, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	10	11	12	15	50	135	226	182	104	110	97
30	13	7	11	21	17	76	175	250	145	102	109	105
45	11	8	3	12	33	87	208	246	133	113	110	93
00	12	10	4	9	41	100	233	227	102	119	83	106
Hr Total	52	35	29	54	106	313	751	949	562	438	412	401

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	126	103	123	126	146	143	129	82	78	44	29	10
30	121	119	120	136	140	150	129	80	74	53	17	15
45	129	129	107	157	165	138	111	62	48	47	23	11
00	115	118	121	143	136	139	121	68	45	42	19	13
Hr Total	491	469	471	562	587	570	490	292	245	186	88	49

24 Hour Total:	8,602	AM Peak Volume:	955	AM Peak Hour Factor:	0.96
AM Peak Hour begins:	6:45	PM Peak Volume:	594	PM Peak Hour Factor:	0.90
PM Peak Hour begins:	15:45				

Southbound Volume for Lane 2

Tuesday, March 24, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	10	10	3	6	19	50	120	159	88	63	81
30	7	13	5	5	12	33	75	128	124	67	81	115
45	5	10	7	13	21	49	98	160	86	73	95	79
00	8	11	5	6	24	52	109	215	91	81	92	90
Hr Total	31	44	27	27	63	153	332	623	460	309	331	365

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	114	98	112	120	188	179	165	112	91	53	44	29
30	112	122	105	138	157	176	164	102	93	52	41	26
45	101	109	142	195	156	197	143	101	79	58	42	27
00	111	100	131	202	219	173	120	100	61	51	35	23
Hr Total	438	429	490	655	720	725	592	415	324	214	162	105

24 Hour Total:	8,034	AM Peak Volume:	662	AM Peak Hour Factor:	0.77
AM Peak Hour begins:	7:15	PM Peak Volume:	771	PM Peak Hour Factor:	0.88
PM Peak Hour begins:	16:45				

Total Volume for All Lanes

Tuesday, March 24, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	27	20	21	15	21	69	185	346	341	192	173	178
30	20	20	16	26	29	109	250	378	269	169	190	220
45	16	18	10	25	54	136	306	406	219	186	205	172
00	20	21	9	15	65	152	342	442	193	200	175	196
Hr Total	83	79	56	81	169	466	1,083	1,572	1,022	747	743	766

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	240	201	235	246	334	322	294	194	169	97	73	39
30	233	241	225	274	297	326	293	182	167	105	58	41
45	230	238	249	352	321	335	254	163	127	105	65	38
00	226	218	252	345	355	312	241	168	106	93	54	36
Hr Total	929	898	961	1,217	1,307	1,295	1,082	707	569	400	250	154

24 Hour Total:	16,636	AM Peak Volume:	1,572	AM Peak Hour Factor:	0.89
AM Peak Hour begins:	7:00	PM Peak Volume:	1,338	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	16:45				

Volume Count Report

Start Date: March 25, 2015	Start Time: 00:00	Station: 0
Stop Date: March 25, 2015	Stop Time: 24:00	ID: 0
City: Plant City	County: Hillsborough	
Location: Branch Forbes Road north of US 92		

Northbound Volume for Lane 1

Wednesday, March 25, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	17	7	7	9	12	39	148	222	188	147	110	104
30	8	8	10	14	23	57	167	236	184	125	134	110
45	10	9	7	12	35	98	203	248	141	119	99	114
00	10	8	11	19	53	99	251	238	137	79	108	100
Hr Total	45	32	35	54	123	293	769	944	650	470	451	428

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	102	95	115	125	149	147	143	81	60	58	33	18
30	105	145	111	131	145	135	124	76	65	44	28	19
45	117	110	110	140	141	130	110	97	70	37	19	20
00	95	110	117	146	179	144	84	63	50	46	24	18
Hr Total	419	460	453	542	614	556	461	317	245	185	104	75

24 Hour Total:	8,725	AM Peak Volume:	957	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	6:45	PM Peak Volume:	614	PM Peak Hour Factor:	0.86
PM Peak Hour begins:	16:00				

Southbound Volume for Lane 2

Wednesday, March 25, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	21	12	7	12	9	29	41	115	103	82	89	99
30	21	11	6	12	15	26	92	116	104	71	82	96
45	12	8	13	12	26	32	94	153	77	85	89	122
00	11	15	10	11	17	43	141	114	77	80	87	75
Hr Total	65	46	36	47	67	130	368	498	361	318	347	392

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	122	99	137	151	136	174	154	106	96	55	42	23
30	122	127	121	155	161	173	155	116	89	75	47	27
45	102	108	133	161	160	176	155	108	67	55	36	31
00	106	133	139	159	155	151	114	88	70	46	44	16
Hr Total	452	467	530	626	612	674	578	418	322	231	169	97

24 Hour Total:	7,851	AM Peak Volume:	525	AM Peak Hour Factor:	0.86
AM Peak Hour begins:	6:45	PM Peak Volume:	678	PM Peak Hour Factor:	0.96
PM Peak Hour begins:	16:45				

Total Volume for All Lanes

Wednesday, March 25, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	38	19	14	21	21	68	189	337	291	229	199	203
30	29	19	16	26	38	83	259	352	288	196	216	206
45	22	17	20	24	61	130	297	401	218	204	188	236
00	21	23	21	30	70	142	392	352	214	159	195	175
Hr Total	110	78	71	101	190	423	1,137	1,442	1,011	788	798	820

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	224	194	252	276	285	321	297	187	156	113	75	41
30	227	272	232	286	306	308	279	192	154	119	75	46
45	219	218	243	301	301	306	265	205	137	92	55	51
00	201	243	256	305	334	295	198	151	120	92	68	34
Hr Total	871	927	983	1,168	1,226	1,230	1,039	735	567	416	273	172

24 Hour Total:	16,576	AM Peak Volume:	1,482	AM Peak Hour Factor:	0.92
AM Peak Hour begins:	6:45	PM Peak Volume:	1,269	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	16:45				

Volume Count Report

Start Date: March 26, 2015	Start Time: 00:00	Station: 0
Stop Date: March 26, 2015	Stop Time: 24:00	ID: 0
City: Plant City	County: Hillsborough	
Location: Branch Forbes Road north of US 92		

Northbound Volume for Lane 1

Thursday, March 26, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	20	6	21	6	16	34	143	256	201	116	117	105
30	9	8	18	14	24	61	188	239	160	116	106	98
45	10	10	14	16	28	86	217	246	158	111	115	98
00	10	10	16	12	52	112	236	207	125	112	89	71
Hr Total	49	34	69	48	120	293	784	948	644	455	427	372

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	97	105	137	117	133	167	139	96	69	47	38	18
30	100	116	129	140	143	142	133	66	67	57	33	29
45	91	124	110	152	165	137	115	62	59	46	16	20
00	88	112	112	120	156	118	90	65	66	30	26	17
Hr Total	376	457	488	529	597	564	477	289	261	180	113	84

24 Hour Total:	8,658				
AM Peak Hour begins:	6:45	AM Peak Volume:	977	AM Peak Hour Factor:	0.95
PM Peak Hour begins:	16:15	PM Peak Volume:	631	PM Peak Hour Factor:	0.94

Southbound Volume for Lane 2

Thursday, March 26, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	25	21	16	15	11	25	44	106	71	73	84	96
30	22	10	9	11	13	28	92	114	102	90	68	82
45	17	12	7	12	14	37	94	170	73	77	96	94
00	23	11	7	17	25	47	97	140	70	85	84	95
Hr Total	87	54	39	55	63	137	327	530	316	325	332	367

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	98	101	106	118	141	179	137	106	109	75	43	22
30	110	104	118	160	170	169	140	92	100	62	38	31
45	92	96	153	173	179	154	127	94	85	74	37	26
00	119	114	148	169	155	173	135	112	72	51	49	26
Hr Total	419	415	525	620	645	675	539	404	366	262	167	105

24 Hour Total:	7,774				
AM Peak Hour begins:	7:00	AM Peak Volume:	530	AM Peak Hour Factor:	0.78
PM Peak Hour begins:	16:15	PM Peak Volume:	683	PM Peak Hour Factor:	0.95

Total Volume for All Lanes

Thursday, March 26, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	45	27	37	21	27	59	187	362	272	189	201	201
30	31	18	27	25	37	89	280	353	262	206	174	180
45	27	22	21	28	42	123	311	416	231	188	211	192
00	33	21	23	29	77	159	333	347	195	197	173	166
Hr Total	136	88	108	103	183	430	1,111	1,478	960	780	759	739

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	195	206	243	235	274	346	276	202	178	122	81	40
30	210	220	247	300	313	311	273	158	167	119	71	60
45	183	220	263	325	344	291	242	156	144	120	53	46
00	207	226	260	289	311	291	225	177	138	81	75	43
Hr Total	795	872	1,013	1,149	1,242	1,239	1,016	693	627	442	280	189

24 Hour Total:	16,432				
AM Peak Hour begins:	7:00	AM Peak Volume:	1,478	AM Peak Hour Factor:	0.89
PM Peak Hour begins:	16:15	PM Peak Volume:	1,314	PM Peak Hour Factor:	0.95

Volume Count Report

3-Day Average

Start Date: March 24, 2015	Start Time: 00:00	Station: 0
Stop Date: March 26, 2015	Stop Time: 24:00	ID: 0
City: Plant City	County: Hillsborough	
Location: Forbes Road south of US 92		

Northbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	2	3	2	7	12	68	124	106	67	54	45
30	5	3	8	6	7	25	78	126	83	51	49	56
45	4	4	4	5	13	34	110	135	64	58	54	48
00	4	4	5	3	20	42	119	120	57	44	44	42
Hr Total	18	13	19	15	48	113	375	505	310	220	202	191

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	50	44	57	59	70	71	55	43	35	28	17	8
30	40	52	57	61	70	70	62	41	33	29	10	8
45	44	45	52	57	76	65	57	43	32	24	11	10
00	43	48	53	65	75	57	45	33	27	20	9	7
Hr Total	176	189	219	242	292	263	219	159	128	101	47	33

24 Hour Total:	4,098			
AM Peak Hour begins:	7:00	AM Peak Volume:	505	AM Peak Hour Factor: 0.94
PM Peak Hour begins:	16:15	PM Peak Volume:	292	PM Peak Hour Factor: 0.96

Southbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	7	3	3	4	4	16	70	52	39	43	47
30	9	7	2	3	6	9	36	76	54	34	41	41
45	7	5	4	6	6	14	37	77	49	39	39	48
00	6	5	2	3	7	17	63	80	40	40	40	44
Hr Total	29	25	11	15	22	44	153	303	195	153	162	181

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	48	47	64	69	93	102	93	58	52	29	19	10
30	57	60	64	74	95	109	92	57	48	32	19	13
45	45	54	67	80	95	98	78	62	50	27	15	11
00	48	57	62	88	100	107	68	47	35	24	19	9
Hr Total	199	219	257	312	383	416	331	224	184	111	72	42

24 Hour Total:	4,043			
AM Peak Hour begins:	7:00	AM Peak Volume:	303	AM Peak Hour Factor: 0.94
PM Peak Hour begins:	17:00	PM Peak Volume:	416	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	12	9	6	5	11	16	84	194	158	106	97	92
30	13	10	10	8	13	34	114	202	137	85	90	97
45	12	9	8	11	19	48	147	212	113	97	93	97
00	10	9	7	6	27	59	182	200	97	84	84	86
Hr Total	47	38	30	31	70	157	528	808	505	373	364	372

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	98	91	121	128	163	172	149	100	86	57	36	18
30	97	112	121	135	165	179	153	98	82	61	29	21
45	89	99	119	137	171	163	135	105	82	51	25	22
00	91	105	116	153	175	165	113	80	62	44	28	15
Hr Total	375	408	477	553	674	679	551	383	312	213	118	75

24 Hour Total:	8,141			
AM Peak Hour begins:	7:00	AM Peak Volume:	808	AM Peak Hour Factor: 0.95
PM Peak Hour begins:	16:30	PM Peak Volume:	697	PM Peak Hour Factor: 0.97

Volume Count Report

Start Date: March 24, 2015
 Stop Date: March 24, 2015
 City: Plant City
 Location: Forbes Road south of US 92

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Tuesday, March 24, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	1	1	1	7	13	67	120	110	60	60	45
30	4	3	7	11	8	33	75	136	72	48	41	52
45	4	7	2	6	13	32	110	120	58	61	59	39
00	3	5	2	3	17	43	120	122	45	43	36	46
Hr Total	16	16	12	21	45	121	372	498	285	212	196	182

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	57	46	61	55	66	61	65	35	34	21	14	8
30	39	60	52	53	64	81	66	32	32	29	5	6
45	48	50	48	60	76	60	64	38	28	24	16	4
00	52	47	60	70	67	61	41	35	24	22	7	4
Hr Total	196	203	221	238	273	263	236	140	118	96	42	22

24 Hour Total: 4,024
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 16:30
 AM Peak Volume: 498
 PM Peak Volume: 285
 AM Peak Hour Factor: 0.92
 PM Peak Hour Factor: 0.88

Southbound Volume for Lane 2

Tuesday, March 24, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	8	4	0	3	4	16	78	57	33	38	38
30	6	6	1	1	4	9	29	80	63	34	45	48
45	6	7	2	6	3	16	41	59	50	43	37	40
00	3	4	2	2	6	21	67	103	47	38	29	47
Hr Total	18	25	9	9	16	50	153	320	217	148	149	173

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	48	52	63	69	107	98	96	56	32	31	14	11
30	46	61	57	61	106	111	95	52	57	28	17	13
45	43	61	74	78	82	110	75	59	48	26	15	5
00	48	59	59	75	105	89	78	51	29	29	12	9
Hr Total	185	233	253	283	400	408	344	218	166	114	58	38

24 Hour Total: 3,987
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 16:45
 AM Peak Volume: 320
 PM Peak Volume: 424
 AM Peak Hour Factor: 0.78
 PM Peak Hour Factor: 0.95

Total Volume for All Lanes

Tuesday, March 24, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	9	5	1	10	17	83	198	167	93	98	83
30	10	9	8	12	12	42	104	216	135	82	86	100
45	10	14	4	12	16	48	151	179	108	104	96	79
00	6	9	4	5	23	64	187	225	92	81	65	93
Hr Total	34	41	21	30	61	171	525	818	502	360	345	355

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	105	98	124	124	173	159	161	91	66	52	28	19
30	85	121	109	114	170	192	161	84	89	57	22	19
45	91	111	122	138	158	170	139	97	76	50	31	9
00	100	106	119	145	172	150	119	86	53	51	19	13
Hr Total	381	436	474	521	673	671	580	358	284	210	100	60

24 Hour Total: 8,011
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 16:45
 AM Peak Volume: 818
 PM Peak Volume: 693
 AM Peak Hour Factor: 0.91
 PM Peak Hour Factor: 0.90

Volume Count Report

Start Date: March 25, 2015
 Stop Date: March 25, 2015
 City: Plant City
 Location: Forbes Road south of US 92

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Wednesday, March 25, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	1	2	4	7	14	69	105	98	68	48	47
30	4	4	7	3	9	18	80	127	97	65	49	55
45	5	1	4	5	14	46	98	142	65	67	48	61
00	7	1	3	3	24	35	128	129	61	42	50	42
Hr Total	21	7	16	15	54	113	375	503	321	242	195	205

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	44	39	51	56	67	73	62	41	30	41	16	7
30	42	50	61	58	67	59	62	47	30	31	12	7
45	48	37	50	55	74	64	45	49	36	27	8	12
00	45	53	51	67	85	56	43	29	22	23	11	8
Hr Total	179	179	213	236	293	252	212	166	118	122	47	34

24 Hour Total: 4,118
 AM Peak Hour begins: 7:00 AM Peak Volume: 503 AM Peak Hour Factor: 0.89
 PM Peak Hour begins: 16:15 PM Peak Volume: 299 PM Peak Hour Factor: 0.88

Southbound Volume for Lane 2

Wednesday, March 25, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	9	1	4	4	4	18	72	52	45	50	54
30	9	6	2	4	7	11	46	69	47	38	34	41
45	5	2	4	8	8	10	30	78	44	39	42	56
00	4	5	4	4	6	16	72	66	36	37	40	50
Hr Total	27	22	11	20	25	41	166	285	179	159	166	201

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	53	43	69	75	70	101	101	57	63	29	19	6
30	58	69	61	80	85	113	92	70	41	36	20	12
45	48	53	62	75	103	107	91	71	43	21	14	11
00	48	52	59	97	105	104	58	42	35	22	21	6
Hr Total	207	217	251	327	363	425	342	240	182	108	74	35

24 Hour Total: 4,073
 AM Peak Hour begins: 6:45 AM Peak Volume: 291 AM Peak Hour Factor: 0.93
 PM Peak Hour begins: 16:45 PM Peak Volume: 426 PM Peak Hour Factor: 0.94

Total Volume for All Lanes

Wednesday, March 25, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	10	3	8	11	18	87	177	150	113	98	101
30	13	10	9	7	16	29	126	196	144	103	83	96
45	10	3	8	13	22	56	128	220	109	106	90	117
00	11	6	7	7	30	51	200	195	97	79	90	92
Hr Total	48	29	27	35	79	154	541	788	500	401	361	406

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	97	82	120	131	137	174	163	98	93	70	35	13
30	100	119	122	138	152	172	154	117	71	67	32	19
45	96	90	112	130	177	171	136	120	79	48	22	23
00	93	105	110	164	190	160	101	71	57	45	32	14
Hr Total	386	396	464	563	656	677	554	406	300	230	121	69

24 Hour Total: 8,191
 AM Peak Hour begins: 6:45 AM Peak Volume: 793 AM Peak Hour Factor: 0.90
 PM Peak Hour begins: 16:30 PM Peak Volume: 713 PM Peak Hour Factor: 0.94

Volume Count Report

Start Date: March 26, 2015
 Stop Date: March 26, 2015
 City: Plant City
 Location: Forbes Road south of US 92

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Thursday, March 26, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	4	5	1	8	9	68	148	110	72	54	44
30	6	1	9	3	5	24	80	115	81	40	57	60
45	4	5	6	4	11	25	122	142	69	46	56	45
00	3	6	10	2	20	48	109	109	64	48	47	38
Hr Total	17	16	30	10	44	106	379	514	324	206	214	187

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	49	48	59	66	77	78	39	52	40	21	20	9
30	38	45	57	71	80	69	57	43	38	28	13	11
45	35	49	59	56	78	72	63	41	33	22	8	15
00	32	43	49	58	74	55	51	34	36	15	10	8
Hr Total	154	185	224	251	309	274	210	170	147	86	51	43

24 Hour Total: 4,151
 AM Peak Hour begins: 6:45
 PM Peak Hour begins: 16:15
 AM Peak Volume: 514
 PM Peak Volume: 310
 AM Peak Hour Factor: 0.87
 PM Peak Hour Factor: 0.97

Southbound Volume for Lane 2

Thursday, March 26, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	5	4	6	4	5	14	59	46	40	41	48
30	11	9	3	3	6	6	33	78	52	30	43	35
45	11	6	5	4	7	16	41	95	53	36	37	49
00	10	7	1	4	9	14	51	72	37	45	50	36
Hr Total	43	27	13	17	26	41	139	304	188	151	171	168

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	44	46	61	62	103	106	83	60	60	27	25	12
30	67	51	74	82	94	104	88	49	47	31	19	13
45	45	48	64	88	99	77	68	57	58	34	15	18
00	49	61	69	93	89	129	69	49	40	20	24	11
Hr Total	205	206	268	325	385	416	308	215	205	112	83	54

24 Hour Total: 4,070
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 17:00
 AM Peak Volume: 304
 PM Peak Volume: 416
 AM Peak Hour Factor: 0.80
 PM Peak Hour Factor: 0.81

Total Volume for All Lanes

Thursday, March 26, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	9	9	7	12	14	82	207	156	112	95	92
30	17	10	12	6	11	30	113	193	133	70	100	95
45	15	11	11	8	18	41	163	237	122	82	93	94
00	13	13	11	6	29	62	160	181	101	93	97	74
Hr Total	60	43	43	27	70	147	518	818	512	357	385	355

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	93	94	120	128	180	184	122	112	100	48	45	21
30	105	96	131	153	174	173	145	92	85	59	32	24
45	80	97	123	144	177	149	131	98	91	56	23	33
00	81	104	118	151	163	184	120	83	76	35	34	19
Hr Total	359	391	492	576	694	690	518	385	352	198	134	97

24 Hour Total: 8,221
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 16:15
 AM Peak Volume: 818
 PM Peak Volume: 698
 AM Peak Hour Factor: 0.86
 PM Peak Hour Factor: 0.95

Volume Count Report

3-Day Average

Start Date:	March 24, 2015	Start Time:	00:00	Station:	0
Stop Date:	March 26, 2015	Stop Time:	24:00	ID:	0
City:	Plant City	County:	Hillsborough		
Location	US 92 east of Branch Forbes Road				

Eastbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	8	11	9	6	23	46	91	107	74	73	99
30	9	9	8	8	13	24	62	86	101	77	84	101
45	8	8	5	6	16	30	86	94	98	74	97	113
00	8	8	4	10	15	41	89	105	92	78	93	100
Hr Total	38	32	28	33	51	117	283	376	397	304	348	413

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	102	104	113	151	193	158	157	105	71	62	38	21
30	121	116	113	172	160	177	148	91	74	52	36	19
45	107	111	125	169	164	181	138	85	70	57	31	22
00	109	108	120	173	184	170	115	85	63	45	33	17
Hr Total	440	439	470	664	701	686	558	366	278	217	138	79

24 Hour Total:	7,455				
AM Peak Hour begins:	11:30	AM Peak Volume:	437	AM Peak Hour Factor:	0.90
PM Peak Hour begins:	15:15	PM Peak Volume:	706	PM Peak Hour Factor:	0.92

Westbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	17	9	10	11	11	34	104	188	136	100	97	99
30	6	6	7	14	17	44	143	195	119	93	104	87
45	13	7	7	12	21	66	167	179	122	86	107	97
00	8	8	6	10	31	82	182	163	120	97	92	102
Hr Total	43	31	29	47	79	226	596	726	496	376	400	386

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	115	119	128	145	131	152	121	92	75	48	28	15
30	116	128	121	138	147	144	116	81	68	47	33	24
45	110	125	122	162	160	140	94	80	65	40	17	10
00	108	138	132	145	135	144	93	62	54	33	20	11
Hr Total	449	510	502	590	574	580	423	316	263	168	98	60

24 Hour Total:	7,968				
AM Peak Hour begins:	6:45	AM Peak Volume:	745	AM Peak Hour Factor:	0.95
PM Peak Hour begins:	16:15	PM Peak Volume:	594	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	29	17	20	20	17	57	150	279	242	174	170	198
30	15	15	14	21	30	68	205	281	220	170	189	188
45	20	15	12	18	37	96	253	273	220	160	205	210
00	16	16	10	20	46	122	271	268	211	176	185	203
Hr Total	81	63	57	80	130	343	879	1,102	893	680	748	798

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	218	223	241	296	324	310	278	198	146	110	66	37
30	237	244	233	309	307	321	264	172	143	99	68	43
45	217	236	247	331	325	321	231	165	135	98	48	32
00	218	247	251	317	318	314	208	147	117	78	53	28
Hr Total	889	949	972	1,254	1,274	1,266	981	682	541	385	235	140

24 Hour Total:	15,423				
AM Peak Hour begins:	6:45	AM Peak Volume:	1,104	AM Peak Hour Factor:	0.98
PM Peak Hour begins:	15:15	PM Peak Volume:	1,282	PM Peak Hour Factor:	0.97

Volume Count Report

Start Date: March 24, 2015
 Stop Date: March 24, 2015
 City: Plant City
 Location: US 92 east of Branch Forbes Road

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Eastbound Volume for Lane 1

Tuesday, March 24, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	8	6	9	6	21	49	90	120	85	60	106
30	2	5	4	5	15	30	61	96	115	68	80	121
45	5	7	6	9	18	35	76	104	79	88	103	113
00	7	6	4	2	20	39	103	92	93	65	101	89
Hr Total	24	26	20	25	59	125	289	382	407	306	344	429

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	106	106	111	140	185	154	168	110	69	51	35	25
30	126	113	121	149	158	178	145	86	68	39	36	21
45	100	101	129	165	140	205	138	91	66	52	32	26
00	113	104	122	158	208	142	89	85	63	44	34	23
Hr Total	445	424	483	612	691	679	540	372	266	186	137	95

24 Hour Total: 7,366
 AM Peak Hour begins: 10:45 AM Peak Volume: 441 AM Peak Hour Factor: 0.91
 PM Peak Hour begins: 16:45 PM Peak Volume: 745 PM Peak Hour Factor: 0.90

Westbound Volume for Lane 2

Tuesday, March 24, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	19	12	9	14	11	47	100	189	136	77	92	109
30	7	5	2	17	12	41	150	181	106	78	104	82
45	10	4	3	8	21	65	182	182	110	106	108	98
00	8	11	6	6	32	73	167	176	113	106	90	111
Hr Total	44	32	20	45	76	226	599	728	465	367	394	400

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	130	114	131	153	154	147	122	80	83	43	26	13
30	126	118	127	151	162	141	121	75	63	51	34	22
45	105	128	126	170	179	136	93	72	57	45	11	9
00	110	155	126	129	118	139	111	55	45	28	17	13
Hr Total	471	515	510	603	613	563	447	282	248	167	88	57

24 Hour Total: 7,960
 AM Peak Hour begins: 7:00 AM Peak Volume: 728 AM Peak Hour Factor: 0.96
 PM Peak Hour begins: 15:45 PM Peak Volume: 624 PM Peak Hour Factor: 0.87

Total Volume for All Lanes

Tuesday, March 24, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	29	20	15	23	17	68	149	279	256	162	152	215
30	9	10	6	22	27	71	211	277	221	146	184	203
45	15	11	9	17	39	100	258	286	189	194	211	211
00	15	17	10	8	52	112	270	268	206	171	191	200
Hr Total	68	58	40	70	135	351	888	1,110	872	673	738	829

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	236	220	242	293	339	301	290	190	152	94	61	38
30	252	231	248	300	320	319	266	161	131	90	70	43
45	205	229	255	335	319	341	231	163	123	97	43	35
00	223	259	248	287	326	281	200	140	108	72	51	36
Hr Total	916	939	993	1,215	1,304	1,242	987	654	514	353	225	152

24 Hour Total: 15,326
 AM Peak Hour begins: 6:45 AM Peak Volume: 1,112 AM Peak Hour Factor: 0.97
 PM Peak Hour begins: 16:00 PM Peak Volume: 1,304 PM Peak Hour Factor: 0.96

Volume Count Report

Start Date: March 25, 2015
 Stop Date: March 25, 2015
 City: Plant City
 Location: US 92 east of Branch Forbes Road

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Eastbound Volume for Lane 1

Wednesday, March 25, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	7	10	8	4	27	36	101	107	76	74	88
30	14	9	6	8	10	23	63	93	101	83	83	86
45	9	10	8	3	19	24	96	97	115	67	88	122
00	8	10	3	13	14	44	75	92	88	77	91	99
Hr Total	41	36	27	32	47	118	270	383	411	303	336	395

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	97	105	115	165	196	165	140	106	68	49	48	22
30	124	110	107	195	165	194	163	90	83	40	43	18
45	102	124	130	171	174	163	148	81	73	54	32	22
00	110	130	109	188	179	186	125	76	68	35	26	11
Hr Total	433	469	461	719	714	708	576	353	292	178	149	73

24 Hour Total: 7,524
 AM Peak Hour begins: 11:30 AM Peak Volume: 442 AM Peak Hour Factor: 0.89
 PM Peak Hour begins: 15:15 PM Peak Volume: 750 PM Peak Hour Factor: 0.96

Westbound Volume for Lane 2

Wednesday, March 25, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	17	8	1	8	11	30	109	182	139	105	99	99
30	4	8	6	13	18	51	131	212	125	100	111	89
45	9	8	7	12	20	60	165	171	115	65	97	102
00	6	9	4	15	27	79	186	150	136	95	93	108
Hr Total	36	33	18	48	76	220	591	715	515	365	400	398

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	111	130	111	149	121	143	122	103	75	45	25	13
30	97	127	111	127	152	155	121	82	76	35	25	23
45	128	123	123	152	167	149	98	92	76	32	19	12
00	114	124	132	145	159	159	82	61	53	45	19	12
Hr Total	450	504	477	573	599	606	423	338	280	157	88	60

24 Hour Total: 7,970
 AM Peak Hour begins: 6:45 AM Peak Volume: 751 AM Peak Hour Factor: 0.89
 PM Peak Hour begins: 16:30 PM Peak Volume: 624 PM Peak Hour Factor: 0.93

Total Volume for All Lanes

Wednesday, March 25, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	27	15	11	16	15	57	145	283	246	181	173	187
30	18	17	12	21	28	74	194	305	226	183	194	175
45	18	18	15	15	39	84	261	268	230	132	185	224
00	14	19	7	28	41	123	261	242	224	172	184	207
Hr Total	77	69	45	80	123	338	861	1,098	926	668	736	793

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	208	235	226	314	317	308	262	209	143	94	73	35
30	221	237	218	322	317	349	284	172	159	75	68	41
45	230	247	253	323	341	312	246	173	149	86	51	34
00	224	254	241	333	338	345	207	137	121	80	45	23
Hr Total	883	973	938	1,292	1,313	1,314	999	691	572	335	237	133

24 Hour Total: 15,494
 AM Peak Hour begins: 6:45 AM Peak Volume: 1,117 AM Peak Hour Factor: 0.92
 PM Peak Hour begins: 16:30 PM Peak Volume: 1,336 PM Peak Hour Factor: 0.96

Volume Count Report

Start Date: March 26, 2015
 Stop Date: March 26, 2015
 City: Plant City
 Location: US 92 east of Branch Forbes Road

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Eastbound Volume for Lane 1

Thursday, March 26, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	18	9	16	11	9	20	53	82	93	62	86	103
30	12	12	13	10	15	19	62	69	86	80	90	95
45	9	6	2	6	12	31	87	80	99	68	101	103
00	10	7	6	15	11	39	88	131	94	93	87	113
Hr Total	49	34	37	42	47	109	290	362	372	303	364	414

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	104	102	113	148	197	154	163	100	75	87	32	17
30	114	125	110	171	157	160	137	98	72	77	28	19
45	118	107	115	171	179	175	127	83	71	66	28	18
00	105	91	128	172	164	182	130	93	57	56	39	16
Hr Total	441	425	466	662	697	671	557	374	275	286	127	70

24 Hour Total: 7,474
 AM Peak Hour begins: 11:45 AM Peak Volume: 449 AM Peak Hour Factor: 0.95
 PM Peak Hour begins: 15:15 PM Peak Volume: 711 PM Peak Hour Factor: 0.90

Westbound Volume for Lane 2

Thursday, March 26, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	7	19	11	10	26	104	194	132	118	99	88
30	6	6	12	11	20	41	148	193	126	101	98	91
45	19	9	11	16	21	72	153	184	141	87	117	92
00	10	5	7	10	33	93	193	164	110	91	93	88
Hr Total	49	27	49	48	84	232	598	735	509	397	407	359

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	105	113	141	134	119	166	118	94	68	55	33	20
30	124	138	124	135	128	135	106	86	66	55	39	26
45	97	124	118	164	135	134	90	77	63	44	21	9
00	101	136	137	160	127	135	86	71	64	26	24	9
Hr Total	427	511	520	593	509	570	400	328	261	180	117	64

24 Hour Total: 7,974
 AM Peak Hour begins: 6:45 AM Peak Volume: 764 AM Peak Hour Factor: 0.98
 PM Peak Hour begins: 15:00 PM Peak Volume: 593 PM Peak Hour Factor: 0.90

Total Volume for All Lanes

Thursday, March 26, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	32	16	35	22	19	46	157	276	225	180	185	191
30	18	18	25	21	35	60	210	262	212	181	188	186
45	28	15	13	22	33	103	240	264	240	155	218	195
00	20	12	13	25	44	132	281	295	204	184	180	201
Hr Total	98	61	86	90	131	341	888	1,097	881	700	771	773

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	209	215	254	282	316	320	281	194	143	142	65	37
30	238	263	234	306	285	295	243	184	138	132	67	45
45	215	231	233	335	314	309	217	160	134	110	49	27
00	206	227	265	332	291	317	216	164	121	82	63	25
Hr Total	868	936	986	1,255	1,206	1,241	957	702	536	466	244	134

24 Hour Total: 15,448
 AM Peak Hour begins: 7:00 AM Peak Volume: 1,097 AM Peak Hour Factor: 0.93
 PM Peak Hour begins: 15:15 PM Peak Volume: 1,289 PM Peak Hour Factor: 0.96

Volume Count Report

3-Day Average

Start Date: March 17, 2015	Start Time: 00:00	Station: 0
Stop Date: March 19, 2015	Stop Time: 24:00	ID: 0
City: Plant City	County: Hillsborough	
Location: US 92 west of Turkey Creek Road		

Westbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	18	11	8	9	16	26	99	187	152	107	93	106
30	11	9	7	9	12	44	133	190	142	104	98	108
45	10	7	6	14	28	73	165	198	133	99	90	110
00	6	7	8	5	23	78	174	180	112	92	99	116
Hr Total	45	34	29	37	80	220	570	755	539	402	381	440

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	117	115	127	154	128	163	132	98	62	48	34	17
30	108	120	129	142	152	156	117	83	64	44	29	17
45	121	126	119	160	167	164	102	68	61	42	29	15
00	120	130	124	158	149	146	113	69	54	43	19	11
Hr Total	466	491	499	613	596	629	464	319	241	176	111	60

24 Hour Total:	8,196			
AM Peak Hour begins:	7:00	AM Peak Volume:	755	AM Peak Hour Factor: 0.95
PM Peak Hour begins:	16:30	PM Peak Volume:	635	PM Peak Hour Factor: 0.95

Eastbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	8	7	6	8	24	40	85	110	83	82	97
30	9	11	6	7	12	23	52	77	95	89	89	101
45	11	8	9	5	14	32	88	100	95	97	110	121
00	10	5	7	12	14	33	79	118	89	83	97	99
Hr Total	46	32	29	30	48	112	258	379	389	351	377	419

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	104	113	124	153	169	179	146	108	85	62	40	24
30	100	117	123	160	164	176	165	99	72	60	27	26
45	111	103	138	149	161	169	151	86	58	50	25	19
00	102	120	128	155	153	165	123	78	59	36	23	15
Hr Total	417	453	512	617	647	690	585	371	274	208	115	84

24 Hour Total:	7,445			
AM Peak Hour begins:	11:15	AM Peak Volume:	426	AM Peak Hour Factor: 0.88
PM Peak Hour begins:	17:00	PM Peak Volume:	690	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	34	19	15	15	24	50	139	271	262	190	175	203
30	20	20	13	16	25	67	184	267	237	193	187	209
45	20	15	15	19	42	104	252	298	228	196	200	232
00	16	12	15	17	37	111	253	298	201	175	196	215
Hr Total	91	66	58	67	128	332	829	1,134	928	754	758	859

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	221	229	250	307	296	342	278	207	147	110	74	41
30	208	237	252	302	316	332	281	182	136	104	56	43
45	232	229	257	309	328	333	254	154	120	92	53	34
00	222	250	252	313	302	312	236	147	113	79	42	27
Hr Total	883	945	1,011	1,230	1,242	1,319	1,049	690	515	385	226	144

24 Hour Total:	15,642			
AM Peak Hour begins:	7:00	AM Peak Volume:	1,134	AM Peak Hour Factor: 0.95
PM Peak Hour begins:	17:00	PM Peak Volume:	1,319	PM Peak Hour Factor: 0.96

Volume Count Report

Start Date: March 17, 2015
 Stop Date: March 17, 2015
 City: Plant City
 Location: US 92 west of Turkey Creek Road

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Westbound Volume for Lane 1

Tuesday, March 17, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	21	15	10	6	16	21	109	190	191	105	89	115
30	10	8	7	7	16	43	124	187	167	113	92	105
45	13	6	6	13	33	77	180	205	150	117	86	87
00	3	3	10	8	25	74	179	239	133	88	90	109
Hr Total	47	32	33	34	90	215	592	821	641	423	357	416

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	133	107	132	147	136	161	138	78	63	46	37	16
30	110	123	126	127	168	150	95	77	62	40	29	21
45	113	123	115	148	173	164	81	63	64	37	22	19
00	102	120	124	149	133	142	96	69	52	40	12	8
Hr Total	458	473	497	571	610	617	410	287	241	163	100	64

24 Hour Total: 8,192
 AM Peak Hour begins: 7:15
 PM Peak Hour begins: 16:15
 AM Peak Volume: 822
 PM Peak Volume: 635
 AM Peak Hour Factor: 0.86
 PM Peak Hour Factor: 0.92

Eastbound Volume for Lane 2

Tuesday, March 17, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	7	7	7	5	16	34	89	137	103	88	100
30	8	10	5	8	12	25	48	77	102	90	84	95
45	17	10	7	9	13	30	90	97	95	107	109	114
00	6	3	9	10	20	35	72	154	91	76	89	100
Hr Total	41	30	28	34	50	106	244	417	425	376	370	409

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	114	107	137	175	159	169	158	125	82	61	33	24
30	111	126	149	159	150	198	176	117	71	52	19	23
45	122	123	173	145	172	169	196	85	63	53	24	22
00	100	140	166	145	170	169	135	81	55	36	24	13
Hr Total	447	496	625	624	651	705	665	408	271	202	100	82

24 Hour Total: 7,806
 AM Peak Hour begins: 7:30
 PM Peak Hour begins: 16:30
 AM Peak Volume: 490
 PM Peak Volume: 709
 AM Peak Hour Factor: 0.80
 PM Peak Hour Factor: 0.90

Total Volume for All Lanes

Tuesday, March 17, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	31	22	17	13	21	37	143	279	328	208	177	215
30	18	18	12	15	28	68	172	264	269	203	176	200
45	30	16	13	22	46	107	270	302	245	224	195	201
00	9	6	19	18	45	109	251	393	224	164	179	209
Hr Total	88	62	61	68	140	321	836	1,238	1,066	799	727	825

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	247	214	269	322	295	330	296	203	145	107	70	40
30	221	249	275	286	318	348	271	194	133	92	48	44
45	235	246	288	293	345	333	277	148	127	90	46	41
00	202	260	290	294	303	311	231	150	107	76	36	21
Hr Total	905	969	1,122	1,195	1,261	1,322	1,075	695	512	365	200	146

24 Hour Total: 15,998
 AM Peak Hour begins: 7:30
 PM Peak Hour begins: 16:30
 AM Peak Volume: 1,292
 PM Peak Volume: 1,326
 AM Peak Hour Factor: 0.82
 PM Peak Hour Factor: 0.95

Volume Count Report

Start Date: March 18, 2015
 Stop Date: March 18, 2015
 City: Plant City
 Location: US 92 west of Turkey Creek Road

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Westbound Volume for Lane 1

Wednesday, March 18, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	18	12	7	10	16	26	89	193	127	99	85	90
30	14	13	4	9	13	41	133	190	125	98	107	118
45	9	11	5	19	26	70	145	200	124	86	94	124
00	6	12	6	3	22	70	179	164	114	92	97	108
Hr Total	47	48	22	41	77	207	546	747	490	375	383	440

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	100	109	117	156	125	163	141	120	53	53	27	25
30	106	103	124	145	131	173	147	99	68	42	29	14
45	139	119	128	167	176	177	122	83	63	40	37	9
00	127	138	121	168	162	154	138	75	54	50	9	11
Hr Total	472	469	490	636	594	667	548	377	238	185	102	59

24 Hour Total: 8,260
 AM Peak Hour begins: 6:45
 PM Peak Hour begins: 16:45
 AM Peak Volume: 762
 PM Peak Volume: 675
 AM Peak Hour Factor: 0.95
 PM Peak Hour Factor: 0.95

Eastbound Volume for Lane 2

Wednesday, March 18, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	22	8	6	5	12	30	38	81	99	62	72	94
30	13	12	3	9	9	21	50	83	90	89	86	85
45	9	7	8	2	15	35	89	96	105	90	118	117
00	14	7	5	15	13	32	79	112	81	91	97	90
Hr Total	58	34	22	31	49	118	256	372	375	332	373	386

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	95	114	115	138	164	171	157	88	80	67	48	25
30	99	111	110	154	169	192	165	93	92	75	32	27
45	112	88	119	162	149	167	133	83	47	47	23	19
00	90	107	104	173	138	166	123	93	61	41	22	12
Hr Total	396	420	448	627	620	696	578	357	280	230	125	83

24 Hour Total: 7,266
 AM Peak Hour begins: 7:45
 PM Peak Hour begins: 17:00
 AM Peak Volume: 406
 PM Peak Volume: 696
 AM Peak Hour Factor: 0.91
 PM Peak Hour Factor: 0.91

Total Volume for All Lanes

Wednesday, March 18, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	40	20	13	15	28	56	127	274	226	161	157	184
30	27	25	7	18	22	62	183	273	215	187	193	203
45	18	18	13	21	41	105	234	296	229	176	212	241
00	20	19	11	18	35	102	258	276	195	183	194	198
Hr Total	105	82	44	72	126	325	802	1,119	865	707	756	826

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	195	223	232	294	289	334	298	208	133	120	75	50
30	205	214	234	299	300	365	312	192	160	117	61	41
45	251	207	247	329	325	344	255	166	110	87	60	28
00	217	245	225	341	300	320	261	168	115	91	31	23
Hr Total	868	889	938	1,263	1,214	1,363	1,126	734	518	415	227	142

24 Hour Total: 15,526
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 17:00
 AM Peak Volume: 1,119
 PM Peak Volume: 1,363
 AM Peak Hour Factor: 0.95
 PM Peak Hour Factor: 0.93

Volume Count Report

Start Date: March 19, 2015	Start Time: 00:00	Station: 0
Stop Date: March 19, 2015	Stop Time: 24:00	ID: 0
City: Plant City	County: Hillsborough	
Location: US 92 west of Turkey Creek Road		

Westbound Volume for Lane 1

Thursday, March 19, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	6	7	11	16	32	100	177	138	117	105	112
30	8	7	10	11	8	47	141	194	135	102	96	101
45	7	4	7	10	26	71	169	189	125	95	91	120
00	9	5	9	4	23	89	163	136	88	95	110	130
Hr Total	40	22	33	36	73	239	573	696	486	409	402	463

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	118	130	131	159	122	166	116	97	70	46	39	10
30	108	134	138	154	157	144	108	74	61	49	28	15
45	112	136	113	164	152	150	104	58	57	48	27	16
00	130	132	128	156	152	143	105	64	55	38	36	15
Hr Total	468	532	510	633	583	603	433	293	243	181	130	56

24 Hour Total:	8,137	AM Peak Volume:	723	AM Peak Hour Factor:	0.93
AM Peak Hour begins:	6:45	PM Peak Volume:	633	PM Peak Hour Factor:	0.96
PM Peak Hour begins:	15:00				

Eastbound Volume for Lane 2

Thursday, March 19, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	9	8	6	8	26	47	84	95	83	85	98
30	7	11	10	3	16	23	57	70	92	87	96	124
45	6	7	12	5	13	30	84	106	84	93	102	133
00	11	5	6	10	9	33	87	89	95	83	106	108
Hr Total	40	32	36	24	46	112	275	349	366	346	389	463

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	103	119	119	145	183	197	123	112	93	58	39	23
30	89	114	109	168	173	139	153	87	53	53	31	28
45	98	99	122	140	161	171	125	90	65	51	27	16
00	117	112	114	147	152	161	111	60	61	31	23	21
Hr Total	407	444	464	600	669	668	512	349	272	193	120	88

24 Hour Total:	7,264	AM Peak Volume:	468	AM Peak Hour Factor:	0.88
AM Peak Hour begins:	11:15	PM Peak Volume:	683	PM Peak Hour Factor:	0.87
PM Peak Hour begins:	16:15				

Total Volume for All Lanes

Thursday, March 19, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	32	15	15	17	24	58	147	261	233	200	190	210
30	15	18	20	14	24	70	198	264	227	189	192	225
45	13	11	19	15	39	101	253	295	209	188	193	253
00	20	10	15	14	32	122	250	225	183	178	216	238
Hr Total	80	54	69	60	119	351	848	1,045	852	755	791	926

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	221	249	250	304	305	363	239	209	163	104	78	33
30	197	248	247	322	330	283	261	161	114	102	59	43
45	210	235	235	304	313	321	229	148	122	99	54	32
00	247	244	242	303	304	304	216	124	116	69	59	36
Hr Total	875	976	974	1,233	1,252	1,271	945	642	515	374	250	144

24 Hour Total:	15,401	AM Peak Volume:	1,070	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	6:45	PM Peak Volume:	1,310	PM Peak Hour Factor:	0.90
PM Peak Hour begins:	16:15				

Volume Count Report

3-Day Average

Start Date:	March 17, 2015	Start Time:	00:00	Station:	0
Stop Date:	March 19, 2015	Stop Time:	24:00	ID:	0
City:	Plant City	County:	Hillsborough		
Location	Turkey Creek Road south of US 92				

Northbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	17	8	7	7	15	20	81	146	110	76	70	64
30	7	6	8	14	14	40	120	155	98	75	65	68
45	12	6	6	12	22	60	135	136	93	75	61	70
00	5	4	9	8	23	68	133	113	78	68	60	68
Hr Total	40	24	30	40	75	188	469	550	379	294	256	271

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	71	67	71	92	96	106	79	56	43	41	27	14
30	65	74	64	83	87	96	74	56	44	32	20	11
45	62	71	77	102	106	100	70	47	36	28	22	8
00	77	82	77	90	96	95	63	47	37	29	9	10
Hr Total	274	294	290	367	385	397	287	207	160	130	79	43

24 Hour Total:	5,529				
AM Peak Hour begins:	6:45	AM Peak Volume:	569	AM Peak Hour Factor:	0.92
PM Peak Hour begins:	16:30	PM Peak Volume:	403	PM Peak Hour Factor:	0.95

Southbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	8	6	5	9	17	34	59	66	54	50	65
30	10	8	5	5	12	24	44	60	57	55	57	58
45	10	7	5	4	16	29	62	73	51	63	66	75
00	11	5	5	8	12	29	74	78	71	57	59	65
Hr Total	47	28	21	23	49	98	213	270	245	228	231	263

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	69	67	72	100	102	122	96	76	70	51	40	24
30	69	74	71	104	123	114	111	78	66	50	25	24
45	69	65	91	99	104	107	97	67	60	43	22	22
00	65	80	81	102	105	109	86	58	57	35	19	17
Hr Total	272	286	314	405	434	452	390	279	252	179	106	86

24 Hour Total:	5,174				
AM Peak Hour begins:	11:30	AM Peak Volume:	278	AM Peak Hour Factor:	0.92
PM Peak Hour begins:	16:15	PM Peak Volume:	454	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	33	16	13	12	24	37	115	205	176	129	120	129
30	17	14	12	19	26	64	164	214	154	130	121	127
45	22	13	11	16	38	89	197	209	144	138	127	146
00	15	9	14	16	35	97	207	192	149	125	119	133
Hr Total	87	52	51	63	123	287	683	820	624	523	487	534

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	139	134	143	192	199	227	175	132	113	92	68	38
30	134	148	135	187	210	210	185	134	110	82	45	35
45	131	136	168	200	210	207	167	114	96	70	44	29
00	141	163	158	192	201	204	149	106	93	64	28	27
Hr Total	546	580	605	772	819	849	676	486	412	309	185	129

24 Hour Total:	10,702				
AM Peak Hour begins:	6:45	AM Peak Volume:	835	AM Peak Hour Factor:	0.97
PM Peak Hour begins:	17:00	PM Peak Volume:	849	PM Peak Hour Factor:	0.93

Volume Count Report

Start Date:	March 17, 2015	Start Time:	00:00	Station:	0
Stop Date:	March 17, 2015	Stop Time:	24:00	ID:	0
City:	Plant City	County:	Hillsborough		
Location	Turkey Creek Road south of US 92				

Northbound Volume for Lane 1

Tuesday, March 17, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	22	12	9	6	15	16	85	156	101	79	72	61
30	8	5	6	9	20	42	112	146	86	83	61	75
45	14	7	3	11	24	59	152	134	95	91	46	69
00	4	1	11	12	26	68	145	119	86	64	59	71
Hr Total	48	25	29	38	85	185	494	555	368	317	238	276

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	78	62	78	96	98	107	81	47	40	47	28	13
30	62	79	65	76	95	89	70	53	40	40	21	12
45	57	79	81	98	105	117	76	47	38	26	20	8
00	67	72	78	103	80	92	61	47	35	25	11	10
Hr Total	264	292	302	373	378	405	288	194	153	138	80	43

24 Hour Total:	5,568	AM Peak Volume:	599	AM Peak Hour Factor:	0.96
AM Peak Hour begins:	6:30	PM Peak Volume:	405	PM Peak Hour Factor:	0.87
PM Peak Hour begins:	17:00				

Southbound Volume for Lane 2

Tuesday, March 17, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	10	5	5	7	10	29	54	77	62	60	65
30	12	7	3	4	10	27	46	64	59	61	53	59
45	15	8	5	7	11	30	63	81	57	63	72	63
00	7	2	8	8	17	34	68	106	86	52	55	64
Hr Total	46	27	21	24	45	101	206	305	279	238	240	251

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	75	72	70	102	101	134	90	80	70	48	37	25
30	86	73	73	107	114	110	102	89	66	54	22	18
45	77	65	99	97	106	104	105	63	59	47	21	28
00	67	88	74	96	112	109	93	54	49	38	22	16
Hr Total	305	298	316	402	433	457	390	286	244	187	102	87

24 Hour Total:	5,290	AM Peak Volume:	328	AM Peak Hour Factor:	0.77
AM Peak Hour begins:	7:15	PM Peak Volume:	466	PM Peak Hour Factor:	0.87
PM Peak Hour begins:	16:15				

Total Volume for All Lanes

Tuesday, March 17, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	34	22	14	11	22	26	114	210	178	141	132	126
30	20	12	9	13	30	69	158	210	145	144	114	134
45	29	15	8	18	35	89	215	215	152	154	118	132
00	11	3	19	20	43	102	213	225	172	116	114	135
Hr Total	94	52	50	62	130	286	700	860	647	555	478	527

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	153	134	148	198	199	241	171	127	110	95	65	38
30	148	152	138	183	209	199	172	142	106	94	43	30
45	134	144	180	195	211	221	181	110	97	73	41	36
00	134	160	152	199	192	201	154	101	84	63	33	26
Hr Total	569	590	618	775	811	862	678	480	397	325	182	130

24 Hour Total:	10,858	AM Peak Volume:	860	AM Peak Hour Factor:	0.96
AM Peak Hour begins:	7:00	PM Peak Volume:	862	PM Peak Hour Factor:	0.89
PM Peak Hour begins:	17:00				

Volume Count Report

Start Date: March 18, 2015
 Stop Date: March 18, 2015
 City: Plant City
 Location: Turkey Creek Road south of US 92

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Wednesday, March 18, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	8	6	6	17	19	72	141	112	75	68	61
30	9	6	7	16	17	39	116	167	99	73	66	65
45	10	6	8	16	21	65	118	141	88	53	66	81
00	3	7	7	6	21	62	137	118	83	57	53	54
Hr Total	33	27	28	44	76	185	443	567	382	258	253	261

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	57	64	69	100	94	98	72	62	37	44	22	19
30	66	58	61	94	74	114	76	68	52	23	20	8
45	63	64	87	110	108	91	75	50	37	24	23	5
00	77	90	75	87	118	97	60	57	39	37	3	8
Hr Total	263	276	292	391	394	400	283	237	165	128	68	40

24 Hour Total: 5,494
 AM Peak Hour begins: 6:45 AM Peak Volume: 586 AM Peak Hour Factor: 0.88
 PM Peak Hour begins: 16:30 PM Peak Volume: 438 PM Peak Hour Factor: 0.93

Southbound Volume for Lane 2

Wednesday, March 18, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	22	7	4	4	12	22	30	54	54	45	49	56
30	10	9	3	10	10	21	43	58	55	43	51	54
45	9	9	6	2	19	30	65	74	57	66	63	79
00	11	9	4	9	11	31	74	68	65	61	61	52
Hr Total	52	34	17	25	52	104	212	254	231	215	224	241

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	63	75	74	97	98	107	107	65	63	52	39	21
30	66	68	65	98	137	117	121	69	69	52	27	23
45	70	69	88	107	94	107	106	66	62	41	21	19
00	58	77	80	120	104	113	93	69	59	38	19	14
Hr Total	257	289	307	422	433	444	427	269	253	183	106	77

24 Hour Total: 5,128
 AM Peak Hour begins: 6:45 AM Peak Volume: 260 AM Peak Hour Factor: 0.88
 PM Peak Hour begins: 15:30 PM Peak Volume: 462 PM Peak Hour Factor: 0.84

Total Volume for All Lanes

Wednesday, March 18, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	33	15	10	10	29	41	102	195	166	120	117	117
30	19	15	10	26	27	60	159	225	154	116	117	119
45	19	15	14	18	40	95	183	215	145	119	129	160
00	14	16	11	15	32	93	211	186	148	118	114	106
Hr Total	85	61	45	69	128	289	655	821	613	473	477	502

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	120	139	143	197	192	205	179	127	100	96	61	40
30	132	126	126	192	211	231	197	137	121	75	47	31
45	133	133	175	217	202	198	181	116	99	65	44	24
00	135	167	155	207	222	210	153	126	98	75	22	22
Hr Total	520	565	599	813	827	844	710	506	418	311	174	117

24 Hour Total: 10,622
 AM Peak Hour begins: 6:45 AM Peak Volume: 846 AM Peak Hour Factor: 0.94
 PM Peak Hour begins: 16:30 PM Peak Volume: 860 PM Peak Hour Factor: 0.93

Volume Count Report

Start Date: March 19, 2015
 Stop Date: March 19, 2015
 City: Plant City
 Location: Turkey Creek Road south of US 92

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Thursday, March 19, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	18	5	6	10	14	26	87	140	116	73	70	71
30	3	8	10	16	6	39	132	151	108	70	67	65
45	12	4	7	8	21	57	135	133	96	82	71	61
00	7	3	9	5	22	73	117	103	66	83	69	80
Hr Total	40	20	32	39	63	195	471	527	386	308	277	277

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	77	75	67	81	97	112	83	59	53	31	32	10
30	67	84	67	79	91	85	77	48	39	33	19	14
45	65	71	64	97	105	92	60	45	33	33	24	10
00	86	85	79	79	89	96	69	38	36	26	14	13
Hr Total	295	315	277	336	382	385	289	190	161	123	89	47

24 Hour Total: 5,524
 AM Peak Hour begins: 6:30 AM Peak Volume: 543 AM Peak Hour Factor: 0.90
 PM Peak Hour begins: 16:15 PM Peak Volume: 397 PM Peak Hour Factor: 0.89

Southbound Volume for Lane 2

Thursday, March 19, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	6	9	5	8	18	42	69	67	54	40	73
30	9	8	8	2	16	23	44	57	56	60	66	62
45	7	5	5	4	18	26	57	65	40	59	63	84
00	14	4	4	8	7	23	79	61	62	59	60	78
Hr Total	43	23	26	19	49	90	222	252	225	232	229	297

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	68	53	72	101	108	124	92	84	77	54	45	25
30	56	81	74	108	118	114	109	76	63	45	26	30
45	61	60	86	92	111	111	80	71	58	40	24	18
00	69	76	88	91	100	106	71	52	62	29	16	21
Hr Total	254	270	320	392	437	455	352	283	260	168	111	94

24 Hour Total: 5,103
 AM Peak Hour begins: 11:00 AM Peak Volume: 297 AM Peak Hour Factor: 0.88
 PM Peak Hour begins: 17:00 PM Peak Volume: 455 PM Peak Hour Factor: 0.92

Total Volume for All Lanes

Thursday, March 19, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	31	11	15	15	22	44	129	209	183	127	110	144
30	12	16	18	18	22	62	176	208	164	130	133	127
45	19	9	12	12	39	83	192	198	136	141	134	145
00	21	7	13	13	29	96	196	164	128	142	129	158
Hr Total	83	43	58	58	112	285	693	779	611	540	506	574

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	145	128	139	182	205	236	175	143	130	85	77	35
30	123	165	141	187	209	199	186	124	102	78	45	44
45	126	131	150	189	216	203	140	116	91	73	48	28
00	155	161	167	170	189	202	140	90	98	55	30	34
Hr Total	549	585	597	728	819	840	641	473	421	291	200	141

24 Hour Total: 10,627
 AM Peak Hour begins: 6:45 AM Peak Volume: 811 AM Peak Hour Factor: 0.97
 PM Peak Hour begins: 16:15 PM Peak Volume: 850 PM Peak Hour Factor: 0.90

Volume Count Report

3-Day Average

Start Date: March 17, 2015	Start Time: 00:00	Station: 0
Stop Date: March 19, 2015	Stop Time: 24:00	ID: 0
City: Plant City	County: Hillsborough	
Location: US 92 east of Turkey Creek Road		

Eastbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	5	4	3	5	11	28	67	92	67	70	72
30	5	5	5	6	7	13	34	74	79	70	71	82
45	9	4	8	5	6	14	60	83	90	70	79	98
00	5	2	4	10	8	21	45	81	61	62	76	76
Hr Total	29	16	20	23	27	59	167	305	321	269	296	327

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	84	92	99	107	121	132	119	81	58	40	24	13
30	82	87	94	117	116	126	107	63	52	40	17	10
45	84	82	103	112	116	137	112	61	33	29	16	9
00	94	88	101	115	119	135	92	60	38	25	14	7
Hr Total	344	349	397	451	471	530	430	265	181	134	70	39

24 Hour Total:	5,520			
AM Peak Hour begins:	7:45	AM Peak Volume:	342	AM Peak Hour Factor: 0.93
PM Peak Hour begins:	17:00	PM Peak Volume:	530	PM Peak Hour Factor: 0.97

Westbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	7	5	3	7	9	40	89	97	60	62	78
30	9	6	2	2	6	17	46	94	80	60	71	84
45	7	4	4	3	12	26	65	118	87	60	66	86
00	6	4	3	5	7	26	78	120	74	57	75	87
Hr Total	31	21	14	13	33	79	229	421	338	236	275	334

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	91	90	97	114	93	126	108	85	63	39	29	15
30	91	96	106	117	132	120	94	68	64	39	24	14
45	101	92	96	114	124	129	85	65	55	34	18	19
00	91	93	98	120	117	125	94	59	54	41	19	12
Hr Total	374	370	396	465	466	501	381	277	236	153	90	60

24 Hour Total:	5,793			
AM Peak Hour begins:	7:15	AM Peak Volume:	429	AM Peak Hour Factor: 0.89
PM Peak Hour begins:	17:00	PM Peak Volume:	501	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	17	11	8	6	12	20	67	157	188	127	132	150
30	14	12	7	8	13	30	81	168	159	130	143	166
45	17	8	12	7	18	40	125	201	177	130	145	184
00	12	6	7	15	16	47	123	201	135	119	151	162
Hr Total	60	37	34	36	59	138	396	727	660	505	571	662

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	175	182	195	221	214	259	227	166	121	79	53	28
30	174	182	200	234	248	246	201	131	116	79	41	23
45	185	174	199	227	240	266	196	126	88	63	33	28
00	185	181	199	235	235	260	186	119	92	66	33	19
Hr Total	719	719	793	916	937	1,031	810	542	417	287	159	99

24 Hour Total:	11,313			
AM Peak Hour begins:	7:15	AM Peak Volume:	758	AM Peak Hour Factor: 0.94
PM Peak Hour begins:	17:00	PM Peak Volume:	1,031	PM Peak Hour Factor: 0.97

Volume Count Report

Start Date: March 17, 2015
 Stop Date: March 17, 2015
 City: Plant City
 Location: US 92 east of Turkey Creek Road

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Eastbound Volume for Lane 1

Tuesday, March 17, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	3	5	3	5	9	22	77	92	83	69	71
30	6	6	3	7	7	11	29	78	83	66	74	88
45	12	6	3	3	9	13	60	84	88	84	60	113
00	6	2	5	11	10	20	54	81	60	56	67	79
Hr Total	33	17	16	24	31	53	165	320	323	289	270	351

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	95	79	116	135	122	124	130	90	52	45	17	10
30	83	83	126	112	105	143	128	74	42	40	12	9
45	89	99	129	112	127	144	149	53	35	28	16	9
00	90	94	143	113	126	135	100	56	37	20	15	4
Hr Total	357	355	514	472	480	546	507	273	166	133	60	32

24 Hour Total: 5,787
 AM Peak Hour begins: 11:15 AM Peak Volume: 375 AM Peak Hour Factor: 0.83
 PM Peak Hour begins: 17:15 PM Peak Volume: 552 PM Peak Hour Factor: 0.96

Westbound Volume for Lane 2

Tuesday, March 17, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	8	5	1	7	9	42	83	149	53	64	91
30	11	6	2	2	6	17	42	102	113	65	69	80
45	11	4	2	2	11	28	70	153	109	62	65	76
00	5	3	5	6	7	31	78	179	94	51	57	87
Hr Total	36	21	14	11	31	85	232	517	465	231	255	334

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	107	80	100	113	97	135	103	67	61	40	30	13
30	101	84	103	112	141	113	75	68	62	37	24	18
45	102	85	86	104	135	115	68	53	51	31	13	24
00	77	89	94	111	112	121	80	48	46	37	16	6
Hr Total	387	338	383	440	485	484	326	236	220	145	83	61

24 Hour Total: 5,820
 AM Peak Hour begins: 7:30 AM Peak Volume: 594 AM Peak Hour Factor: 0.83
 PM Peak Hour begins: 16:15 PM Peak Volume: 523 PM Peak Hour Factor: 0.93

Total Volume for All Lanes

Tuesday, March 17, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	18	11	10	4	12	18	64	160	241	136	133	162
30	17	12	5	9	13	28	71	180	196	131	143	168
45	23	10	5	5	20	41	130	237	197	146	125	189
00	11	5	10	17	17	51	132	260	154	107	124	166
Hr Total	69	38	30	35	62	138	397	837	788	520	525	685

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	202	159	216	248	219	259	233	157	113	85	47	23
30	184	167	229	224	246	256	203	142	104	77	36	27
45	191	184	215	216	262	259	217	106	86	59	29	33
00	167	183	237	224	238	256	180	104	83	57	31	10
Hr Total	744	693	897	912	965	1,030	833	509	386	278	143	93

24 Hour Total: 11,607
 AM Peak Hour begins: 7:30 AM Peak Volume: 934 AM Peak Hour Factor: 0.90
 PM Peak Hour begins: 17:00 PM Peak Volume: 1,030 PM Peak Hour Factor: 0.99

Volume Count Report

Start Date: March 18, 2015
 Stop Date: March 18, 2015
 City: Plant City
 Location: US 92 east of Turkey Creek Road

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Eastbound Volume for Lane 1

Wednesday, March 18, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	6	3	4	6	13	26	65	100	56	66	75
30	7	4	6	6	7	16	37	80	75	75	71	67
45	8	2	7	4	5	14	55	85	100	57	88	98
00	5	2	3	12	7	23	41	91	57	57	79	74
Hr Total	24	14	19	26	25	66	159	321	332	245	304	314

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	78	94	93	88	122	125	128	76	61	39	25	17
30	76	82	76	127	114	140	99	56	70	45	21	10
45	81	67	86	115	109	138	93	65	27	28	13	11
00	88	83	76	127	108	124	85	74	38	28	11	6
Hr Total	323	326	331	457	453	527	405	271	196	140	70	44

24 Hour Total: 5,392
 AM Peak Hour begins: 7:45 AM Peak Volume: 366 AM Peak Hour Factor: 0.92
 PM Peak Hour begins: 17:15 PM Peak Volume: 530 PM Peak Hour Factor: 0.95

Westbound Volume for Lane 2

Wednesday, March 18, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	9	4	7	6	6	36	92	64	59	57	66
30	9	9	2	1	4	17	52	84	66	53	78	93
45	7	7	3	4	13	23	57	111	88	62	66	96
00	5	7	2	3	8	22	82	105	72	64	84	89
Hr Total	30	32	11	15	31	68	227	392	290	238	285	344

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	86	99	89	105	100	116	133	102	62	32	24	20
30	81	92	99	119	125	128	122	69	60	45	23	10
45	109	85	90	110	122	148	103	80	58	34	23	18
00	101	95	99	136	123	127	125	62	54	40	14	14
Hr Total	377	371	377	470	470	519	483	313	234	151	84	62

24 Hour Total: 5,874
 AM Peak Hour begins: 7:00 AM Peak Volume: 392 AM Peak Hour Factor: 0.88
 PM Peak Hour begins: 17:15 PM Peak Volume: 536 PM Peak Hour Factor: 0.91

Total Volume for All Lanes

Wednesday, March 18, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	15	7	11	12	19	62	157	164	115	123	141
30	16	13	8	7	11	33	89	164	141	128	149	160
45	15	9	10	8	18	37	112	196	188	119	154	194
00	10	9	5	15	15	45	123	196	129	121	163	163
Hr Total	54	46	30	41	56	134	386	713	622	483	589	658

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	164	193	182	193	222	241	261	178	123	71	49	37
30	157	174	175	246	239	268	221	125	130	90	44	20
45	190	152	176	225	231	286	196	145	85	62	36	29
00	189	178	175	263	231	251	210	136	92	68	25	20
Hr Total	700	697	708	927	923	1,046	888	584	430	291	154	106

24 Hour Total: 11,266
 AM Peak Hour begins: 7:15 AM Peak Volume: 720 AM Peak Hour Factor: 0.92
 PM Peak Hour begins: 17:15 PM Peak Volume: 1,066 PM Peak Hour Factor: 0.93

Volume Count Report

Start Date: March 19, 2015
 Stop Date: March 19, 2015
 City: Plant City
 Location: US 92 east of Turkey Creek Road

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Eastbound Volume for Lane 1

Thursday, March 19, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	5	3	2	5	10	35	60	83	61	75	70
30	2	6	5	4	8	13	37	64	78	68	69	90
45	8	4	13	7	3	15	64	79	82	70	89	83
00	5	2	4	7	8	20	41	72	66	73	82	74
Hr Total	29	17	25	20	24	58	177	275	309	272	315	317

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	78	103	87	98	119	148	98	76	61	35	29	11
30	88	95	81	111	128	95	95	60	45	35	17	10
45	83	80	93	110	111	129	93	64	36	32	18	7
00	104	87	84	105	122	145	91	51	39	28	15	12
Hr Total	353	365	345	424	480	517	377	251	181	130	79	40

24 Hour Total: 5,380
 AM Peak Hour begins: 10:30
 PM Peak Hour begins: 17:00
 AM Peak Volume: 331
 PM Peak Volume: 517
 AM Peak Hour Factor: 0.92
 PM Peak Hour Factor: 0.87

Westbound Volume for Lane 2

Thursday, March 19, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	3	5	2	8	13	41	93	77	68	66	76
30	8	4	2	3	8	17	45	95	61	62	67	80
45	4	2	8	2	13	28	69	91	65	55	68	85
00	9	2	2	6	7	25	73	76	57	55	84	84
Hr Total	27	11	17	13	36	83	228	355	260	240	285	325

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	80	90	101	123	82	128	89	87	67	46	33	13
30	92	111	115	121	131	119	84	66	69	34	25	13
45	92	106	112	129	115	125	83	62	57	37	17	15
00	95	94	101	112	115	127	77	66	61	46	27	16
Hr Total	359	401	429	485	443	499	333	281	254	163	102	57

24 Hour Total: 5,686
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 17:00
 AM Peak Volume: 355
 PM Peak Volume: 499
 AM Peak Hour Factor: 0.93
 PM Peak Hour Factor: 0.97

Total Volume for All Lanes

Thursday, March 19, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	20	8	8	4	13	23	76	153	160	129	141	146
30	10	10	7	7	16	30	82	159	139	130	136	170
45	12	6	21	9	16	43	133	170	147	125	157	168
00	14	4	6	13	15	45	114	148	123	128	166	158
Hr Total	56	28	42	33	60	141	405	630	569	512	600	642

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	158	193	188	221	201	276	187	163	128	81	62	24
30	180	206	196	232	259	214	179	126	114	69	42	23
45	175	186	205	239	226	254	176	126	93	69	35	22
00	199	181	185	217	237	272	168	117	100	74	42	28
Hr Total	712	766	774	909	923	1,016	710	532	435	293	181	97

24 Hour Total: 11,066
 AM Peak Hour begins: 11:45
 PM Peak Hour begins: 17:00
 AM Peak Volume: 671
 PM Peak Volume: 1,016
 AM Peak Hour Factor: 0.93
 PM Peak Hour Factor: 0.92

Volume Count Report 3-Day Average

Start Date:	March 17, 2015	Start Time:	00:00	Station:	0
Stop Date:	March 19, 2015	Stop Time:	24:00	ID:	0
City:	Plant City	County:	Hillsborough		
Location	US 92 west of Whitehurst Road/Walter Drive				

Westbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	6	6	5	8	7	31	81	92	63	76	99
30	11	9	2	2	4	18	41	87	80	70	80	106
45	8	3	5	3	8	20	52	109	95	64	85	101
00	4	6	3	5	5	23	61	109	82	66	85	103
Hr Total	33	24	16	16	24	68	185	385	349	264	326	409

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	114	111	115	120	113	143	119	93	75	56	34	16
30	103	111	117	125	155	132	93	78	74	46	27	13
45	121	108	111	128	136	136	96	69	66	35	18	17
00	125	110	136	137	129	134	102	75	63	42	21	13
Hr Total	463	441	479	510	534	545	409	316	278	179	100	59

24 Hour Total:	6,411				
AM Peak Hour begins:	11:45	AM Peak Volume:	441	AM Peak Hour Factor:	0.91
PM Peak Hour begins:	16:15	PM Peak Volume:	563	PM Peak Hour Factor:	0.91

Eastbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	3	4	4	7	11	38	79	98	68	75	86
30	6	4	4	5	7	18	45	92	88	76	76	92
45	10	5	8	4	6	18	65	89	95	70	84	91
00	5	3	3	11	9	27	58	85	72	73	77	95
Hr Total	31	15	20	24	30	73	205	345	353	287	312	365

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	96	110	110	111	132	146	138	86	65	38	30	11
30	99	106	112	123	138	142	125	67	55	41	19	9
45	98	96	110	126	127	143	111	65	46	28	14	9
00	102	111	127	128	125	140	98	61	41	31	13	7
Hr Total	396	422	458	489	522	571	472	279	207	138	76	36

24 Hour Total:	6,126				
AM Peak Hour begins:	11:45	AM Peak Volume:	388	AM Peak Hour Factor:	0.98
PM Peak Hour begins:	17:00	PM Peak Volume:	571	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	19	9	10	9	15	17	68	160	190	131	151	186
30	17	13	7	7	11	36	85	179	168	146	156	198
45	18	8	14	7	14	38	117	197	190	134	168	192
00	9	9	6	16	14	50	119	194	154	139	162	198
Hr Total	64	39	36	39	54	141	390	730	702	551	638	773

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	210	221	225	231	246	289	256	179	140	94	64	27
30	202	217	229	248	293	274	218	145	129	87	47	22
45	219	204	221	255	263	279	207	134	112	63	31	26
00	227	221	263	265	254	274	200	136	104	73	34	21
Hr Total	859	863	937	999	1,056	1,116	881	595	485	317	177	96

24 Hour Total:	12,537				
AM Peak Hour begins:	11:45	AM Peak Volume:	829	AM Peak Hour Factor:	0.95
PM Peak Hour begins:	17:00	PM Peak Volume:	1,116	PM Peak Hour Factor:	0.97

Volume Count Report

Start Date: March 17, 2015	Start Time: 00:00	Station: 0
Stop Date: March 17, 2015	Stop Time: 24:00	ID: 0
City: Plant City	County: Hillsborough	
Location US 92 west of Whitehurst Road/Walter Drive		

Westbound Volume for Lane 1

Tuesday, March 17, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	4	6	3	7	10	33	76	141	60	76	115
30	15	8	2	1	4	14	39	95	116	72	81	112
45	9	3	3	3	5	23	58	147	117	59	65	86
00	4	7	5	7	4	30	62	157	98	64	72	113
Hr Total	39	22	16	14	20	77	192	475	472	255	294	426

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	121	99	115	121	112	151	114	70	78	59	36	18
30	94	106	115	113	155	127	79	84	71	41	31	15
45	121	107	97	140	140	130	79	58	63	30	12	22
00	111	101	142	125	131	122	86	65	50	33	19	8
Hr Total	447	413	469	499	538	530	358	277	262	163	98	63

24 Hour Total:	6,419	AM Peak Volume:	561	AM Peak Hour Factor:	0.89
AM Peak Hour begins:	7:30	PM Peak Volume:	577	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	16:15				

Eastbound Volume for Lane 2

Tuesday, March 17, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	2	6	5	7	10	34	90	103	83	78	78
30	8	5	3	4	8	15	49	96	89	74	71	100
45	12	4	2	4	7	17	66	90	97	84	77	97
00	6	5	4	11	11	25	61	74	71	65	68	105
Hr Total	37	16	15	24	33	67	210	350	360	306	294	380

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	104	100	137	134	134	148	145	93	71	45	21	9
30	96	100	136	121	132	163	156	82	48	41	16	8
45	102	110	124	125	137	152	141	61	45	27	14	11
00	96	112	168	135	126	147	108	55	32	28	15	5
Hr Total	398	422	565	515	529	610	550	291	196	141	66	33

24 Hour Total:	6,408	AM Peak Volume:	407	AM Peak Hour Factor:	0.97
AM Peak Hour begins:	11:45	PM Peak Volume:	610	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	17:00				

Total Volume for All Lanes

Tuesday, March 17, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	22	6	12	8	14	20	67	166	244	143	154	193
30	23	13	5	5	12	29	88	191	205	146	152	212
45	21	7	5	7	12	40	124	237	214	143	142	183
00	10	12	9	18	15	55	123	231	169	129	140	218
Hr Total	76	38	31	38	53	144	402	825	832	561	588	806

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	225	199	252	255	246	299	259	163	149	104	57	27
30	190	206	251	234	287	290	235	166	119	82	47	23
45	223	217	221	265	277	282	220	119	108	57	26	33
00	207	213	310	260	257	269	194	120	82	61	34	13
Hr Total	845	835	1,034	1,014	1,067	1,140	908	568	458	304	164	96

24 Hour Total:	12,827	AM Peak Volume:	917	AM Peak Hour Factor:	0.94
AM Peak Hour begins:	7:30	PM Peak Volume:	1,140	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	17:00				

Volume Count Report

Start Date: March 18, 2015	Start Time: 00:00	Station: 0
Stop Date: March 18, 2015	Stop Time: 24:00	ID: 0
City: Plant City	County: Hillsborough	
Location: US 92 west of Whitehurst Road/Walter Drive		

Westbound Volume for Lane 1

Wednesday, March 18, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	11	5	9	7	6	26	76	66	55	68	89
30	10	13	2	4	2	19	44	75	61	71	80	105
45	10	5	5	4	10	15	41	95	104	70	92	118
00	2	7	1	3	4	20	71	96	81	77	93	96
Hr Total	33	36	13	20	23	60	182	342	312	273	333	408

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	112	113	116	125	116	134	145	113	72	52	23	18
30	95	111	107	129	160	139	119	75	75	53	25	12
45	136	106	108	121	132	147	118	79	71	39	24	14
00	136	119	127	157	133	140	132	76	68	45	15	16
Hr Total	479	449	458	532	541	560	514	343	286	189	87	60

24 Hour Total:	6,533	AM Peak Volume:	439	AM Peak Hour Factor:	0.81
AM Peak Hour begins:	11:45	PM Peak Volume:	571	PM Peak Hour Factor:	0.97
PM Peak Hour begins:	17:15				

Eastbound Volume for Lane 2

Wednesday, March 18, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	5	3	5	5	12	35	76	103	57	73	92
30	7	2	6	6	7	23	46	92	87	84	77	76
45	12	4	7	1	6	15	60	94	96	61	91	84
00	6	2	3	13	8	30	56	106	71	70	78	104
Hr Total	30	13	19	25	26	80	197	368	357	272	319	356

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	83	106	108	98	146	142	142	77	64	41	28	13
30	94	106	102	135	123	160	118	58	76	47	22	11
45	96	86	92	129	117	137	104	61	35	28	10	10
00	98	99	105	138	123	117	85	69	45	35	10	6
Hr Total	371	397	407	500	509	556	449	265	220	151	70	40

24 Hour Total:	5,997	AM Peak Volume:	395	AM Peak Hour Factor:	0.93
AM Peak Hour begins:	7:15	PM Peak Volume:	562	PM Peak Hour Factor:	0.88
PM Peak Hour begins:	16:45				

Total Volume for All Lanes

Wednesday, March 18, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	16	8	14	12	18	61	152	169	112	141	181
30	17	15	8	10	9	42	90	167	148	155	157	181
45	22	9	12	5	16	30	101	189	200	131	183	202
00	8	9	4	16	12	50	127	202	152	147	171	200
Hr Total	63	49	32	45	49	140	379	710	669	545	652	764

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	195	219	224	223	262	276	287	190	136	93	51	31
30	189	217	209	264	283	299	237	133	151	100	47	23
45	232	192	200	250	249	284	222	140	106	67	34	24
00	234	218	232	295	256	257	217	145	113	80	25	22
Hr Total	850	846	865	1,032	1,050	1,116	963	608	506	340	157	100

24 Hour Total:	12,530	AM Peak Volume:	816	AM Peak Hour Factor:	0.88
AM Peak Hour begins:	11:45	PM Peak Volume:	1,127	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	17:15				

Volume Count Report

Start Date:	March 19, 2015	Start Time:	00:00	Station:	0
Stop Date:	March 19, 2015	Stop Time:	24:00	ID:	0
City:	Plant City	County:	Hillsborough		
Location	US 92 west of Whitehurst Road/Walter Drive				

Westbound Volume for Lane 1

Thursday, March 19, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	2	6	3	9	4	33	90	68	74	83	94
30	8	7	3	2	6	21	39	90	64	67	79	100
45	6	2	8	2	9	23	58	84	65	64	97	98
00	7	4	2	6	6	18	51	74	66	58	91	100
Hr Total	26	15	19	13	30	66	181	338	263	263	350	392

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	109	121	113	114	112	143	97	96	75	56	43	12
30	120	116	130	133	150	130	80	76	77	45	26	12
45	106	112	127	124	136	132	90	71	64	36	17	15
00	129	111	140	128	124	140	87	84	70	49	30	16
Hr Total	464	460	510	499	522	545	354	327	286	186	116	55

24 Hour Total:	6,280	AM Peak Volume:	435	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	11:45	PM Peak Volume:	553	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	16:15				

Eastbound Volume for Lane 2

Thursday, March 19, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	3	3	2	10	10	44	71	89	64	75	89
30	3	4	4	5	7	16	39	89	87	71	80	101
45	6	6	16	7	5	21	68	82	92	65	83	93
00	3	2	3	8	8	26	57	76	74	84	85	75
Hr Total	26	15	26	22	30	73	208	318	342	284	323	358

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	102	123	85	102	117	148	126	88	59	29	42	11
30	108	111	97	113	159	102	101	61	41	34	20	8
45	96	92	114	125	127	140	88	73	58	30	17	6
00	112	121	107	111	125	157	102	60	47	29	14	11
Hr Total	418	447	403	451	528	547	417	282	205	122	93	36

24 Hour Total:	5,974	AM Peak Volume:	381	AM Peak Hour Factor:	0.88
AM Peak Hour begins:	11:45	PM Peak Volume:	559	PM Peak Hour Factor:	0.88
PM Peak Hour begins:	16:15				

Total Volume for All Lanes

Thursday, March 19, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	19	5	9	5	19	14	77	161	157	138	158	183
30	11	11	7	7	13	37	78	179	151	138	159	201
45	12	8	24	9	14	44	126	166	157	129	180	191
00	10	6	5	14	14	44	108	150	140	142	176	175
Hr Total	52	30	45	35	60	139	389	656	605	547	673	750

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	211	244	198	216	229	291	223	184	134	85	85	23
30	228	227	227	246	309	232	181	137	118	79	46	20
45	202	204	241	249	263	272	178	144	122	66	34	21
00	241	232	247	239	249	297	189	144	117	78	44	27
Hr Total	882	907	913	950	1,050	1,092	771	609	491	308	209	91

24 Hour Total:	12,254	AM Peak Volume:	816	AM Peak Hour Factor:	0.89
AM Peak Hour begins:	11:45	PM Peak Volume:	1,112	PM Peak Hour Factor:	0.90
PM Peak Hour begins:	16:15				

Volume Count Report 3-Day Average

Start Date: March 17, 2015
 Stop Date: March 19, 2015
 City: Plant City
 Location: Whitehurst Drive north of US 92

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	1	1	1	1	3	6	9	8	11	14
30	2	1	0	0	0	2	6	6	8	12	11	12
45	1	0	0	1	2	2	8	11	9	8	11	11
00	2	0	2	1	3	7	7	10	8	9	15	15
Hr Total	6	1	3	3	6	13	23	33	34	38	48	52

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	13	16	11	15	18	21	18	18	14	10	8	4
30	18	12	13	20	15	20	19	17	13	10	4	5
45	14	12	14	15	17	20	19	12	13	10	4	2
00	18	10	17	17	22	17	17	11	15	7	5	3
Hr Total	64	51	54	67	73	78	73	58	54	37	21	14

24 Hour Total: 904
 AM Peak Hour begins: 11:45 AM Peak Volume: 61 AM Peak Hour Factor: 0.83
 PM Peak Hour begins: 16:45 PM Peak Volume: 83 PM Peak Hour Factor: 0.93

Southbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	0	0	1	1	8	17	12	14	13	12
30	0	1	0	0	2	5	7	14	10	12	11	12
45	2	0	0	0	0	3	9	13	12	13	16	13
00	1	2	0	1	2	4	11	12	14	15	13	12
Hr Total	4	4	1	2	6	13	35	56	48	54	53	48

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	17	16	13	13	21	14	15	12	11	10	3	2
30	12	7	12	18	12	18	11	15	12	5	2	1
45	13	13	12	18	15	12	18	12	6	7	3	1
00	15	15	18	14	9	16	17	10	7	7	3	2
Hr Total	58	51	54	64	57	60	61	49	35	29	11	6

24 Hour Total: 858
 AM Peak Hour begins: 7:00 AM Peak Volume: 56 AM Peak Hour Factor: 0.81
 PM Peak Hour begins: 15:15 PM Peak Volume: 72 PM Peak Hour Factor: 0.87

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	1	1	2	11	23	21	23	24	26
30	2	1	0	0	3	6	13	21	18	24	22	24
45	3	1	1	1	2	5	17	23	21	21	28	23
00	3	2	2	2	6	11	17	22	21	24	28	27
Hr Total	10	6	4	4	12	25	59	89	82	92	101	101

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	31	32	24	27	39	34	34	29	24	20	11	6
30	31	19	25	39	27	38	30	33	25	15	6	6
45	28	25	25	33	32	33	36	24	18	17	7	3
00	33	25	34	31	32	33	34	22	22	13	8	4
Hr Total	122	101	108	131	130	138	134	107	89	65	32	20

24 Hour Total: 1,762
 AM Peak Hour begins: 11:45 AM Peak Volume: 116 AM Peak Hour Factor: 0.95
 PM Peak Hour begins: 15:15 PM Peak Volume: 142 PM Peak Hour Factor: 0.91

Volume Count Report

Start Date: March 17, 2015
 Stop Date: March 17, 2015
 City: Plant City
 Location: Whitehurst Drive north of US 92

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Tuesday, March 17, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	0	1	1	3	7	11	5	10	21
30	3	1	0	1	1	1	4	8	10	10	12	10
45	1	0	0	0	2	3	11	10	10	7	7	6
00	2	1	2	0	4	4	8	14	10	7	17	21
Hr Total	7	2	2	1	8	9	26	39	41	29	46	58

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	11	17	14	20	18	19	24	17	14	10	6	6
30	19	14	7	22	16	18	28	16	9	11	4	6
45	15	11	11	20	16	22	15	12	14	14	3	2
00	16	7	11	19	22	19	12	12	16	4	7	1
Hr Total	61	49	43	81	72	78	79	57	53	39	20	15

24 Hour Total: 915
 AM Peak Hour begins: 11:45 AM Peak Volume: 66 AM Peak Hour Factor: 0.79
 PM Peak Hour begins: 17:30 PM Peak Volume: 93 PM Peak Hour Factor: 0.83

Southbound Volume for Lane 2

Tuesday, March 17, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	1	0	1	11	17	16	14	13	14
30	0	1	0	0	3	6	6	15	10	13	13	12
45	2	0	0	0	0	2	9	10	10	12	17	16
00	1	2	0	1	2	6	11	14	11	18	16	10
Hr Total	4	3	0	2	5	15	37	56	47	57	59	52

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	21	14	14	22	19	16	15	11	10	7	4	3
30	8	8	17	23	9	20	13	14	16	5	1	1
45	9	15	14	18	10	9	15	14	3	8	5	2
00	14	11	14	13	10	14	18	8	5	3	4	1
Hr Total	52	48	59	76	48	59	61	47	34	23	14	7

24 Hour Total: 865
 AM Peak Hour begins: 9:45 AM Peak Volume: 61 AM Peak Hour Factor: 0.85
 PM Peak Hour begins: 14:45 PM Peak Volume: 77 PM Peak Hour Factor: 0.84

Total Volume for All Lanes

Tuesday, March 17, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	0	1	1	2	14	24	27	19	23	35
30	3	2	0	1	4	7	10	23	20	23	25	22
45	3	0	0	0	2	5	20	20	20	19	24	22
00	3	3	2	1	6	10	19	28	21	25	33	31
Hr Total	11	5	2	3	13	24	63	95	88	86	105	110

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	32	31	28	42	37	35	39	28	24	17	10	9
30	27	22	24	45	25	38	41	30	25	16	5	7
45	24	26	25	38	26	31	30	26	17	22	8	4
00	30	18	25	32	32	33	30	20	21	7	11	2
Hr Total	113	97	102	157	120	137	140	104	87	62	34	22

24 Hour Total: 1,780
 AM Peak Hour begins: 10:15 AM Peak Volume: 117 AM Peak Hour Factor: 0.84
 PM Peak Hour begins: 15:00 PM Peak Volume: 157 PM Peak Hour Factor: 0.87

Volume Count Report

Start Date: March 18, 2015
 Stop Date: March 18, 2015
 City: Plant City
 Location: Whitehurst Drive north of US 92

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Wednesday, March 18, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	0	0	0	0	2	3	5	8	15	11	14
30	3	0	1	0	0	2	5	8	9	11	5	10
45	1	0	1	0	2	2	8	13	7	12	13	16
00	3	0	2	2	3	7	5	12	6	11	14	9
Hr Total	7	0	4	2	5	13	21	38	30	49	43	49

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	13	11	11	12	22	24	12	23	14	7	8	5
30	18	12	20	23	15	15	12	25	12	12	2	2
45	11	8	14	11	20	18	22	11	14	11	3	2
00	16	8	15	22	25	21	24	14	12	8	3	3
Hr Total	58	39	60	68	82	78	70	73	52	38	16	12

24 Hour Total: 907
 AM Peak Hour begins: 11:30 AM Peak Volume: 56 AM Peak Hour Factor: 0.78
 PM Peak Hour begins: 18:30 PM Peak Volume: 94 PM Peak Hour Factor: 0.94

Southbound Volume for Lane 2

Wednesday, March 18, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	2	1	0	0	0	7	17	13	18	13	14
30	0	0	0	0	1	3	8	11	11	7	5	10
45	2	0	1	0	1	5	9	16	13	10	18	9
00	0	2	0	1	5	2	11	9	16	13	7	16
Hr Total	4	4	2	1	7	10	35	53	53	48	43	49

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	18	11	10	9	24	15	11	17	7	11	1	3
30	16	2	9	16	13	17	8	13	7	5	4	1
45	15	12	12	19	10	17	20	12	8	6	0	1
00	15	17	21	22	10	16	20	8	11	9	2	2
Hr Total	64	42	52	66	57	65	59	50	33	31	7	7

24 Hour Total: 842
 AM Peak Hour begins: 11:45 AM Peak Volume: 65 AM Peak Hour Factor: 0.90
 PM Peak Hour begins: 15:15 PM Peak Volume: 81 PM Peak Hour Factor: 0.84

Total Volume for All Lanes

Wednesday, March 18, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	2	1	0	0	2	10	22	21	33	24	28
30	3	0	1	0	1	5	13	19	20	18	10	20
45	3	0	2	0	3	7	17	29	20	22	31	25
00	3	2	2	3	8	9	16	21	22	24	21	25
Hr Total	11	4	6	3	12	23	56	91	83	97	86	98

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	31	22	21	21	46	39	23	40	21	18	9	8
30	34	14	29	39	28	32	20	38	19	17	6	3
45	26	20	26	30	30	35	42	23	22	17	3	3
00	31	25	36	44	35	37	44	22	23	17	5	5
Hr Total	122	81	112	134	139	143	129	123	85	69	23	19

24 Hour Total: 1,749
 AM Peak Hour begins: 11:45 AM Peak Volume: 116 AM Peak Hour Factor: 0.85
 PM Peak Hour begins: 18:30 PM Peak Volume: 164 PM Peak Hour Factor: 0.93

Volume Count Report

Start Date: March 19, 2015
 Stop Date: March 19, 2015
 City: Plant City
 Location: Whitehurst Drive north of US 92

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Thursday, March 19, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	3	3	1	1	3	6	8	5	11	8
30	0	1	0	0	0	2	8	3	5	16	16	17
45	2	1	0	2	1	2	5	9	10	6	14	10
00	1	0	1	0	3	11	7	4	7	10	14	15
Hr Total	4	2	4	5	5	16	23	22	30	37	55	50

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	16	20	7	12	15	19	19	13	13	13	11	2
30	18	11	11	16	14	26	16	11	18	7	6	7
45	17	17	16	14	16	21	19	13	10	5	6	2
00	23	16	24	10	20	12	15	8	16	8	4	4
Hr Total	74	64	58	52	65	78	69	45	57	33	27	15

24 Hour Total: 890
 AM Peak Hour begins: 11:45 AM Peak Volume: 66 AM Peak Hour Factor: 0.92
 PM Peak Hour begins: 16:45 PM Peak Volume: 86 PM Peak Hour Factor: 0.83

Southbound Volume for Lane 2

Thursday, March 19, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	2	0	0	2	2	7	18	7	11	13	7
30	0	1	0	0	3	5	7	17	9	15	14	13
45	1	1	0	0	0	2	10	12	14	16	14	13
00	1	2	1	2	0	4	10	13	14	14	16	11
Hr Total	4	6	1	2	5	13	34	60	44	56	57	44

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	13	22	15	7	19	10	20	7	15	13	4	0
30	13	11	10	16	14	17	12	19	12	5	1	1
45	16	13	9	18	25	11	18	9	6	6	3	1
00	16	16	18	8	8	18	13	15	6	8	3	2
Hr Total	58	62	52	49	66	56	63	50	39	32	11	4

24 Hour Total: 868
 AM Peak Hour begins: 7:00 AM Peak Volume: 60 AM Peak Hour Factor: 0.83
 PM Peak Hour begins: 17:45 PM Peak Volume: 68 PM Peak Hour Factor: 0.85

Total Volume for All Lanes

Thursday, March 19, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	2	3	3	3	3	10	24	15	16	24	15
30	0	2	0	0	3	7	15	20	14	31	30	30
45	3	2	0	2	1	4	15	21	24	22	28	23
00	2	2	2	2	3	15	17	17	21	24	30	26
Hr Total	8	8	5	7	10	29	57	82	74	93	112	94

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	29	42	22	19	34	29	39	20	28	26	15	2
30	31	22	21	32	28	43	28	30	30	12	7	8
45	33	30	25	32	41	32	37	22	16	11	9	3
00	39	32	42	18	28	30	28	23	22	16	7	6
Hr Total	132	126	110	101	131	134	132	95	96	65	38	19

24 Hour Total: 1,758
 AM Peak Hour begins: 11:45 AM Peak Volume: 119 AM Peak Hour Factor: 0.90
 PM Peak Hour begins: 12:15 PM Peak Volume: 145 PM Peak Hour Factor: 0.86

Volume Count Report 3-Day Average

Start Date:	March 17, 2015	Start Time:	00:00	Station:	0
Stop Date:	March 19, 2015	Stop Time:	24:00	ID:	0
City:	Plant City	County:	Hillsborough		
Location:	Walter Drive south of US 92				

Southbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	2	1	2	1	2	7	12	14	10	14	7
30	2	2	1	1	2	2	7	12	13	12	9	14
45	2	2	2	1	1	3	10	11	14	11	9	12
00	1	2	2	0	1	4	11	10	11	9	13	13
Hr Total	8	7	6	3	4	11	35	45	52	42	44	47

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	13	13	15	18	21	27	34	25	24	19	9	5
30	17	11	21	20	32	26	23	23	21	16	8	3
45	13	14	15	27	21	32	22	21	20	13	5	5
00	17	18	15	26	24	31	31	23	17	12	5	3
Hr Total	60	57	66	90	98	116	110	92	81	60	27	16

24 Hour Total:	1,179				
AM Peak Hour begins:	11:45	AM Peak Volume:	57	AM Peak Hour Factor:	0.85
PM Peak Hour begins:	17:15	PM Peak Volume:	123	PM Peak Hour Factor:	0.92

Northbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	1	1	1	2	11	13	16	10	10	12
30	1	2	1	1	1	3	17	16	17	9	10	12
45	1	1	0	1	3	8	16	18	15	10	8	12
00	2	2	2	1	4	9	13	15	9	8	13	6
Hr Total	5	7	5	4	8	22	57	62	57	37	40	42

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	10	10	11	13	18	19	19	17	18	13	6	2
30	12	13	11	14	14	17	15	15	11	10	6	2
45	11	6	12	15	15	20	16	18	16	6	4	1
00	13	8	11	17	14	19	13	14	14	9	2	3
Hr Total	47	37	46	59	61	74	63	63	60	39	18	9

24 Hour Total:	922				
AM Peak Hour begins:	7:30	AM Peak Volume:	66	AM Peak Hour Factor:	0.93
PM Peak Hour begins:	17:15	PM Peak Volume:	74	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	4	4	2	2	1	4	19	25	30	20	24	19
30	3	4	2	2	2	5	24	28	30	22	19	26
45	2	3	2	2	3	11	26	29	29	20	16	24
00	3	4	4	1	5	13	24	26	21	17	26	19
Hr Total	13	14	11	8	12	33	92	107	109	79	84	89

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	24	23	27	31	39	45	52	42	42	32	15	7
30	29	25	32	35	45	43	39	38	32	26	15	6
45	25	20	28	42	36	52	38	39	36	19	9	6
00	30	26	26	43	38	51	44	36	31	21	7	6
Hr Total	107	94	112	150	159	191	173	155	141	99	46	25

24 Hour Total:	2,101				
AM Peak Hour begins:	7:30	AM Peak Volume:	114	AM Peak Hour Factor:	0.95
PM Peak Hour begins:	17:15	PM Peak Volume:	198	PM Peak Hour Factor:	0.94

Volume Count Report

Start Date: March 17, 2015
 Stop Date: March 17, 2015
 City: Plant City
 Location: Walter Drive south of US 92

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Southbound Volume for Lane 1

Tuesday, March 17, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	0	2	1	3	8	11	15	7	11	7
30	2	4	2	0	2	1	7	12	14	18	9	16
45	3	1	0	0	1	3	9	9	15	10	9	16
00	0	2	1	0	0	4	11	17	12	10	8	8
Hr Total	7	8	3	2	4	11	35	49	56	45	37	47

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	16	8	15	19	22	29	23	22	29	23	11	3
30	20	12	18	21	38	26	23	17	20	9	3	3
45	10	18	21	28	24	28	20	19	17	9	6	7
00	20	18	17	24	29	29	35	17	20	14	5	2
Hr Total	66	56	71	92	113	112	101	75	86	55	25	15

24 Hour Total: 1,171
 AM Peak Hour begins: 7:45
 PM Peak Hour begins: 16:15
 AM Peak Volume: 61
 PM Peak Volume: 120
 AM Peak Hour Factor: 0.90
 PM Peak Hour Factor: 0.79

Northbound Volume for Lane 2

Tuesday, March 17, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	0	0	0	2	12	14	17	11	10	12
30	1	4	0	1	0	1	15	19	17	9	12	7
45	1	1	1	1	2	10	19	20	15	7	4	14
00	2	1	1	1	3	9	17	15	13	4	11	6
Hr Total	6	7	2	3	5	22	63	68	62	31	37	39

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	7	13	12	16	24	18	17	12	17	15	8	6
30	12	12	5	19	16	20	12	14	8	11	4	4
45	10	7	13	15	17	21	10	21	16	4	7	2
00	12	5	12	18	18	21	7	10	16	9	1	1
Hr Total	41	37	42	68	75	80	46	57	57	39	20	13

24 Hour Total: 920
 AM Peak Hour begins: 7:15
 PM Peak Hour begins: 17:00
 AM Peak Volume: 71
 PM Peak Volume: 80
 AM Peak Hour Factor: 0.89
 PM Peak Hour Factor: 0.95

Total Volume for All Lanes

Tuesday, March 17, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	2	0	2	1	5	20	25	32	18	21	19
30	3	8	2	1	2	2	22	31	31	27	21	23
45	4	2	1	1	3	13	28	29	30	17	13	30
00	2	3	2	1	3	13	28	32	25	14	19	14
Hr Total	13	15	5	5	9	33	98	117	118	76	74	86

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	23	21	27	35	46	47	40	34	46	38	19	9
30	32	24	23	40	54	46	35	31	28	20	7	7
45	20	25	34	43	41	49	30	40	33	13	13	9
00	32	23	29	42	47	50	42	27	36	23	6	3
Hr Total	107	93	113	160	188	192	147	132	143	94	45	28

24 Hour Total: 2,091
 AM Peak Hour begins: 7:45
 PM Peak Hour begins: 17:00
 AM Peak Volume: 125
 PM Peak Volume: 192
 AM Peak Hour Factor: 0.98
 PM Peak Hour Factor: 0.96

Volume Count Report

Start Date: March 18, 2015
 Stop Date: March 18, 2015
 City: Plant City
 Location: Walter Drive south of US 92

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Southbound Volume for Lane 1

Wednesday, March 18, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	4	0	1	1	1	10	13	16	7	14	9
30	1	0	2	2	1	3	9	12	7	8	9	13
45	2	1	3	0	0	4	7	14	12	13	8	10
00	4	0	1	1	1	4	11	8	8	6	18	21
Hr Total	11	5	6	4	3	12	37	47	43	34	49	53

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	16	15	17	20	18	28	35	27	20	21	9	9
30	14	8	23	19	24	27	22	28	18	14	13	4
45	14	13	14	25	20	30	29	25	23	16	6	2
00	17	13	15	25	27	28	37	26	13	13	4	2
Hr Total	61	49	69	89	89	113	123	106	74	64	32	17

24 Hour Total: 1,190
 AM Peak Hour begins: 11:45 AM Peak Volume: 65 AM Peak Hour Factor: 0.77
 PM Peak Hour begins: 18:00 PM Peak Volume: 123 PM Peak Hour Factor: 0.83

Northbound Volume for Lane 2

Wednesday, March 18, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	0	2	2	2	0	1	14	13	15	9	6	8
30	1	2	1	2	1	3	12	19	14	8	5	13
45	1	2	0	1	3	7	18	15	17	13	8	12
00	4	0	3	0	4	8	8	19	7	11	12	5
Hr Total	6	6	6	5	8	19	52	66	53	41	31	38

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	15	4	14	11	11	13	19	22	15	12	3	1
30	13	16	14	13	14	13	16	15	10	10	8	2
45	12	5	8	15	15	18	22	13	19	8	3	2
00	15	13	9	20	12	20	15	13	10	10	2	3
Hr Total	55	38	45	59	52	64	72	63	54	40	16	8

24 Hour Total: 897
 AM Peak Hour begins: 7:15 AM Peak Volume: 68 AM Peak Hour Factor: 0.89
 PM Peak Hour begins: 17:45 PM Peak Volume: 77 PM Peak Hour Factor: 0.88

Total Volume for All Lanes

Wednesday, March 18, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	6	2	3	1	2	24	26	31	16	20	17
30	2	2	3	4	2	6	21	31	21	16	14	26
45	3	3	3	1	3	11	25	29	29	26	16	22
00	8	0	4	1	5	12	19	27	15	17	30	26
Hr Total	17	11	12	9	11	31	89	113	96	75	80	91

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	31	19	31	31	29	41	54	49	35	33	12	10
30	27	24	37	32	38	40	38	43	28	24	21	6
45	26	18	22	40	35	48	51	38	42	24	9	4
00	32	26	24	45	39	48	52	39	23	23	6	5
Hr Total	116	87	114	148	141	177	195	169	128	104	48	25

24 Hour Total: 2,087
 AM Peak Hour begins: 7:15 AM Peak Volume: 118 AM Peak Hour Factor: 0.95
 PM Peak Hour begins: 18:00 PM Peak Volume: 195 PM Peak Hour Factor: 0.90

Volume Count Report

Start Date: March 19, 2015
 Stop Date: March 19, 2015
 City: Plant City
 Location: Walter Drive south of US 92

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Southbound Volume for Lane 1

Thursday, March 19, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	2	3	2	0	3	4	11	11	15	16	6
30	3	1	0	0	2	2	5	11	17	11	9	13
45	0	3	3	2	1	1	13	10	15	9	9	11
00	0	3	3	0	1	4	11	6	14	12	12	11
Hr Total	7	9	9	4	4	10	33	38	57	47	46	41

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	8	16	14	14	24	23	43	26	22	14	7	3
30	16	14	21	21	33	25	25	25	24	24	9	3
45	16	12	11	27	19	39	17	19	20	13	4	5
00	14	23	13	28	17	37	21	25	18	9	5	6
Hr Total	54	65	59	90	93	124	106	95	84	60	25	17

24 Hour Total: 1,177
 AM Peak Hour begins: 8:15 AM Peak Volume: 61 AM Peak Hour Factor: 0.90
 PM Peak Hour begins: 17:15 PM Peak Volume: 144 PM Peak Hour Factor: 0.84

Northbound Volume for Lane 2

Thursday, March 19, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	2	0	2	3	8	13	15	11	14	16
30	2	0	2	1	1	5	23	10	21	11	12	15
45	0	0	0	2	3	7	11	18	12	9	11	10
00	0	6	2	2	5	11	15	12	8	8	16	7
Hr Total	3	7	6	5	11	26	57	53	56	39	53	48

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	9	13	8	12	18	25	20	16	23	12	7	0
30	12	12	15	11	11	17	18	16	15	10	7	1
45	12	5	16	15	14	20	17	19	14	7	2	0
00	11	6	11	13	12	17	16	18	16	9	3	4
Hr Total	44	36	50	51	55	79	71	69	68	38	19	5

24 Hour Total: 949
 AM Peak Hour begins: 7:30 AM Peak Volume: 66 AM Peak Hour Factor: 0.79
 PM Peak Hour begins: 17:00 PM Peak Volume: 79 PM Peak Hour Factor: 0.79

Total Volume for All Lanes

Thursday, March 19, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	3	5	2	2	6	12	24	26	26	30	22
30	5	1	2	1	3	7	28	21	38	22	21	28
45	0	3	3	4	4	8	24	28	27	18	20	21
00	0	9	5	2	6	15	26	18	22	20	28	18
Hr Total	10	16	15	9	15	36	90	91	113	86	99	89

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	17	29	22	26	42	48	63	42	45	26	14	3
30	28	26	36	32	44	42	43	41	39	34	16	4
45	28	17	27	42	33	59	34	38	34	20	6	5
00	25	29	24	41	29	54	37	43	34	18	8	10
Hr Total	98	101	109	141	148	203	177	164	152	98	44	22

24 Hour Total: 2,126
 AM Peak Hour begins: 8:00 AM Peak Volume: 113 AM Peak Hour Factor: 0.74
 PM Peak Hour begins: 17:30 PM Peak Volume: 219 PM Peak Hour Factor: 0.87

Volume Count Report

3-Day Average

Start Date:	March 17, 2015	Start Time:	00:00	Station:	0
Stop Date:	March 19, 2015	Stop Time:	24:00	ID:	0
City:	Plant City	County:	Hillsborough		
Location	US 92 east of Whitehurst Road/Walter Drive				

Eastbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	4	4	2	6	12	42	79	104	74	80	92
30	6	2	4	6	9	15	45	94	90	80	79	95
45	10	5	6	4	5	19	69	99	101	82	87	100
00	5	5	4	10	11	31	54	94	84	77	84	98
Hr Total	31	16	18	23	31	78	210	366	379	313	330	385

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	99	116	117	112	134	139	134	79	66	39	25	11
30	103	104	114	123	126	140	119	70	53	39	20	9
45	100	98	115	124	124	139	110	65	43	28	13	9
00	109	114	118	116	121	141	103	62	39	33	14	6
Hr Total	410	433	463	476	505	559	467	277	202	139	72	35

24 Hour Total:	6,217				
AM Peak Hour begins:	11:30	AM Peak Volume:	400	AM Peak Hour Factor:	0.97
PM Peak Hour begins:	17:00	PM Peak Volume:	559	PM Peak Hour Factor:	0.99

Westbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	6	7	6	8	10	26	73	101	65	82	101
30	12	8	2	3	3	13	35	80	79	78	79	113
45	9	4	6	3	6	14	50	107	101	68	85	107
00	6	5	5	5	5	24	53	117	83	72	94	111
Hr Total	38	24	20	16	23	61	164	377	364	283	339	432

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	114	114	114	123	112	145	125	104	82	57	40	21
30	110	112	122	126	163	136	111	88	84	50	30	17
45	124	111	122	135	139	142	101	73	72	42	22	20
00	131	116	132	135	143	139	112	80	71	45	22	14
Hr Total	480	453	490	519	557	562	449	346	309	194	114	73

24 Hour Total:	6,688				
AM Peak Hour begins:	11:45	AM Peak Volume:	460	AM Peak Hour Factor:	0.93
PM Peak Hour begins:	16:15	PM Peak Volume:	591	PM Peak Hour Factor:	0.91

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	21	10	11	8	14	22	69	152	205	139	162	194
30	18	10	6	9	12	29	79	174	169	158	158	209
45	19	9	12	7	11	33	119	206	202	150	172	206
00	11	10	9	15	16	55	107	210	167	150	178	209
Hr Total	69	39	38	39	53	139	375	742	743	596	669	818

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	213	230	231	235	246	284	259	183	148	96	65	32
30	214	216	236	250	289	276	230	159	137	89	50	26
45	224	209	237	259	263	281	212	139	115	70	35	29
00	240	230	250	251	264	280	215	142	110	78	36	21
Hr Total	890	886	953	995	1,062	1,121	915	623	511	333	186	108

24 Hour Total:	12,905				
AM Peak Hour begins:	11:45	AM Peak Volume:	859	AM Peak Hour Factor:	0.96
PM Peak Hour begins:	17:00	PM Peak Volume:	1,121	PM Peak Hour Factor:	0.99

Volume Count Report

Start Date: March 17, 2015	Start Time: 00:00	Station: 0
Stop Date: March 17, 2015	Stop Time: 24:00	ID: 0
City: Plant City	County: Hillsborough	
Location: US 92 east of Whitehurst Road/Walter Drive		

Eastbound Volume for Lane 1

Tuesday, March 17, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	2	6	4	7	12	33	86	110	89	88	84
30	7	3	2	5	8	13	41	95	91	82	76	92
45	12	6	1	4	5	18	67	106	97	90	84	110
00	6	7	3	11	14	27	64	83	84	69	77	106
Hr Total	37	18	12	24	34	70	205	370	382	330	325	392

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	104	111	142	140	127	141	142	87	65	44	21	10
30	95	94	145	134	114	162	139	78	57	45	18	9
45	97	110	137	119	126	149	135	63	44	28	16	9
00	98	105	151	130	128	154	118	65	28	29	17	4
Hr Total	394	420	575	523	495	606	534	293	194	146	72	32

24 Hour Total:	6,483	AM Peak Volume:	415	AM Peak Hour Factor:	0.94
AM Peak Hour begins:	11:30	PM Peak Volume:	607	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	17:15				

Westbound Volume for Lane 2

Tuesday, March 17, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	4	7	4	9	15	24	69	146	66	85	119
30	17	7	2	3	2	8	31	89	112	79	77	118
45	9	4	3	2	5	19	54	147	130	59	67	87
00	5	7	6	8	5	26	56	173	98	73	75	118
Hr Total	46	22	18	17	21	68	165	478	486	277	304	442

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	113	99	108	122	103	145	118	84	85	58	43	20
30	103	106	121	119	163	130	97	84	79	45	32	21
45	125	112	112	148	150	138	85	66	71	37	16	22
00	112	109	138	126	147	122	99	75	64	40	21	10
Hr Total	453	426	479	515	563	535	399	309	299	180	112	73

24 Hour Total:	6,687	AM Peak Volume:	578	AM Peak Hour Factor:	0.84
AM Peak Hour begins:	7:30	PM Peak Volume:	605	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	16:15				

Total Volume for All Lanes

Tuesday, March 17, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	27	6	13	8	16	27	57	155	256	155	173	203
30	24	10	4	8	10	21	72	184	203	161	153	210
45	21	10	4	6	10	37	121	253	227	149	151	197
00	11	14	9	19	19	53	120	256	182	142	152	224
Hr Total	83	40	30	41	55	138	370	848	868	607	629	834

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	217	210	250	262	230	286	260	171	150	102	64	30
30	198	200	266	253	277	292	236	162	136	90	50	30
45	222	222	249	267	276	287	220	129	115	65	32	31
00	210	214	289	256	275	276	217	140	92	69	38	14
Hr Total	847	846	1,054	1,038	1,058	1,141	933	602	493	326	184	105

24 Hour Total:	13,170	AM Peak Volume:	968	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	7:30	PM Peak Volume:	1,141	PM Peak Hour Factor:	0.98
PM Peak Hour begins:	17:00				

Volume Count Report

Start Date: March 18, 2015	Start Time: 00:00	Station: 0
Stop Date: March 18, 2015	Stop Time: 24:00	ID: 0
City: Plant City	County: Hillsborough	
Location: US 92 east of Whitehurst Road/Walter Drive		

Eastbound Volume for Lane 1

Wednesday, March 18, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	5	4	3	3	13	43	82	107	66	77	104
30	6	1	5	7	8	17	48	94	95	81	72	87
45	11	4	4	1	6	17	69	104	106	72	91	88
00	6	2	6	12	11	34	43	111	88	79	78	101
Hr Total	29	12	19	23	28	81	203	391	396	298	318	380

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	99	112	114	96	142	133	143	76	61	38	28	13
30	100	110	100	128	123	151	113	66	63	46	21	10
45	95	91	98	127	116	136	104	54	39	27	12	11
00	111	118	102	116	122	120	102	68	44	40	11	6
Hr Total	405	431	414	467	503	540	462	264	207	151	72	40

24 Hour Total:	6,134				
AM Peak Hour begins:	7:45	AM Peak Volume:	419	AM Peak Hour Factor:	0.94
PM Peak Hour begins:	17:15	PM Peak Volume:	550	PM Peak Hour Factor:	0.91

Westbound Volume for Lane 2

Wednesday, March 18, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	12	4	7	7	7	26	73	75	59	77	96
30	12	10	2	5	2	18	34	72	60	79	75	123
45	11	6	7	3	7	9	44	88	108	84	89	129
00	7	5	5	4	4	23	57	102	77	78	110	104
Hr Total	42	33	18	19	20	57	161	335	320	300	351	452

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	114	120	126	128	117	151	153	122	83	50	34	28
30	101	114	113	128	168	145	131	95	74	58	25	14
45	130	101	116	120	135	147	123	86	72	50	29	16
00	141	123	128	149	151	156	148	86	73	46	20	17
Hr Total	486	458	483	525	571	599	555	389	302	204	108	75

24 Hour Total:	6,863				
AM Peak Hour begins:	11:15	AM Peak Volume:	470	AM Peak Hour Factor:	0.91
PM Peak Hour begins:	16:15	PM Peak Volume:	605	PM Peak Hour Factor:	0.90

Total Volume for All Lanes

Wednesday, March 18, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	18	17	8	10	10	20	69	155	182	125	154	200
30	18	11	7	12	10	35	82	166	155	160	147	210
45	22	10	11	4	13	26	113	192	214	156	180	217
00	13	7	11	16	15	57	100	213	165	157	188	205
Hr Total	71	45	37	42	48	138	364	726	716	598	669	832

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	213	232	240	224	259	284	296	198	144	88	62	41
30	201	224	213	256	291	296	244	161	137	104	46	24
45	225	192	214	247	251	283	227	140	111	77	41	27
00	252	241	230	265	273	276	250	154	117	86	31	23
Hr Total	891	889	897	992	1,074	1,139	1,017	653	509	355	180	115

24 Hour Total:	12,997				
AM Peak Hour begins:	11:15	AM Peak Volume:	845	AM Peak Hour Factor:	0.97
PM Peak Hour begins:	17:15	PM Peak Volume:	1,151	PM Peak Hour Factor:	0.97

Volume Count Report

Start Date: March 19, 2015	Start Time: 00:00	Station: 0
Stop Date: March 19, 2015	Stop Time: 24:00	ID: 0
City: Plant City	County: Hillsborough	
Location: US 92 east of Whitehurst Road/Walter Drive		

Eastbound Volume for Lane 1

Thursday, March 19, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	4	3	0	8	12	51	69	95	68	76	89
30	4	3	6	7	10	16	45	93	85	76	89	107
45	7	4	12	7	4	22	72	87	100	83	85	101
00	2	6	3	8	8	32	55	87	80	84	97	87
Hr Total	26	17	24	22	30	82	223	336	360	311	347	384

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	93	126	94	99	132	142	117	74	73	34	27	10
30	115	109	96	108	141	107	106	67	39	25	20	7
45	107	93	109	127	131	133	92	79	46	29	12	7
00	117	119	102	103	113	149	89	53	46	31	14	9
Hr Total	432	447	401	437	517	531	404	273	204	119	73	33

24 Hour Total:	6,033	AM Peak Volume:	402	AM Peak Hour Factor:	0.87
AM Peak Hour begins:	11:45	PM Peak Volume:	531	PM Peak Hour Factor:	0.89
PM Peak Hour begins:	17:00				

Westbound Volume for Lane 2

Thursday, March 19, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	3	10	6	8	7	29	78	81	70	83	89
30	8	7	2	1	6	14	39	79	65	76	84	99
45	8	3	8	4	7	15	52	85	64	61	99	104
00	6	3	4	2	6	22	47	75	75	66	97	111
Hr Total	27	16	24	13	27	58	167	317	285	273	363	403

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	116	123	108	119	116	140	104	107	78	63	43	16
30	127	116	132	132	158	133	104	86	100	47	34	17
45	117	120	139	136	132	140	96	68	73	40	20	22
00	141	117	129	130	132	138	88	80	76	48	25	16
Hr Total	501	476	508	517	538	551	392	341	327	198	122	71

24 Hour Total:	6,515	AM Peak Volume:	471	AM Peak Hour Factor:	0.93
AM Peak Hour begins:	11:45	PM Peak Volume:	562	PM Peak Hour Factor:	0.89
PM Peak Hour begins:	16:15				

Total Volume for All Lanes

Thursday, March 19, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	18	7	13	6	16	19	80	147	176	138	159	178
30	12	10	8	8	16	30	84	172	150	152	173	206
45	15	7	20	11	11	37	124	172	164	144	184	205
00	8	9	7	10	14	54	102	162	155	150	194	198
Hr Total	53	33	48	35	57	140	390	653	645	584	710	787

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	209	249	202	218	248	282	221	181	151	97	70	26
30	242	225	228	240	299	240	210	153	139	72	54	24
45	224	213	248	263	263	273	188	147	119	69	32	29
00	258	236	231	233	245	287	177	133	122	79	39	25
Hr Total	933	923	909	954	1,055	1,082	796	614	531	317	195	104

24 Hour Total:	12,548	AM Peak Volume:	873	AM Peak Hour Factor:	0.90
AM Peak Hour begins:	11:45	PM Peak Volume:	1,089	PM Peak Hour Factor:	0.91
PM Peak Hour begins:	16:15				

Volume Count Report 3-Day Average

Start Date:	March 17, 2015	Start Time:	00:00	Station:	0
Stop Date:	March 19, 2015	Stop Time:	24:00	ID:	0
City:	Plant City	County:	Hillsborough		
Location	US 92 west of Thonotosassa Road/Lemon Street				

Westbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	6	6	5	7	8	22	58	98	54	78	92
30	9	6	4	2	3	12	31	67	93	64	73	101
45	6	4	3	4	5	14	39	100	97	65	85	98
00	4	4	3	6	3	17	54	114	86	68	85	103
Hr Total	29	20	16	16	17	50	146	339	374	251	321	394

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	101	104	105	103	107	128	97	89	62	45	37	12
30	103	95	115	116	127	115	94	69	61	39	21	13
45	109	104	107	132	123	129	94	59	54	29	18	12
00	127	109	122	128	119	121	90	70	54	37	16	9
Hr Total	440	412	450	479	476	493	375	288	231	149	91	47

24 Hour Total:	5,903				
AM Peak Hour begins:	11:45	AM Peak Volume:	416	AM Peak Hour Factor:	0.95
PM Peak Hour begins:	16:15	PM Peak Volume:	497	PM Peak Hour Factor:	0.97

Eastbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	4	4	3	3	9	32	70	97	75	81	94
30	7	4	3	3	7	11	37	81	103	74	76	94
45	9	4	5	3	5	15	61	102	123	70	86	95
00	5	5	3	8	11	24	51	93	103	79	91	100
Hr Total	29	17	15	18	26	59	181	346	426	299	334	382

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	98	113	105	117	125	121	129	82	62	39	20	11
30	101	103	112	118	161	140	120	62	54	36	17	9
45	102	92	109	114	136	133	96	65	39	27	14	11
00	102	115	116	106	120	130	99	57	41	33	12	7
Hr Total	403	423	442	455	542	524	443	266	196	135	63	38

24 Hour Total:	6,063				
AM Peak Hour begins:	8:00	AM Peak Volume:	426	AM Peak Hour Factor:	0.87
PM Peak Hour begins:	16:00	PM Peak Volume:	542	PM Peak Hour Factor:	0.84

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	19	10	11	8	10	17	55	128	195	130	159	186
30	15	9	7	5	10	23	67	148	196	138	149	194
45	14	8	7	7	10	28	100	202	220	135	171	194
00	9	9	6	14	13	41	105	207	189	147	176	202
Hr Total	58	36	31	34	43	108	327	685	800	550	655	776

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	199	217	210	220	232	249	225	171	124	84	57	23
30	205	198	227	234	288	256	214	131	115	75	38	22
45	211	196	216	245	259	262	190	124	93	56	32	23
00	228	225	238	234	239	250	188	128	95	70	28	16
Hr Total	843	836	892	934	1,018	1,017	818	554	427	284	155	85

24 Hour Total:	11,966				
AM Peak Hour begins:	7:45	AM Peak Volume:	818	AM Peak Hour Factor:	0.93
PM Peak Hour begins:	16:15	PM Peak Volume:	1,034	PM Peak Hour Factor:	0.90

Volume Count Report

Start Date:	March 17, 2015	Start Time:	00:00	Station:	0
Stop Date:	March 17, 2015	Stop Time:	24:00	ID:	0
City:	Plant City	County:	Hillsborough		
Location	US 92 west of Thonotosassa Road/Lemon Street				

Westbound Volume for Lane 1

Tuesday, March 17, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	3	6	3	10	12	24	55	139	54	86	113
30	8	6	2	1	2	9	24	79	121	63	75	102
45	5	4	2	2	3	17	37	131	125	52	71	85
00	4	6	4	7	3	15	55	153	92	60	61	115
Hr Total	31	19	14	13	18	53	140	418	477	229	293	415

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	96	87	100	106	98	139	102	65	67	46	39	13
30	97	105	118	100	126	109	86	60	60	38	21	18
45	104	103	92	149	129	113	75	57	54	22	13	12
00	111	109	135	120	116	103	76	63	46	30	12	7
Hr Total	408	404	445	475	469	464	339	245	227	136	85	50

24 Hour Total:	5,867	AM Peak Volume:	544	AM Peak Hour Factor:	0.89
AM Peak Hour begins:	7:30	PM Peak Volume:	510	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	16:15				

Eastbound Volume for Lane 2

Tuesday, March 17, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	2	6	3	3	11	31	77	106	90	84	91
30	6	5	1	2	9	10	35	83	111	75	71	89
45	11	7	2	3	4	15	58	102	121	74	85	100
00	7	6	2	10	13	26	56	76	103	72	91	115
Hr Total	32	20	11	18	29	62	180	338	441	311	331	395

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	108	107	127	148	121	120	131	93	59	46	16	13
30	98	105	144	122	159	148	138	69	57	45	17	9
45	95	109	135	111	127	148	115	60	39	30	16	12
00	106	105	144	117	134	140	115	57	36	27	8	5
Hr Total	407	426	550	498	541	556	499	279	191	148	57	39

24 Hour Total:	6,359	AM Peak Volume:	441	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	8:00	PM Peak Volume:	571	PM Peak Hour Factor:	0.96
PM Peak Hour begins:	14:15				

Total Volume for All Lanes

Tuesday, March 17, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	22	5	12	6	13	23	55	132	245	144	170	204
30	14	11	3	3	11	19	59	162	232	138	146	191
45	16	11	4	5	7	32	95	233	246	126	156	185
00	11	12	6	17	16	41	111	229	195	132	152	230
Hr Total	63	39	25	31	47	115	320	756	918	540	624	810

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	204	194	227	254	219	259	233	158	126	92	55	26
30	195	210	262	222	285	257	224	129	117	83	38	27
45	199	212	227	260	256	261	190	117	93	52	29	24
00	217	214	279	237	250	243	191	120	82	57	20	12
Hr Total	815	830	995	973	1,010	1,020	838	524	418	284	142	89

24 Hour Total:	12,226	AM Peak Volume:	952	AM Peak Hour Factor:	0.97
AM Peak Hour begins:	7:45	PM Peak Volume:	1,050	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	16:15				

Volume Count Report

Start Date: March 18, 2015	Start Time: 00:00	Station: 0
Stop Date: March 18, 2015	Stop Time: 24:00	ID: 0
City: Plant City	County: Hillsborough	
Location: US 92 west of Thonotosassa Road/Lemon Street		

Westbound Volume for Lane 1

Wednesday, March 18, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	14	2	6	5	8	19	64	81	49	73	93
30	11	6	6	3	2	14	34	51	80	67	69	110
45	6	4	3	3	7	7	39	88	95	79	100	119
00	7	4	2	5	1	19	58	102	86	72	100	100
Hr Total	38	28	13	17	15	48	150	305	342	267	342	422

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	100	105	112	104	103	115	123	110	64	42	31	17
30	96	88	112	123	129	129	114	87	55	44	20	14
45	123	105	117	119	129	141	123	72	52	33	29	6
00	138	111	113	128	119	150	114	76	58	38	10	10
Hr Total	457	409	454	474	480	535	474	345	229	157	90	47

24 Hour Total:	6,138	AM Peak Volume:	429	AM Peak Hour Factor:	0.90
AM Peak Hour begins:	11:15	PM Peak Volume:	543	PM Peak Hour Factor:	0.91
PM Peak Hour begins:	17:15				

Eastbound Volume for Lane 2

Wednesday, March 18, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	7	3	5	3	9	26	67	105	71	78	100
30	8	2	4	4	5	11	37	81	106	75	75	92
45	9	3	2	4	7	11	66	109	126	61	90	88
00	6	2	5	6	11	23	49	115	111	80	79	95
Hr Total	29	14	14	19	26	54	178	372	448	287	322	375

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	97	103	101	103	116	128	148	77	57	39	25	11
30	97	98	98	123	151	153	116	55	63	38	17	11
45	99	87	86	121	124	128	96	61	40	28	14	13
00	103	117	106	106	109	114	89	62	42	37	11	6
Hr Total	396	405	391	453	500	523	449	255	202	142	67	41

24 Hour Total:	5,962	AM Peak Volume:	452	AM Peak Hour Factor:	0.90
AM Peak Hour begins:	7:45	PM Peak Volume:	543	PM Peak Hour Factor:	0.89
PM Peak Hour begins:	17:15				

Total Volume for All Lanes

Wednesday, March 18, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	20	21	5	11	8	17	45	131	186	120	151	193
30	19	8	10	7	7	25	71	132	186	142	144	202
45	15	7	5	7	14	18	105	197	221	140	190	207
00	13	6	7	11	12	42	107	217	197	152	179	195
Hr Total	67	42	27	36	41	102	328	677	790	554	664	797

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	197	208	213	207	219	243	271	187	121	81	56	28
30	193	186	210	246	280	282	230	142	118	82	37	25
45	222	192	203	240	253	269	219	133	92	61	43	19
00	241	228	219	234	228	264	203	138	100	75	21	16
Hr Total	853	814	845	927	980	1,058	923	600	431	299	157	88

24 Hour Total:	12,100	AM Peak Volume:	810	AM Peak Hour Factor:	0.92
AM Peak Hour begins:	7:45	PM Peak Volume:	1,086	PM Peak Hour Factor:	0.96
PM Peak Hour begins:	17:15				

Volume Count Report

Start Date: March 19, 2015	Start Time: 00:00	Station: 0
Stop Date: March 19, 2015	Stop Time: 24:00	ID: 0
City: Plant City	County: Hillsborough	
Location: US 92 west of Thonotosassa Road/Lemon Street		

Westbound Volume for Lane 1

Thursday, March 19, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	2	11	5	5	3	24	55	74	60	74	71
30	7	5	4	1	4	12	34	70	77	62	76	90
45	6	3	3	6	5	17	42	82	72	63	84	91
00	2	2	3	5	4	16	48	86	80	72	95	93
Hr Total	19	12	21	17	18	48	148	293	303	257	329	345

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	107	119	104	99	120	129	65	93	56	46	40	7
30	117	93	116	124	125	108	82	61	68	34	21	8
45	100	104	111	127	111	133	85	49	55	31	12	19
00	131	108	119	137	123	109	79	72	58	42	26	10
Hr Total	455	424	450	487	479	479	311	275	237	153	99	44

24 Hour Total:	5,703	AM Peak Volume:	417	AM Peak Hour Factor:	0.89
AM Peak Hour begins:	11:45	PM Peak Volume:	509	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	15:30				

Eastbound Volume for Lane 2

Thursday, March 19, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	3	4	2	4	7	40	66	79	65	82	90
30	6	4	5	4	7	12	38	80	93	72	82	100
45	6	2	10	3	4	18	58	94	121	76	82	98
00	2	7	2	9	8	23	48	89	95	86	102	89
Hr Total	26	16	21	18	23	60	184	329	388	299	348	377

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	89	129	87	101	138	115	107	75	69	32	19	8
30	109	105	94	110	173	120	106	62	43	25	18	7
45	113	81	107	109	156	124	77	74	39	23	11	7
00	96	124	97	95	117	135	92	53	45	35	18	11
Hr Total	407	439	385	415	584	494	382	264	196	115	66	33

24 Hour Total:	5,869	AM Peak Volume:	400	AM Peak Hour Factor:	0.88
AM Peak Hour begins:	11:45	PM Peak Volume:	584	PM Peak Hour Factor:	0.84
PM Peak Hour begins:	16:00				

Total Volume for All Lanes

Thursday, March 19, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	5	15	7	9	10	64	121	153	125	156	161
30	13	9	9	5	11	24	72	150	170	134	158	190
45	12	5	13	9	9	35	100	176	193	139	166	189
00	4	9	5	14	12	39	96	175	175	158	197	182
Hr Total	45	28	42	35	41	108	332	622	691	556	677	722

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	196	248	191	200	258	244	172	168	125	78	59	15
30	226	198	210	234	298	228	188	123	111	59	39	15
45	213	185	218	236	267	257	162	123	94	54	23	26
00	227	232	216	232	240	244	171	125	103	77	44	21
Hr Total	862	863	835	902	1,063	973	693	539	433	268	165	77

24 Hour Total:	11,572	AM Peak Volume:	817	AM Peak Hour Factor:	0.90
AM Peak Hour begins:	11:45	PM Peak Volume:	1,063	PM Peak Hour Factor:	0.89
PM Peak Hour begins:	16:00				

Volume Count Report 3-Day Average

Start Date: March 17, 2015	Start Time: 00:00	Station: 0
Stop Date: March 19, 2015	Stop Time: 24:00	ID: 0
City: Plant City	County: Hillsborough	
Location: Thonotosassa Road north of US 92		

Northbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	18	11	9	6	12	29	89	142	115	128	124	136
30	14	8	6	10	16	33	98	151	117	113	106	130
45	13	12	13	8	20	41	130	152	129	113	102	158
00	12	7	10	7	21	66	111	127	127	110	124	142
Hr Total	57	38	37	31	70	168	428	572	487	463	457	566

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	176	143	137	154	174	225	194	136	110	86	50	34
30	166	154	147	189	206	223	178	129	110	61	38	36
45	149	132	142	181	209	206	151	120	104	58	37	25
00	153	148	157	184	200	197	144	108	90	57	41	16
Hr Total	644	577	583	708	789	851	666	492	414	261	166	111

24 Hour Total:	9,635				
AM Peak Hour begins:	11:30	AM Peak Volume:	641	AM Peak Hour Factor:	0.91
PM Peak Hour begins:	16:30	PM Peak Volume:	857	PM Peak Hour Factor:	0.95

Southbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	20	11	11	12	5	19	63	127	158	113	91	122
30	18	13	10	9	6	27	67	124	159	116	115	130
45	17	9	5	7	6	34	108	141	170	103	109	124
00	12	10	11	10	15	50	126	173	136	116	121	120
Hr Total	67	43	37	37	33	130	364	564	623	449	437	496

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	138	150	127	143	157	156	168	117	113	82	64	31
30	119	141	132	141	167	160	168	123	94	63	39	33
45	131	133	153	155	149	159	148	107	83	64	40	25
00	155	128	137	171	161	161	130	90	80	53	36	23
Hr Total	543	552	550	610	634	637	613	437	371	262	179	112

24 Hour Total:	8,778				
AM Peak Hour begins:	7:45	AM Peak Volume:	659	AM Peak Hour Factor:	0.95
PM Peak Hour begins:	17:30	PM Peak Volume:	656	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	39	22	20	18	17	47	152	269	273	241	215	258
30	32	21	16	19	23	60	165	275	276	229	221	260
45	29	21	18	15	26	75	237	293	299	216	211	282
00	24	17	20	17	37	116	238	299	263	226	245	262
Hr Total	124	80	74	68	103	298	792	1,136	1,110	912	893	1,062

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	314	293	265	297	331	381	362	253	223	168	114	64
30	285	295	279	330	373	384	345	252	204	124	77	69
45	279	265	295	336	358	365	298	227	187	122	76	50
00	308	276	293	355	360	357	274	198	170	110	77	39
Hr Total	1,187	1,129	1,133	1,318	1,422	1,487	1,280	929	785	523	344	223

24 Hour Total:	18,413				
AM Peak Hour begins:	7:45	AM Peak Volume:	1,146	AM Peak Hour Factor:	0.96
PM Peak Hour begins:	16:45	PM Peak Volume:	1,490	PM Peak Hour Factor:	0.97

Volume Count Report

Start Date: March 17, 2015	Start Time: 00:00	Station: 0
Stop Date: March 17, 2015	Stop Time: 24:00	ID: 0
City: Plant City	County: Hillsborough	
Location: Thonotosassa Road north of US 92		

Northbound Volume for Lane 1

Tuesday, March 17, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	10	9	4	16	21	80	152	113	129	127	117
30	15	10	3	13	13	37	103	148	140	113	105	150
45	13	15	10	7	20	29	136	155	128	108	110	147
00	11	7	6	14	20	69	107	108	128	111	130	135
Hr Total	51	42	28	38	69	156	426	563	509	461	472	549

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	192	140	155	152	170	212	172	125	96	76	49	36
30	165	138	159	193	222	221	148	112	98	52	49	38
45	143	138	128	198	200	199	112	108	88	58	30	24
00	139	143	167	195	181	174	129	97	105	55	45	16
Hr Total	639	559	609	738	773	806	561	442	387	241	173	114

24 Hour Total:	9,406	AM Peak Volume:	639	AM Peak Hour Factor:	0.83
AM Peak Hour begins:	11:30	PM Peak Volume:	815	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	16:15				

Southbound Volume for Lane 2

Tuesday, March 17, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	17	15	13	6	5	16	64	119	204	122	94	118
30	13	7	6	12	6	33	62	123	169	99	106	136
45	12	7	6	9	6	33	110	154	183	106	114	132
00	8	12	9	9	11	43	128	193	140	115	113	122
Hr Total	50	41	34	36	28	125	364	589	696	442	427	508

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	129	166	103	156	168	128	139	103	98	69	65	25
30	125	142	108	127	172	158	134	126	94	53	29	33
45	142	135	151	150	143	137	123	103	84	57	37	24
00	128	131	140	171	172	144	124	82	76	45	37	24
Hr Total	524	574	502	604	655	567	520	414	352	224	168	106

24 Hour Total:	8,550	AM Peak Volume:	749	AM Peak Hour Factor:	0.92
AM Peak Hour begins:	7:45	PM Peak Volume:	661	PM Peak Hour Factor:	0.96
PM Peak Hour begins:	15:30				

Total Volume for All Lanes

Tuesday, March 17, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	29	25	22	10	21	37	144	271	317	251	221	235
30	28	17	9	25	19	70	165	271	309	212	211	286
45	25	22	16	16	26	62	246	309	311	214	224	279
00	19	19	15	23	31	112	235	301	268	226	243	257
Hr Total	101	83	62	74	97	281	790	1,152	1,205	903	899	1,057

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	321	306	258	308	338	340	311	228	194	145	114	61
30	290	280	267	320	394	379	282	238	192	105	78	71
45	285	273	279	348	343	336	235	211	172	115	67	48
00	267	274	307	366	353	318	253	179	181	100	82	40
Hr Total	1,163	1,133	1,111	1,342	1,428	1,373	1,081	856	739	465	341	220

24 Hour Total:	17,956	AM Peak Volume:	1,238	AM Peak Hour Factor:	0.98
AM Peak Hour begins:	7:45	PM Peak Volume:	1,446	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	15:30				

Volume Count Report

Start Date: March 18, 2015	Start Time: 00:00	Station: 0
Stop Date: March 18, 2015	Stop Time: 24:00	ID: 0
City: Plant City	County: Hillsborough	
Location: Thonotosassa Road north of US 92		

Northbound Volume for Lane 1

Wednesday, March 18, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	23	14	7	5	9	29	86	132	119	116	120	158
30	13	5	12	7	21	29	98	151	101	94	109	118
45	11	14	11	6	16	39	119	154	130	108	95	150
00	13	5	12	4	25	59	106	144	135	101	118	139
Hr Total	60	38	42	22	71	156	409	581	485	419	442	565

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	165	142	137	172	189	244	232	133	113	97	40	32
30	163	142	154	180	204	211	216	139	109	63	29	29
45	135	118	137	171	214	224	197	137	106	52	45	30
00	170	133	159	175	199	221	165	129	84	48	38	15
Hr Total	633	535	587	698	806	900	810	538	412	260	152	106

24 Hour Total:	9,727	AM Peak Volume:	617	AM Peak Hour Factor:	0.93
AM Peak Hour begins:	11:30	PM Peak Volume:	900	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	17:00				

Southbound Volume for Lane 2

Wednesday, March 18, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	19	11	11	13	5	19	74	130	133	112	81	129
30	24	20	13	7	3	22	63	125	153	109	115	128
45	17	8	1	5	5	30	109	133	167	97	92	113
00	13	7	12	10	18	51	143	156	121	114	126	115
Hr Total	73	46	37	35	31	122	389	544	574	432	414	485

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	134	148	133	136	157	153	222	123	120	77	55	38
30	106	133	151	143	150	171	231	107	92	76	47	42
45	138	129	162	138	156	177	180	106	102	69	45	25
00	168	126	133	177	175	199	134	94	82	46	34	20
Hr Total	546	536	579	594	638	700	767	430	396	268	181	125

24 Hour Total:	8,942	AM Peak Volume:	609	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	7:45	PM Peak Volume:	832	PM Peak Hour Factor:	0.90
PM Peak Hour begins:	17:45				

Total Volume for All Lanes

Wednesday, March 18, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	42	25	18	18	14	48	160	262	252	228	201	287
30	37	25	25	14	24	51	161	276	254	203	224	246
45	28	22	12	11	21	69	228	287	297	205	187	263
00	26	12	24	14	43	110	249	300	256	215	244	254
Hr Total	133	84	79	57	102	278	798	1,125	1,059	851	856	1,050

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	299	290	270	308	346	397	454	256	233	174	95	70
30	269	275	305	323	354	382	447	246	201	139	76	71
45	273	247	299	309	370	401	377	243	208	121	90	55
00	338	259	292	352	374	420	299	223	166	94	72	35
Hr Total	1,179	1,071	1,166	1,292	1,444	1,600	1,577	968	808	528	333	231

24 Hour Total:	18,669	AM Peak Volume:	1,125	AM Peak Hour Factor:	0.94
AM Peak Hour begins:	7:00	PM Peak Volume:	1,722	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	17:30				

Volume Count Report

Start Date: March 19, 2015	Start Time: 00:00	Station: 0
Stop Date: March 19, 2015	Stop Time: 24:00	ID: 0
City: Plant City	County: Hillsborough	
Location: Thonotosassa Road north of US 92		

Northbound Volume for Lane 1

Thursday, March 19, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	20	9	10	10	11	36	100	142	113	138	125	132
30	15	8	4	10	15	33	94	154	109	132	105	123
45	14	7	17	11	24	55	134	147	128	122	102	177
00	11	9	11	3	19	69	121	128	118	117	124	151
Hr Total	60	33	42	34	69	193	449	571	468	509	456	583

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	170	146	120	137	162	219	177	149	121	84	61	33
30	170	183	128	194	192	238	169	136	124	67	37	42
45	168	140	161	174	214	194	143	115	118	63	35	20
00	151	168	144	183	219	195	139	97	81	67	39	18
Hr Total	659	637	553	688	787	846	628	497	444	281	172	113

24 Hour Total:	9,772	AM Peak Volume:	668	AM Peak Hour Factor:	0.94
AM Peak Hour begins:	11:30	PM Peak Volume:	890	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	16:30				

Southbound Volume for Lane 2

Thursday, March 19, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	25	7	9	16	5	21	52	131	136	106	99	120
30	16	13	10	7	10	26	76	124	155	141	124	126
45	21	11	9	6	8	38	104	136	160	106	121	126
00	16	10	11	10	17	57	108	169	148	120	125	124
Hr Total	78	41	39	39	40	142	340	560	599	473	469	496

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	151	136	146	137	146	188	144	125	121	100	73	29
30	127	148	138	152	179	152	138	136	96	60	40	24
45	112	135	147	178	148	164	140	111	64	66	37	27
00	169	126	137	164	135	139	131	95	83	69	37	25
Hr Total	559	545	568	631	608	643	553	467	364	295	187	105

24 Hour Total:	8,841	AM Peak Volume:	620	AM Peak Hour Factor:	0.92
AM Peak Hour begins:	7:45	PM Peak Volume:	667	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	15:30				

Total Volume for All Lanes

Thursday, March 19, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	45	16	19	26	16	57	152	273	249	244	224	252
30	31	21	14	17	25	59	170	278	264	273	229	249
45	35	18	26	17	32	93	238	283	288	228	223	303
00	27	19	22	13	36	126	229	297	266	237	249	275
Hr Total	138	74	81	73	109	335	789	1,131	1,067	982	925	1,079

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	321	282	266	274	308	407	321	274	242	184	134	62
30	297	331	266	346	371	390	307	272	220	127	77	66
45	280	275	308	352	362	358	283	226	182	129	72	47
00	320	294	281	347	354	334	270	192	164	136	76	43
Hr Total	1,218	1,182	1,121	1,319	1,395	1,489	1,181	964	808	576	359	218

24 Hour Total:	18,613	AM Peak Volume:	1,196	AM Peak Hour Factor:	0.93
AM Peak Hour begins:	11:30	PM Peak Volume:	1,513	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	16:30				

Volume Count Report 3-Day Average

Start Date:	March 17, 2015	Start Time:	00:00	Station:	0
Stop Date:	March 19, 2015	Stop Time:	24:00	ID:	0
City:	Plant City	County:	Hillsborough		
Location	Lemon Street south of US 92				

Southbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	2	2	2	3	9	21	48	32	22	15	20
30	3	2	2	1	1	14	22	36	31	20	18	22
45	3	1	1	1	2	13	35	30	54	19	25	22
00	2	6	2	5	5	18	45	32	45	19	21	28
Hr Total	10	11	7	10	11	54	122	146	163	81	78	92

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	35	28	26	27	62	35	35	23	26	26	8	8
30	28	29	31	28	59	34	27	28	21	19	6	9
45	25	26	37	38	41	33	26	21	19	15	10	5
00	29	25	30	49	39	35	28	23	22	13	11	5
Hr Total	116	108	124	143	200	137	117	96	89	74	34	26

24 Hour Total:	2,048				
AM Peak Hour begins:	6:30	AM Peak Volume:	164	AM Peak Hour Factor:	0.86
PM Peak Hour begins:	15:45	PM Peak Volume:	211	PM Peak Hour Factor:	0.85

Northbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	1	1	2	2	5	17	27	17	16	13	23
30	2	2	1	1	2	6	17	38	18	15	13	21
45	2	2	1	1	2	9	20	37	22	14	13	22
00	3	1	1	3	5	13	26	19	32	14	21	24
Hr Total	11	5	3	6	11	33	80	121	88	59	61	90

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	40	22	24	29	32	52	40	25	27	20	6	13
30	30	32	22	32	70	51	36	24	18	11	10	8
45	25	23	33	33	52	51	28	25	23	10	12	4
00	23	18	27	41	52	37	24	23	18	11	10	4
Hr Total	117	95	106	135	207	192	128	97	86	53	38	28

24 Hour Total:	1,851				
AM Peak Hour begins:	6:45	AM Peak Volume:	127	AM Peak Hour Factor:	0.85
PM Peak Hour begins:	16:15	PM Peak Volume:	227	PM Peak Hour Factor:	0.81

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	2	3	4	5	14	37	74	49	38	28	44
30	5	4	3	2	3	20	39	74	49	35	31	43
45	5	2	2	2	4	22	55	67	76	33	38	43
00	4	7	2	8	10	31	71	51	78	33	42	52
Hr Total	20	16	10	16	22	87	202	267	251	139	139	182

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	74	50	50	57	95	88	76	48	53	46	14	20
30	57	61	53	60	129	85	64	52	40	31	16	16
45	50	50	71	71	93	85	54	46	42	26	22	9
00	52	43	57	90	91	72	52	46	40	24	20	8
Hr Total	234	204	230	278	407	329	245	193	174	127	73	54

24 Hour Total:	3,898				
AM Peak Hour begins:	6:45	AM Peak Volume:	286	AM Peak Hour Factor:	0.96
PM Peak Hour begins:	16:00	PM Peak Volume:	407	PM Peak Hour Factor:	0.79

Volume Count Report

Start Date: March 17, 2015
 Stop Date: March 17, 2015
 City: Plant City
 Location: Lemon Street south of US 92

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Southbound Volume for Lane 1

Tuesday, March 17, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	3	3	3	2	7	21	42	34	21	20	18
30	1	1	2	2	3	13	19	41	33	15	19	22
45	5	0	1	2	2	11	30	28	53	21	13	20
00	1	7	1	5	5	12	47	37	47	17	18	29
Hr Total	8	11	7	12	12	43	117	148	167	74	70	89

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	35	33	28	32	67	38	37	17	25	20	9	8
30	37	34	31	20	51	35	25	32	18	23	6	9
45	26	23	36	35	50	24	23	21	22	12	7	5
00	29	27	29	50	41	34	22	21	25	11	9	7
Hr Total	127	117	124	137	209	131	107	91	90	66	31	29

24 Hour Total: 2,017
 AM Peak Hour begins: 8:00
 PM Peak Hour begins: 15:45
 AM Peak Volume: 167
 PM Peak Volume: 218
 AM Peak Hour Factor: 0.79
 PM Peak Hour Factor: 0.81

Northbound Volume for Lane 2

Tuesday, March 17, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	0	0	2	4	6	15	30	15	14	11	23
30	3	1	0	1	3	9	13	38	17	13	16	28
45	1	2	1	0	3	8	21	41	22	16	9	18
00	3	1	1	5	1	13	20	16	32	12	30	29
Hr Total	15	4	2	8	11	36	69	125	86	55	66	98

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	62	23	20	26	30	52	34	29	27	18	6	9
30	31	31	24	39	79	60	37	21	21	9	13	7
45	13	23	34	40	50	40	14	20	23	7	7	5
00	26	12	28	44	53	38	23	26	20	11	8	3
Hr Total	132	89	106	149	212	190	108	96	91	45	34	24

24 Hour Total: 1,851
 AM Peak Hour begins: 11:30
 PM Peak Hour begins: 16:15
 AM Peak Volume: 140
 PM Peak Volume: 234
 AM Peak Hour Factor: 0.56
 PM Peak Hour Factor: 0.74

Total Volume for All Lanes

Tuesday, March 17, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	3	3	5	6	13	36	72	49	35	31	41
30	4	2	2	3	6	22	32	79	50	28	35	50
45	6	2	2	2	5	19	51	69	75	37	22	38
00	4	8	2	10	6	25	67	53	79	29	48	58
Hr Total	23	15	9	20	23	79	186	273	253	129	136	187

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	97	56	48	58	97	90	71	46	52	38	15	17
30	68	65	55	59	130	95	62	53	39	32	19	16
45	39	46	70	75	100	64	37	41	45	19	14	10
00	55	39	57	94	94	72	45	47	45	22	17	10
Hr Total	259	206	230	286	421	321	215	187	181	111	65	53

24 Hour Total: 3,868
 AM Peak Hour begins: 6:45
 PM Peak Hour begins: 15:45
 AM Peak Volume: 287
 PM Peak Volume: 421
 AM Peak Hour Factor: 0.91
 PM Peak Hour Factor: 0.81

Volume Count Report

Start Date: March 18, 2015
 Stop Date: March 18, 2015
 City: Plant City
 Location: Lemon Street south of US 92

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Southbound Volume for Lane 1

Wednesday, March 18, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	2	1	1	11	18	58	31	26	13	21
30	5	3	3	0	0	12	24	35	34	24	14	23
45	3	1	1	0	3	14	47	34	56	17	26	26
00	2	6	2	5	3	20	42	32	41	17	20	27
Hr Total	11	11	8	6	7	57	131	159	162	84	73	97

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	36	23	24	25	61	34	38	22	24	31	6	8
30	25	30	24	29	59	33	26	22	24	18	8	9
45	26	22	39	40	29	43	32	21	19	14	12	4
00	23	20	34	49	36	29	30	23	20	7	11	4
Hr Total	110	95	121	143	185	139	126	88	87	70	37	25

24 Hour Total: 2,032
 AM Peak Hour begins: 6:30
 PM Peak Hour begins: 15:30
 AM Peak Volume: 182
 PM Peak Volume: 209
 AM Peak Hour Factor: 0.78
 PM Peak Hour Factor: 0.86

Northbound Volume for Lane 2

Wednesday, March 18, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	0	1	0	5	16	19	16	22	13	25
30	1	0	2	0	2	3	19	35	18	14	9	14
45	2	3	0	0	1	11	21	33	26	9	17	30
00	1	1	0	2	5	13	25	25	42	15	20	24
Hr Total	5	5	2	3	8	32	81	112	102	60	59	93

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	31	20	34	30	35	52	43	20	28	20	5	15
30	34	27	17	29	66	45	34	27	18	15	7	7
45	28	28	32	32	50	62	32	32	26	10	16	3
00	25	24	21	33	54	39	24	24	17	11	10	7
Hr Total	118	99	104	124	205	198	133	103	89	56	38	32

24 Hour Total: 1,861
 AM Peak Hour begins: 11:30
 PM Peak Hour begins: 16:15
 AM Peak Volume: 119
 PM Peak Volume: 222
 AM Peak Hour Factor: 0.88
 PM Peak Hour Factor: 0.84

Total Volume for All Lanes

Wednesday, March 18, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	2	2	2	1	16	34	77	47	48	26	46
30	6	3	5	0	2	15	43	70	52	38	23	37
45	5	4	1	0	4	25	68	67	82	26	43	56
00	3	7	2	7	8	33	67	57	83	32	40	51
Hr Total	16	16	10	9	15	89	212	271	264	144	132	190

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	67	43	58	55	96	86	81	42	52	51	11	23
30	59	57	41	58	125	78	60	49	42	33	15	16
45	54	50	71	72	79	105	64	53	45	24	28	7
00	48	44	55	82	90	68	54	47	37	18	21	11
Hr Total	228	194	225	267	390	337	259	191	176	126	75	57

24 Hour Total: 3,893
 AM Peak Hour begins: 6:30
 PM Peak Hour begins: 16:00
 AM Peak Volume: 282
 PM Peak Volume: 390
 AM Peak Hour Factor: 0.92
 PM Peak Hour Factor: 0.78

Volume Count Report

Start Date: March 19, 2015
 Stop Date: March 19, 2015
 City: Plant City
 Location: Lemon Street south of US 92

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Southbound Volume for Lane 1

Thursday, March 19, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	1	1	3	5	9	23	43	32	19	12	22
30	4	3	0	2	1	16	22	33	27	21	21	22
45	2	1	2	1	0	13	27	27	53	20	35	19
00	2	6	2	5	7	23	46	28	48	24	24	28
Hr Total	10	11	5	11	13	61	118	131	160	84	92	91

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	33	28	25	25	59	34	31	29	29	28	9	7
30	21	24	37	34	66	33	31	31	22	17	4	8
45	24	34	37	40	43	33	24	22	17	20	10	6
00	34	27	27	49	39	41	32	26	21	21	12	3
Hr Total	112	113	126	148	207	141	118	108	89	86	35	24

24 Hour Total: 2,094
 AM Peak Hour begins: 8:00 AM Peak Volume: 160 AM Peak Hour Factor: 0.75
 PM Peak Hour begins: 15:45 PM Peak Volume: 217 PM Peak Hour Factor: 0.82

Northbound Volume for Lane 2

Thursday, March 19, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	1	2	3	3	5	19	31	19	12	16	22
30	1	4	1	2	1	6	19	40	18	18	14	21
45	2	0	1	2	2	9	19	38	17	16	14	17
00	4	0	1	1	9	12	32	16	23	15	13	19
Hr Total	12	5	5	8	15	32	89	125	77	61	57	79

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	26	22	18	32	32	53	44	27	25	22	8	14
30	24	38	25	29	65	49	38	24	16	10	10	9
45	34	19	34	27	57	52	37	23	19	14	14	3
00	18	19	32	45	50	35	25	18	17	11	11	1
Hr Total	102	98	109	133	204	189	144	92	77	57	43	27

24 Hour Total: 1,840
 AM Peak Hour begins: 6:45 AM Peak Volume: 141 AM Peak Hour Factor: 0.88
 PM Peak Hour begins: 16:15 PM Peak Volume: 225 PM Peak Hour Factor: 0.87

Total Volume for All Lanes

Thursday, March 19, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	2	3	6	8	14	42	74	51	31	28	44
30	5	7	1	4	2	22	41	73	45	39	35	43
45	4	1	3	3	2	22	46	65	70	36	49	36
00	6	6	3	6	16	35	78	44	71	39	37	47
Hr Total	22	16	10	19	28	93	207	256	237	145	149	170

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	59	50	43	57	91	87	75	56	54	50	17	21
30	45	62	62	63	131	82	69	55	38	27	14	17
45	58	53	71	67	100	85	61	45	36	34	24	9
00	52	46	59	94	89	76	57	44	38	32	23	4
Hr Total	214	211	235	281	411	330	262	200	166	143	78	51

24 Hour Total: 3,934
 AM Peak Hour begins: 6:45 AM Peak Volume: 290 AM Peak Hour Factor: 0.93
 PM Peak Hour begins: 15:45 PM Peak Volume: 416 PM Peak Hour Factor: 0.79

Volume Count Report 3-Day Average

Start Date:	March 17, 2015	Start Time:	00:00	Station:	0
Stop Date:	March 19, 2015	Stop Time:	24:00	ID:	0
City:	Plant City	County:	Hillsborough		
Location	US 92 east of Thonotosassa Road/Lemon Street				

Eastbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	21	10	9	11	5	15	63	134	174	143	132	153
30	20	10	9	9	11	23	68	145	177	147	150	172
45	18	9	4	7	9	30	107	180	177	133	146	160
00	14	7	8	11	17	44	126	191	175	147	162	166
Hr Total	73	37	29	37	42	112	363	650	702	570	590	650

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	168	194	179	197	196	218	229	160	131	83	62	30
30	169	181	177	189	234	229	224	142	104	73	51	28
45	174	166	201	186	200	230	207	123	95	67	37	26
00	191	180	182	198	202	224	176	113	82	60	36	21
Hr Total	701	721	738	770	832	901	836	538	412	283	186	105

24 Hour Total:	10,881				
AM Peak Hour begins:	7:30	AM Peak Volume:	721	AM Peak Hour Factor:	0.95
PM Peak Hour begins:	17:15	PM Peak Volume:	912	PM Peak Hour Factor:	0.99

Westbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	21	14	12	7	14	29	88	174	167	154	165	180
30	19	10	6	7	15	39	102	178	162	141	153	175
45	13	12	10	11	23	42	139	202	181	149	154	196
00	12	7	10	10	16	68	138	198	169	138	165	196
Hr Total	64	43	37	35	68	178	467	751	680	582	638	748

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	222	197	198	191	243	260	223	189	140	102	69	32
30	206	208	205	239	243	258	213	157	140	79	50	41
45	219	178	201	244	234	260	189	141	128	72	40	25
00	230	205	215	254	231	246	189	133	113	74	47	18
Hr Total	877	787	819	928	951	1,024	814	620	521	326	205	116

24 Hour Total:	12,278				
AM Peak Hour begins:	11:45	AM Peak Volume:	843	AM Peak Hour Factor:	0.95
PM Peak Hour begins:	17:00	PM Peak Volume:	1,024	PM Peak Hour Factor:	0.99

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	42	24	21	18	19	45	151	308	341	297	297	333
30	39	20	14	16	26	62	170	323	339	288	303	347
45	31	21	14	18	32	72	246	382	358	282	300	356
00	26	14	18	20	33	112	263	388	344	285	328	362
Hr Total	137	79	67	72	110	291	830	1,402	1,382	1,153	1,228	1,398

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	390	390	377	388	439	477	452	348	271	185	131	62
30	375	389	382	428	478	487	436	300	244	152	100	70
45	393	344	401	430	433	490	397	264	223	139	77	50
00	421	385	397	452	433	470	365	245	195	133	83	39
Hr Total	1,578	1,508	1,557	1,698	1,783	1,925	1,650	1,157	933	609	391	221

24 Hour Total:	23,159				
AM Peak Hour begins:	11:45	AM Peak Volume:	1,519	AM Peak Hour Factor:	0.97
PM Peak Hour begins:	17:00	PM Peak Volume:	1,925	PM Peak Hour Factor:	0.98

Volume Count Report

Start Date:	March 17, 2015	Start Time:	00:00	Station:	0
Stop Date:	March 17, 2015	Stop Time:	24:00	ID:	0
City:	Plant City	County:	Hillsborough		
Location	US 92 east of Thonotosassa Road/Lemon Street				

Eastbound Volume for Lane 1

Tuesday, March 17, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	20	13	13	6	5	13	61	138	186	153	132	145
30	19	6	4	8	10	34	63	140	163	147	136	172
45	13	11	6	10	9	29	105	162	184	130	154	171
00	13	8	6	12	14	38	130	183	180	153	178	170
Hr Total	65	38	29	36	38	114	359	623	713	583	600	658

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	167	190	173	238	193	196	198	171	123	77	65	19
30	180	192	180	177	236	233	205	150	106	68	34	27
45	151	170	204	172	196	232	200	107	105	67	39	28
00	169	173	204	196	216	209	178	101	63	53	40	16
Hr Total	667	725	761	783	841	870	781	529	397	265	178	90

24 Hour Total:	10,743	AM Peak Volume:	716	AM Peak Hour Factor:	0.96
AM Peak Hour begins:	7:45	PM Peak Volume:	877	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	16:45				

Westbound Volume for Lane 2

Tuesday, March 17, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	17	13	14	6	18	27	76	177	167	155	174	189
30	18	10	5	10	7	39	103	178	200	137	156	184
45	11	13	10	14	23	35	138	215	201	127	149	168
00	12	7	8	15	16	72	139	215	169	138	157	184
Hr Total	58	43	37	45	64	173	456	785	737	557	636	725

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	215	184	213	188	226	247	192	150	136	91	72	37
30	199	211	208	223	245	241	171	132	127	72	52	44
45	208	177	169	251	231	244	140	121	119	67	32	25
00	198	204	226	254	229	212	160	117	113	72	51	19
Hr Total	820	776	816	916	931	944	663	520	495	302	207	125

24 Hour Total:	11,831	AM Peak Volume:	806	AM Peak Hour Factor:	0.94
AM Peak Hour begins:	11:45	PM Peak Volume:	976	PM Peak Hour Factor:	0.96
PM Peak Hour begins:	15:30				

Total Volume for All Lanes

Tuesday, March 17, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	37	26	27	12	23	40	137	315	353	308	306	334
30	37	16	9	18	17	73	166	318	363	284	292	356
45	24	24	16	24	32	64	243	377	385	257	303	339
00	25	15	14	27	30	110	269	398	349	291	335	354
Hr Total	123	81	66	81	102	287	815	1,408	1,450	1,140	1,236	1,383

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	382	374	386	426	419	443	390	321	259	168	137	56
30	379	403	388	400	481	474	376	282	233	140	86	71
45	359	347	373	423	427	476	340	228	224	134	71	53
00	367	377	430	450	445	421	338	218	176	125	91	35
Hr Total	1,487	1,501	1,577	1,699	1,772	1,814	1,444	1,049	892	567	385	215

24 Hour Total:	22,574	AM Peak Volume:	1,499	AM Peak Hour Factor:	0.94
AM Peak Hour begins:	7:45	PM Peak Volume:	1,838	PM Peak Hour Factor:	0.97
PM Peak Hour begins:	16:45				

Volume Count Report

Start Date: March 18, 2015	Start Time: 00:00	Station: 0
Stop Date: March 18, 2015	Stop Time: 24:00	ID: 0
City: Plant City	County: Hillsborough	
Location: US 92 east of Thonotosassa Road/Lemon Street		

Eastbound Volume for Lane 1

Wednesday, March 18, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	19	13	9	13	5	16	70	132	181	141	118	162
30	21	15	12	11	8	16	63	149	180	144	161	170
45	22	4	1	4	7	23	108	194	175	114	128	136
00	13	4	10	9	22	50	133	189	173	140	145	160
Hr Total	75	36	32	37	42	105	374	664	709	539	552	628

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	171	180	184	177	199	219	281	161	128	83	51	40
30	146	163	193	197	214	246	278	124	106	87	54	39
45	198	164	204	187	186	243	238	124	98	69	36	30
00	205	195	170	217	209	251	177	125	92	61	38	21
Hr Total	720	702	751	778	808	959	974	534	424	300	179	130

24 Hour Total:	11,052	AM Peak Volume:	744	AM Peak Hour Factor:	0.96
AM Peak Hour begins:	7:30	PM Peak Volume:	1,053	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	17:30				

Westbound Volume for Lane 2

Wednesday, March 18, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	28	19	9	9	11	31	90	177	173	144	155	191
30	19	11	9	5	21	39	107	173	140	132	147	178
45	14	15	13	6	20	35	136	205	180	149	159	205
00	16	8	11	7	16	62	134	196	171	141	172	194
Hr Total	77	53	42	27	68	167	467	751	664	566	633	768

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	219	203	196	214	247	268	277	212	133	111	54	32
30	207	184	214	226	252	265	272	183	127	79	43	39
45	227	153	214	233	250	282	253	170	120	64	51	23
00	246	202	221	259	224	312	234	153	117	67	44	16
Hr Total	899	742	845	932	973	1,127	1,036	718	497	321	192	110

24 Hour Total:	12,675	AM Peak Volume:	847	AM Peak Hour Factor:	0.93
AM Peak Hour begins:	11:45	PM Peak Volume:	1,143	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	17:30				

Total Volume for All Lanes

Wednesday, March 18, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	47	32	18	22	16	47	160	309	354	285	273	353
30	40	26	21	16	29	55	170	322	320	276	308	348
45	36	19	14	10	27	58	244	399	355	263	287	341
00	29	12	21	16	38	112	267	385	344	281	317	354
Hr Total	152	89	74	64	110	272	841	1,415	1,373	1,105	1,185	1,396

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	390	383	380	391	446	487	558	373	261	194	105	72
30	353	347	407	423	466	511	550	307	233	166	97	78
45	425	317	418	420	436	525	491	294	218	133	87	53
00	451	397	391	476	433	563	411	278	209	128	82	37
Hr Total	1,619	1,444	1,596	1,710	1,781	2,086	2,010	1,252	921	621	371	240

24 Hour Total:	23,727	AM Peak Volume:	1,522	AM Peak Hour Factor:	0.90
AM Peak Hour begins:	11:45	PM Peak Volume:	2,196	PM Peak Hour Factor:	0.98
PM Peak Hour begins:	17:30				

Volume Count Report

Start Date:	March 19, 2015	Start Time:	00:00	Station:	0
Stop Date:	March 19, 2015	Stop Time:	24:00	ID:	0
City:	Plant City	County:	Hillsborough		
Location	US 92 east of Thonotosassa Road/Lemon Street				

Eastbound Volume for Lane 1

Thursday, March 19, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	24	5	5	13	5	17	57	133	155	136	147	151
30	19	10	10	7	16	19	77	147	187	150	152	174
45	20	12	5	8	10	37	107	184	171	156	155	173
00	16	9	7	11	15	45	114	200	172	147	164	167
Hr Total	79	36	27	39	46	118	355	664	685	589	618	665

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	165	211	179	176	196	238	208	147	143	90	70	31
30	180	188	159	193	253	207	188	153	100	65	64	19
45	173	165	194	200	217	216	184	138	83	64	37	19
00	199	171	171	180	182	213	172	112	90	65	31	27
Hr Total	717	735	703	749	848	874	752	550	416	284	202	96

24 Hour Total:	10,847	AM Peak Volume:	726	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	7:30	PM Peak Volume:	890	PM Peak Hour Factor:	0.88
PM Peak Hour begins:	16:15				

Westbound Volume for Lane 2

Thursday, March 19, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	17	9	12	7	12	30	98	167	162	163	166	161
30	20	9	3	6	17	39	96	182	147	154	157	163
45	13	7	6	12	27	57	144	187	163	171	155	215
00	7	7	12	7	17	69	140	182	166	136	167	211
Hr Total	57	32	33	32	73	195	478	718	638	624	645	750

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	232	203	185	170	255	264	201	204	151	103	80	27
30	212	228	193	269	233	269	195	157	166	85	54	41
45	222	203	219	248	220	253	175	132	144	85	36	26
00	245	209	198	250	240	214	173	128	110	82	46	19
Hr Total	911	843	795	937	948	1,000	744	621	571	355	216	113

24 Hour Total:	12,329	AM Peak Volume:	877	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	11:45	PM Peak Volume:	1,026	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	16:45				

Total Volume for All Lanes

Thursday, March 19, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	41	14	17	20	17	47	155	300	317	299	313	312
30	39	19	13	13	33	58	173	329	334	304	309	337
45	33	19	11	20	37	94	251	371	334	327	310	388
00	23	16	19	18	32	114	254	382	338	283	331	378
Hr Total	136	68	60	71	119	313	833	1,382	1,323	1,213	1,263	1,415

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	397	414	364	346	451	502	409	351	294	193	150	58
30	392	416	352	462	486	476	383	310	266	150	118	60
45	395	368	413	448	437	469	359	270	227	149	73	45
00	444	380	369	430	422	427	345	240	200	147	77	46
Hr Total	1,628	1,578	1,498	1,686	1,796	1,874	1,496	1,171	987	639	418	209

24 Hour Total:	23,176	AM Peak Volume:	1,562	AM Peak Hour Factor:	0.98
AM Peak Hour begins:	11:45	PM Peak Volume:	1,874	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	17:00				

Volume Count Report 3-Day Average

Start Date:	March 17, 2015	Start Time:	00:00	Station:	0
Stop Date:	March 19, 2015	Stop Time:	24:00	ID:	0
City:	Plant City	County:	Hillsborough		
Location	US 92 west of Maryland Avenue				

Eastbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	6	7	5	5	12	25	48	74	83	85	86
30	9	2	5	5	8	14	51	49	77	84	81	90
45	10	3	3	5	14	26	49	79	90	86	91	94
00	9	3	3	5	7	23	49	93	73	72	91	89
Hr Total	37	14	17	20	34	75	175	269	314	325	347	359

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	103	103	115	116	132	170	160	97	68	40	34	17
30	111	108	130	123	134	154	136	84	70	46	30	14
45	111	105	124	132	144	173	143	95	68	45	16	16
00	111	110	111	127	124	161	111	79	51	43	19	8
Hr Total	437	426	480	499	534	658	550	355	257	173	98	55

24 Hour Total:	6,509				
AM Peak Hour begins:	11:45	AM Peak Volume:	414	AM Peak Hour Factor:	0.93
PM Peak Hour begins:	17:00	PM Peak Volume:	658	PM Peak Hour Factor:	0.95

Westbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	7	4	4	4	15	46	76	104	90	97	94
30	6	3	3	5	6	21	50	103	79	98	95	113
45	7	3	3	7	14	27	61	120	113	89	99	101
00	6	3	3	6	8	33	77	125	117	87	109	113
Hr Total	27	16	14	22	32	96	233	425	413	364	399	421

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	128	114	115	124	132	156	150	107	78	40	28	14
30	109	101	114	122	146	163	135	91	68	42	25	13
45	121	116	125	139	126	168	137	79	63	40	23	11
00	113	122	115	125	151	156	117	77	49	32	16	8
Hr Total	472	452	469	510	555	644	539	354	258	153	93	45

24 Hour Total:	7,007				
AM Peak Hour begins:	11:45	AM Peak Volume:	471	AM Peak Hour Factor:	0.92
PM Peak Hour begins:	17:00	PM Peak Volume:	644	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	17	13	11	10	9	27	71	124	177	173	181	180
30	15	4	8	10	14	35	101	152	156	182	176	203
45	16	7	6	12	28	53	110	199	203	175	189	195
00	15	6	6	10	15	56	126	219	191	160	200	202
Hr Total	63	30	31	42	66	171	408	694	727	690	747	780

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	231	217	230	241	264	326	311	204	147	81	62	31
30	220	209	244	245	280	317	271	176	138	87	55	27
45	232	221	248	272	270	341	279	174	130	84	39	26
00	225	232	226	251	275	317	229	155	100	74	34	16
Hr Total	908	878	948	1,009	1,090	1,301	1,090	709	515	327	191	101

24 Hour Total:	13,516				
AM Peak Hour begins:	11:45	AM Peak Volume:	885	AM Peak Hour Factor:	0.95
PM Peak Hour begins:	17:00	PM Peak Volume:	1,301	PM Peak Hour Factor:	0.95

Volume Count Report

Start Date: March 17, 2015
 Stop Date: March 17, 2015
 City: Plant City
 Location: US 92 west of Maryland Avenue

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Eastbound Volume for Lane 1

Tuesday, March 17, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	5	4	6	7	16	22	40	59	77	85	76
30	9	1	2	5	11	18	47	46	95	90	73	93
45	14	1	1	4	16	23	52	92	88	92	91	78
00	5	3	1	5	8	14	52	86	84	74	90	91
Hr Total	36	10	8	20	42	71	173	264	326	333	339	338

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	97	99	107	131	139	175	145	94	64	43	43	17
30	107	95	136	110	125	139	122	78	64	41	46	17
45	113	106	138	149	131	155	132	85	76	46	23	14
00	102	108	116	115	134	138	113	79	43	66	24	4
Hr Total	419	408	497	505	529	607	512	336	247	196	136	52

24 Hour Total: 6,404
 AM Peak Hour begins: 11:45 AM Peak Volume: 408 AM Peak Hour Factor: 0.90
 PM Peak Hour begins: 17:00 PM Peak Volume: 607 PM Peak Hour Factor: 0.87

Westbound Volume for Lane 2

Tuesday, March 17, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	6	4	5	5	16	40	73	113	71	87	114
30	3	1	2	6	2	16	42	101	99	104	106	95
45	10	3	5	9	14	28	64	125	126	102	85	90
00	5	2	6	10	6	33	83	120	122	84	108	106
Hr Total	23	12	17	30	27	93	229	419	460	361	386	405

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	108	86	102	132	127	132	104	78	87	42	30	14
30	112	85	108	121	158	114	97	61	69	41	19	11
45	123	111	105	137	116	121	93	91	67	36	24	11
00	107	127	116	120	166	100	74	77	46	39	23	7
Hr Total	450	409	431	510	567	467	368	307	269	158	96	43

24 Hour Total: 6,537
 AM Peak Hour begins: 8:00 AM Peak Volume: 460 AM Peak Hour Factor: 0.91
 PM Peak Hour begins: 16:15 PM Peak Volume: 572 PM Peak Hour Factor: 0.86

Total Volume for All Lanes

Tuesday, March 17, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	11	8	11	12	32	62	113	172	148	172	190
30	12	2	4	11	13	34	89	147	194	194	179	188
45	24	4	6	13	30	51	116	217	214	194	176	168
00	10	5	7	15	14	47	135	206	206	158	198	197
Hr Total	59	22	25	50	69	164	402	683	786	694	725	743

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	205	185	209	263	266	307	249	172	151	85	73	31
30	219	180	244	231	283	253	219	139	133	82	65	28
45	236	217	243	286	247	276	225	176	143	82	47	25
00	209	235	232	235	300	238	187	156	89	105	47	11
Hr Total	869	817	928	1,015	1,096	1,074	880	643	516	354	232	95

24 Hour Total: 12,941
 AM Peak Hour begins: 11:45 AM Peak Volume: 857 AM Peak Hour Factor: 0.91
 PM Peak Hour begins: 16:15 PM Peak Volume: 1,137 PM Peak Hour Factor: 0.93

Volume Count Report

Start Date: March 18, 2015
 Stop Date: March 18, 2015
 City: Plant City
 Location: US 92 west of Maryland Avenue

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Eastbound Volume for Lane 1

Wednesday, March 18, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	9	11	5	6	11	26	51	91	81	85	88
30	9	2	9	8	7	14	50	51	76	82	97	90
45	8	4	5	6	16	26	46	72	87	79	94	98
00	19	4	5	6	6	21	44	99	71	65	85	78
Hr Total	45	19	30	25	35	72	166	273	325	307	361	354

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	109	95	126	121	146	174	191	86	70	40	20	15
30	109	112	124	117	134	174	169	83	67	49	21	14
45	118	102	119	120	146	195	173	104	57	39	12	19
00	105	114	104	128	112	172	123	84	53	23	15	7
Hr Total	441	423	473	486	538	715	656	357	247	151	68	55

24 Hour Total: 6,622
 AM Peak Hour begins: 11:45 AM Peak Volume: 414 AM Peak Hour Factor: 0.88
 PM Peak Hour begins: 17:15 PM Peak Volume: 732 PM Peak Hour Factor: 0.94

Westbound Volume for Lane 2

Wednesday, March 18, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	6	1	6	3	12	46	70	106	111	96	84
30	14	4	4	5	14	29	55	114	73	78	94	131
45	5	4	2	4	12	24	50	117	117	83	112	107
00	9	2	3	3	12	35	73	124	113	91	105	117
Hr Total	35	16	10	18	41	100	224	425	409	363	407	439

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	148	116	119	121	131	169	227	144	57	36	20	14
30	113	117	120	108	136	228	205	124	57	40	27	14
45	124	112	139	127	117	223	210	77	63	34	22	11
00	111	121	110	137	140	241	178	84	46	28	17	10
Hr Total	496	466	488	493	524	861	820	429	223	138	86	49

24 Hour Total: 7,560
 AM Peak Hour begins: 11:15 AM Peak Volume: 503 AM Peak Hour Factor: 0.85
 PM Peak Hour begins: 17:15 PM Peak Volume: 919 PM Peak Hour Factor: 0.95

Total Volume for All Lanes

Wednesday, March 18, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	15	12	11	9	23	72	121	197	192	181	172
30	23	6	13	13	21	43	105	165	149	160	191	221
45	13	8	7	10	28	50	96	189	204	162	206	205
00	28	6	8	9	18	56	117	223	184	156	190	195
Hr Total	80	35	40	43	76	172	390	698	734	670	768	793

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	257	211	245	242	277	343	418	230	127	76	40	29
30	222	229	244	225	270	402	374	207	124	89	48	28
45	242	214	258	247	263	418	383	181	120	73	34	30
00	216	235	214	265	252	413	301	168	99	51	32	17
Hr Total	937	889	961	979	1,062	1,576	1,476	786	470	289	154	104

24 Hour Total: 14,182
 AM Peak Hour begins: 11:45 AM Peak Volume: 916 AM Peak Hour Factor: 0.89
 PM Peak Hour begins: 17:15 PM Peak Volume: 1,651 PM Peak Hour Factor: 0.99

Volume Count Report

Start Date: March 19, 2015
 Stop Date: March 19, 2015
 City: Plant City
 Location: US 92 west of Maryland Avenue

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Eastbound Volume for Lane 1

Thursday, March 19, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	5	5	5	2	8	28	53	71	91	84	94
30	9	2	4	3	5	10	55	50	60	79	72	88
45	7	5	3	5	10	30	50	72	94	88	87	107
00	3	2	2	3	8	34	52	95	65	78	99	97
Hr Total	29	14	14	16	25	82	185	270	290	336	342	386

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	104	115	111	97	112	162	145	111	71	38	39	19
30	116	116	131	143	142	148	117	92	78	47	22	12
45	103	107	114	128	155	168	123	97	70	49	13	14
00	127	108	113	137	127	173	98	73	58	39	17	14
Hr Total	450	446	469	505	536	651	483	373	277	173	91	59

24 Hour Total: 6,502
 AM Peak Hour begins: 11:30 AM Peak Volume: 424 AM Peak Hour Factor: 0.91
 PM Peak Hour begins: 17:00 PM Peak Volume: 651 PM Peak Hour Factor: 0.94

Westbound Volume for Lane 2

Thursday, March 19, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	9	7	2	4	17	52	86	92	89	107	85
30	2	3	4	3	3	18	53	93	66	112	86	113
45	5	3	3	9	16	28	68	119	96	81	99	105
00	4	5	1	4	5	31	74	132	117	87	113	116
Hr Total	22	20	15	18	28	94	247	430	371	369	405	419

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	128	139	125	120	138	166	120	99	91	43	35	13
30	103	101	113	137	145	148	103	89	79	44	30	14
45	116	124	130	154	145	161	107	69	58	49	24	10
00	122	118	119	117	147	128	100	69	54	28	7	7
Hr Total	469	482	487	528	575	603	430	326	282	164	96	44

24 Hour Total: 6,924
 AM Peak Hour begins: 11:45 AM Peak Volume: 463 AM Peak Hour Factor: 0.90
 PM Peak Hour begins: 16:45 PM Peak Volume: 622 PM Peak Hour Factor: 0.94

Total Volume for All Lanes

Thursday, March 19, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	21	14	12	7	6	25	80	139	163	180	191	179
30	11	5	8	6	8	28	108	143	126	191	158	201
45	12	8	6	14	26	58	118	191	190	169	186	212
00	7	7	3	7	13	65	126	227	182	165	212	213
Hr Total	51	34	29	34	53	176	432	700	661	705	747	805

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	232	254	236	217	250	328	265	210	162	81	74	32
30	219	217	244	280	287	296	220	181	157	91	52	26
45	219	231	244	282	300	329	230	166	128	98	37	24
00	249	226	232	254	274	301	198	142	112	67	24	21
Hr Total	919	928	956	1,033	1,111	1,254	913	699	559	337	187	103

24 Hour Total: 13,426
 AM Peak Hour begins: 11:45 AM Peak Volume: 883 AM Peak Hour Factor: 0.95
 PM Peak Hour begins: 17:00 PM Peak Volume: 1,254 PM Peak Hour Factor: 0.95

Volume Count Report 3-Day Average

Start Date:	March 17, 2015	Start Time:	00:00	Station:	0
Stop Date:	March 19, 2015	Stop Time:	24:00	ID:	0
City:	Plant City	County:	Hillsborough		
Location:	Maryland Avenue north of US 92				

Northbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	3	0	1	0	1	6	13	14	18	19	22
30	1	0	0	1	0	1	5	9	15	20	17	19
45	1	0	2	1	0	4	7	12	23	19	20	28
00	3	1	1	1	1	4	10	17	24	20	25	25
Hr Total	8	5	3	4	2	11	28	50	76	77	81	94

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	27	28	26	31	33	37	32	21	22	13	8	6
30	23	26	31	29	49	38	36	26	19	11	7	4
45	29	26	29	29	32	45	32	24	22	8	4	3
00	27	28	25	33	38	43	28	25	18	8	7	3
Hr Total	106	107	111	122	152	163	128	96	81	40	27	17

24 Hour Total:	1,588	AM Peak Volume:	104	AM Peak Hour Factor:	0.89
AM Peak Hour begins:	11:45	PM Peak Volume:	163	PM Peak Hour Factor:	0.91
PM Peak Hour begins:	17:00				

Southbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	0	0	0	3	6	11	16	11	13	9
30	0	0	0	1	2	1	7	16	14	12	13	16
45	1	1	0	1	1	6	11	16	21	9	12	11
00	0	0	0	3	1	4	17	18	19	13	14	19
Hr Total	2	1	0	4	4	15	41	62	70	44	52	56

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	13	16	22	18	26	19	22	17	13	7	5	1
30	14	14	18	18	20	15	19	14	13	11	3	1
45	18	15	18	18	17	24	15	17	14	5	4	1
00	18	17	23	20	22	20	15	18	11	7	1	1
Hr Total	62	61	81	74	85	79	72	66	51	29	14	5

24 Hour Total:	1,031	AM Peak Volume:	70	AM Peak Hour Factor:	0.83
AM Peak Hour begins:	8:00	PM Peak Volume:	86	PM Peak Hour Factor:	0.88
PM Peak Hour begins:	17:30				

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	4	1	1	1	4	12	24	30	28	32	31
30	1	0	0	1	2	2	12	25	29	32	30	36
45	1	1	2	2	1	11	18	28	44	28	32	39
00	3	1	1	3	2	8	27	35	43	32	39	45
Hr Total	10	6	4	8	6	25	69	112	146	121	133	150

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	39	43	48	49	59	56	54	39	35	19	13	7
30	37	40	49	47	69	53	56	40	33	22	10	5
45	47	41	47	47	50	69	47	40	36	13	9	5
00	45	45	48	53	60	63	43	43	29	15	9	4
Hr Total	168	168	191	196	237	241	200	162	132	70	41	21

24 Hour Total:	2,619	AM Peak Volume:	168	AM Peak Hour Factor:	0.89
AM Peak Hour begins:	11:45	PM Peak Volume:	242	PM Peak Hour Factor:	0.88
PM Peak Hour begins:	17:30				

Volume Count Report

Start Date: March 17, 2015
 Stop Date: March 17, 2015
 City: Plant City
 Location: Maryland Avenue north of US 92

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Tuesday, March 17, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	6	1	2	1	1	6	12	13	20	15	15
30	0	1	0	0	1	3	6	9	17	21	12	21
45	2	0	1	0	0	4	6	10	28	20	15	25
00	4	0	1	0	0	4	9	14	26	22	26	29
Hr Total	9	7	3	2	2	12	27	45	84	83	68	90

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	18	24	28	30	35	38	32	28	22	16	6	10
30	19	24	35	25	50	36	38	24	20	10	10	3
45	39	25	25	30	40	41	30	25	25	8	6	4
00	26	27	21	30	47	47	27	32	10	8	12	2
Hr Total	102	100	109	115	172	162	127	109	77	42	34	19

24 Hour Total: 1,600
 AM Peak Hour begins: 11:45 AM Peak Volume: 105 AM Peak Hour Factor: 0.67
 PM Peak Hour begins: 16:15 PM Peak Volume: 175 PM Peak Hour Factor: 0.88

Southbound Volume for Lane 2

Tuesday, March 17, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	0	0	0	3	5	14	17	12	11	13
30	0	0	0	1	2	1	9	15	15	10	11	19
45	2	0	0	1	1	9	8	19	23	12	10	9
00	1	0	0	3	1	3	16	24	22	14	16	20
Hr Total	4	1	0	5	4	16	38	72	77	48	48	61

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	9	13	19	17	24	14	21	19	9	5	4	1
30	11	16	16	15	16	18	21	11	17	10	2	0
45	19	14	19	8	15	28	12	15	15	4	4	1
00	15	12	24	27	21	15	15	19	11	9	3	1
Hr Total	54	55	78	67	76	75	69	64	52	28	13	3

24 Hour Total: 1,008
 AM Peak Hour begins: 7:45 AM Peak Volume: 79 AM Peak Hour Factor: 0.82
 PM Peak Hour begins: 17:30 PM Peak Volume: 85 PM Peak Hour Factor: 0.76

Total Volume for All Lanes

Tuesday, March 17, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	7	1	2	1	4	11	26	30	32	26	28
30	0	1	0	1	3	4	15	24	32	31	23	40
45	4	0	1	1	1	13	14	29	51	32	25	34
00	5	0	1	3	1	7	25	38	48	36	42	49
Hr Total	13	8	3	7	6	28	65	117	161	131	116	151

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	27	37	47	47	59	52	53	47	31	21	10	11
30	30	40	51	40	66	54	59	35	37	20	12	3
45	58	39	44	38	55	69	42	40	40	12	10	5
00	41	39	45	57	68	62	42	51	21	17	15	3
Hr Total	156	155	187	182	248	237	196	173	129	70	47	22

24 Hour Total: 2,608
 AM Peak Hour begins: 11:45 AM Peak Volume: 164 AM Peak Hour Factor: 0.71
 PM Peak Hour begins: 16:00 PM Peak Volume: 248 PM Peak Hour Factor: 0.91

Volume Count Report

Start Date: March 18, 2015
Stop Date: March 18, 2015
City: Plant City
Location: Maryland Avenue north of US 92

Start Time: 00:00
Stop Time: 24:00
County: Hillsborough

Station: 0
ID: 0

Northbound Volume for Lane 1

Wednesday, March 18, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	2	0	0	0	2	8	14	15	20	24	21
30	3	0	0	1	0	0	3	9	18	19	20	19
45	0	1	2	2	0	5	8	9	24	18	22	25
00	3	1	1	2	2	2	7	14	20	16	28	27
Hr Total	7	4	3	5	2	9	26	46	77	73	94	92

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	29	23	31	28	30	38	30	16	21	12	6	2
30	18	21	26	31	48	40	37	29	19	15	7	5
45	20	20	35	33	26	44	34	29	21	9	3	4
00	28	25	26	33	37	38	38	16	21	5	2	1
Hr Total	95	89	118	125	141	160	139	90	82	41	18	12

24 Hour Total: 1,548
AM Peak Hour begins: 11:15
PM Peak Hour begins: 17:00
AM Peak Volume: 100
PM Peak Volume: 160
AM Peak Hour Factor: 0.86
PM Peak Hour Factor: 0.91

Southbound Volume for Lane 2

Wednesday, March 18, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	0	0	0	0	2	8	10	15	12	12	7
30	0	0	0	1	2	2	5	21	12	10	13	13
45	0	0	0	0	2	5	13	13	22	9	15	14
00	0	0	0	2	0	4	15	15	17	8	12	20
Hr Total	1	0	0	3	4	13	41	59	66	39	52	54

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	15	15	26	14	29	20	22	18	12	9	4	0
30	16	8	20	19	25	15	10	18	9	12	2	2
45	18	14	18	20	17	21	16	16	15	5	4	1
00	19	17	23	21	21	23	15	18	11	7	0	1
Hr Total	68	54	87	74	92	79	63	70	47	33	10	4

24 Hour Total: 1,013
AM Peak Hour begins: 11:45
PM Peak Hour begins: 15:30
AM Peak Volume: 69
PM Peak Volume: 95
AM Peak Hour Factor: 0.86
PM Peak Hour Factor: 0.82

Total Volume for All Lanes

Wednesday, March 18, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	2	0	0	0	4	16	24	30	32	36	28
30	3	0	0	2	2	2	8	30	30	29	33	32
45	0	1	2	2	2	10	21	22	46	27	37	39
00	3	1	1	4	2	6	22	29	37	24	40	47
Hr Total	8	4	3	8	6	22	67	105	143	112	146	146

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	44	38	57	42	59	58	52	34	33	21	10	2
30	34	29	46	50	73	55	47	47	28	27	9	7
45	38	34	53	53	43	65	50	45	36	14	7	5
00	47	42	49	54	58	61	53	34	32	12	2	2
Hr Total	163	143	205	199	233	239	202	160	129	74	28	16

24 Hour Total: 2,561
AM Peak Hour begins: 11:30
PM Peak Hour begins: 15:30
AM Peak Volume: 164
PM Peak Volume: 239
AM Peak Hour Factor: 0.87
PM Peak Hour Factor: 0.82

Volume Count Report

Start Date: March 19, 2015
 Stop Date: March 19, 2015
 City: Plant City
 Location: Maryland Avenue north of US 92

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Thursday, March 19, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	2	0	2	0	1	4	12	14	13	19	30
30	0	0	0	1	0	0	5	8	11	21	19	18
45	0	0	3	1	0	4	8	17	18	20	23	33
00	2	1	1	0	2	6	14	22	25	21	20	20
Hr Total	7	3	4	4	2	11	31	59	68	75	81	101

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	33	36	20	36	34	35	34	20	24	10	12	7
30	32	33	31	31	49	38	34	25	19	9	4	4
45	29	32	26	25	31	49	33	17	19	7	4	2
00	27	31	28	35	29	44	18	27	22	12	8	6
Hr Total	121	132	105	127	143	166	119	89	84	38	28	19

24 Hour Total: 1,617
 AM Peak Hour begins: 11:30 AM Peak Volume: 118 AM Peak Hour Factor: 0.89
 PM Peak Hour begins: 17:00 PM Peak Volume: 166 PM Peak Hour Factor: 0.85

Southbound Volume for Lane 2

Thursday, March 19, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	1	1	0	1	4	6	10	16	8	16	7
30	1	0	0	0	1	1	7	13	14	15	15	17
45	0	2	0	2	1	5	11	16	18	6	10	11
00	0	0	0	3	1	5	19	16	18	16	15	18
Hr Total	2	3	1	5	4	15	43	55	66	45	56	53

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	14	19	21	22	24	24	24	15	17	6	8	2
30	14	17	18	20	19	12	27	14	14	11	6	1
45	16	17	17	26	20	24	17	19	13	6	5	2
00	21	22	21	12	25	22	15	16	11	4	1	2
Hr Total	65	75	77	80	88	82	83	64	55	27	20	7

24 Hour Total: 1,071
 AM Peak Hour begins: 8:00 AM Peak Volume: 66 AM Peak Hour Factor: 0.92
 PM Peak Hour begins: 17:30 PM Peak Volume: 97 PM Peak Hour Factor: 0.90

Total Volume for All Lanes

Thursday, March 19, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	3	1	2	1	5	10	22	30	21	35	37
30	1	0	0	1	1	1	12	21	25	36	34	35
45	0	2	3	3	1	9	19	33	36	26	33	44
00	2	1	1	3	3	11	33	38	43	37	35	38
Hr Total	9	6	5	9	6	26	74	114	134	120	137	154

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	47	55	41	58	58	59	58	35	41	16	20	9
30	46	50	49	51	68	50	61	39	33	20	10	5
45	45	49	43	51	51	73	50	36	32	13	9	4
00	48	53	49	47	54	66	33	43	33	16	9	8
Hr Total	186	207	182	207	231	248	202	153	139	65	48	26

24 Hour Total: 2,688
 AM Peak Hour begins: 11:45 AM Peak Volume: 176 AM Peak Hour Factor: 0.94
 PM Peak Hour begins: 17:30 PM Peak Volume: 258 PM Peak Hour Factor: 0.88

Volume Count Report 3-Day Average

Start Date:	March 17, 2015	Start Time:	00:00	Station:	0
Stop Date:	March 19, 2015	Stop Time:	24:00	ID:	0
City:	Plant City	County:	Hillsborough		
Location:	Maryland Avenue south of US 92				

Northbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	2	1	1	2	2	10	21	25	33	20	20
30	1	1	1	1	2	5	10	24	28	23	21	21
45	1	2	1	2	2	7	16	33	60	19	24	24
00	3	1	0	1	3	8	15	32	43	21	31	23
Hr Total	9	5	4	4	8	22	51	110	155	97	97	88

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	24	25	27	33	34	36	41	26	27	15	9	7
30	27	26	27	40	69	50	35	36	21	13	10	3
45	25	26	31	29	45	45	32	25	16	10	8	3
00	25	37	25	28	34	47	32	29	21	7	7	3
Hr Total	100	113	109	130	183	178	140	116	85	45	34	16

24 Hour Total:	1,899				
AM Peak Hour begins:	8:15	AM Peak Volume:	164	AM Peak Hour Factor:	0.68
PM Peak Hour begins:	16:15	PM Peak Volume:	185	PM Peak Hour Factor:	0.67

Southbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	2	2	2	1	2	4	18	35	30	19	20
30	4	1	2	1	2	6	9	19	38	24	24	29
45	2	1	2	1	1	5	10	24	53	23	32	25
00	2	1	1	2	1	5	15	34	42	33	21	30
Hr Total	10	5	7	5	4	18	39	95	168	110	96	104

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	28	29	33	34	46	46	32	28	30	16	7	5
30	29	27	31	29	40	39	29	27	24	13	8	4
45	22	28	30	37	33	40	30	33	21	14	5	2
00	25	31	28	35	37	48	31	22	28	10	7	5
Hr Total	104	116	122	135	157	172	122	111	104	53	27	16

24 Hour Total:	1,900				
AM Peak Hour begins:	8:00	AM Peak Volume:	168	AM Peak Hour Factor:	0.79
PM Peak Hour begins:	17:00	PM Peak Volume:	172	PM Peak Hour Factor:	0.90

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	3	3	3	2	4	14	39	60	64	39	41
30	5	1	3	1	3	11	19	44	65	47	45	49
45	3	3	3	2	3	12	26	57	113	43	56	49
00	5	2	1	3	3	13	30	66	85	53	52	53
Hr Total	18	10	11	9	12	40	89	206	323	207	193	192

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	52	54	60	67	80	82	72	54	57	31	16	13
30	56	53	57	69	110	88	64	63	45	26	17	7
45	46	54	61	66	78	85	62	59	38	24	13	5
00	50	68	53	63	72	94	63	51	49	18	14	8
Hr Total	204	228	231	265	340	350	261	227	189	98	61	33

24 Hour Total:	3,799				
AM Peak Hour begins:	8:15	AM Peak Volume:	327	AM Peak Hour Factor:	0.72
PM Peak Hour begins:	17:00	PM Peak Volume:	350	PM Peak Hour Factor:	0.93

Volume Count Report

Start Date: March 17, 2015
 Stop Date: March 17, 2015
 City: Plant City
 Location: Maryland Avenue south of US 92

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Tuesday, March 17, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	0	1	0	1	0	9	22	23	31	14	20
30	0	1	2	0	1	7	11	25	44	32	21	18
45	1	0	0	2	2	7	17	28	74	24	24	22
00	5	0	0	0	3	5	14	29	45	22	36	29
Hr Total	10	1	3	2	7	19	51	104	186	109	95	89

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	27	27	21	34	32	39	35	30	28	16	14	12
30	33	24	25	38	60	52	31	32	18	14	9	0
45	25	26	28	22	45	43	34	27	21	5	9	6
00	27	29	25	24	37	46	26	28	8	5	5	3
Hr Total	112	106	99	118	174	180	126	117	75	40	37	21

24 Hour Total: 1,881
 AM Peak Hour begins: 8:15
 PM Peak Hour begins: 16:15
 AM Peak Volume: 194
 PM Peak Volume: 181
 AM Peak Hour Factor: 0.66
 PM Peak Hour Factor: 0.75

Southbound Volume for Lane 2

Tuesday, March 17, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	0	0	2	0	0	6	16	34	25	22	19
30	4	0	1	0	2	6	10	21	54	27	25	29
45	2	1	1	2	0	7	12	26	58	33	44	26
00	1	0	2	3	0	6	7	36	43	40	21	28
Hr Total	9	1	4	7	2	19	35	99	189	125	112	102

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	27	27	36	37	49	57	31	34	23	13	7	5
30	34	26	33	22	35	43	28	22	24	12	11	5
45	30	26	42	31	33	45	27	23	25	9	4	1
00	28	29	34	41	26	42	29	21	23	11	10	3
Hr Total	119	108	145	131	143	187	115	100	95	45	32	14

24 Hour Total: 1,938
 AM Peak Hour begins: 8:00
 PM Peak Hour begins: 17:00
 AM Peak Volume: 189
 PM Peak Volume: 187
 AM Peak Hour Factor: 0.81
 PM Peak Hour Factor: 0.82

Total Volume for All Lanes

Tuesday, March 17, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	0	1	2	1	0	15	38	57	56	36	39
30	4	1	3	0	3	13	21	46	98	59	46	47
45	3	1	1	4	2	14	29	54	132	57	68	48
00	6	0	2	3	3	11	21	65	88	62	57	57
Hr Total	19	2	7	9	9	38	86	203	375	234	207	191

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	54	54	57	71	81	96	66	64	51	29	21	17
30	67	50	58	60	95	95	59	54	42	26	20	5
45	55	52	70	53	78	88	61	50	46	14	13	7
00	55	58	59	65	63	88	55	49	31	16	15	6
Hr Total	231	214	244	249	317	367	241	217	170	85	69	35

24 Hour Total: 3,819
 AM Peak Hour begins: 8:00
 PM Peak Hour begins: 17:00
 AM Peak Volume: 375
 PM Peak Volume: 367
 AM Peak Hour Factor: 0.71
 PM Peak Hour Factor: 0.96

Volume Count Report

Start Date: March 18, 2015
 Stop Date: March 18, 2015
 City: Plant City
 Location: Maryland Avenue south of US 92

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Wednesday, March 18, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	3	1	1	2	1	3	7	23	31	39	19	20
30	2	1	1	2	2	3	9	15	24	23	25	25
45	1	2	2	2	2	8	14	40	57	17	24	22
00	1	2	1	0	3	9	15	27	42	20	35	22
Hr Total	7	6	5	6	8	23	45	105	154	99	103	89

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	22	24	34	36	28	38	41	22	25	12	6	4
30	24	27	33	38	69	51	40	22	22	15	10	4
45	28	32	35	39	42	47	31	24	16	6	9	3
00	21	26	27	31	39	49	38	26	26	4	6	0
Hr Total	95	109	129	144	178	185	150	94	89	37	31	11

24 Hour Total: 1,902
 AM Peak Hour begins: 8:15 AM Peak Volume: 162 AM Peak Hour Factor: 0.71
 PM Peak Hour begins: 16:15 PM Peak Volume: 188 PM Peak Hour Factor: 0.68

Southbound Volume for Lane 2

Wednesday, March 18, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	1	2	4	2	2	3	4	22	32	34	17	21
30	2	0	3	2	1	6	8	18	29	18	27	31
45	4	2	3	0	1	3	8	21	48	22	31	24
00	2	0	0	1	0	6	15	34	40	42	24	29
Hr Total	9	4	10	5	4	18	35	95	149	116	99	105

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	36	31	36	32	39	43	26	27	27	19	6	6
30	22	32	30	35	48	37	25	30	22	11	3	4
45	18	12	29	36	23	30	30	46	16	18	6	4
00	21	26	28	31	46	40	36	30	19	8	7	3
Hr Total	97	101	123	134	156	150	117	133	84	56	22	17

24 Hour Total: 1,839
 AM Peak Hour begins: 8:15 AM Peak Volume: 151 AM Peak Hour Factor: 0.79
 PM Peak Hour begins: 16:15 PM Peak Volume: 160 PM Peak Hour Factor: 0.83

Total Volume for All Lanes

Wednesday, March 18, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	4	3	5	4	3	6	11	45	63	73	36	41
30	4	1	4	4	3	9	17	33	53	41	52	56
45	5	4	5	2	3	11	22	61	105	39	55	46
00	3	2	1	1	3	15	30	61	82	62	59	51
Hr Total	16	10	15	11	12	41	80	200	303	215	202	194

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	58	55	70	68	67	81	67	49	52	31	12	10
30	46	59	63	73	117	88	65	52	44	26	13	8
45	46	44	64	75	65	77	61	70	32	24	15	7
00	42	52	55	62	85	89	74	56	45	12	13	3
Hr Total	192	210	252	278	334	335	267	227	173	93	53	28

24 Hour Total: 3,741
 AM Peak Hour begins: 8:15 AM Peak Volume: 313 AM Peak Hour Factor: 0.75
 PM Peak Hour begins: 16:15 PM Peak Volume: 348 PM Peak Hour Factor: 0.74

Volume Count Report

Start Date: March 19, 2015
 Stop Date: March 19, 2015
 City: Plant City
 Location: Maryland Avenue south of US 92

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Thursday, March 19, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	4	2	1	3	4	13	18	20	30	28	21
30	1	0	0	0	2	5	10	33	15	15	17	19
45	0	3	2	1	1	5	16	32	49	17	25	28
00	3	1	0	2	2	10	17	39	42	20	23	18
Hr Total	9	8	4	4	8	24	56	122	126	82	93	86

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	22	23	25	29	43	32	46	26	28	16	8	6
30	23	26	22	44	79	46	35	54	23	11	10	5
45	21	19	29	26	48	46	31	25	12	19	6	0
00	28	55	24	29	27	45	31	32	29	13	9	6
Hr Total	94	123	100	128	197	169	143	137	92	59	33	17

24 Hour Total: 1,914
 AM Peak Hour begins: 8:15 AM Peak Volume: 136 AM Peak Hour Factor: 0.69
 PM Peak Hour begins: 15:45 PM Peak Volume: 199 PM Peak Hour Factor: 0.63

Southbound Volume for Lane 2

Thursday, March 19, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	2	3	2	1	0	3	3	16	40	32	18	21
30	5	2	3	0	2	5	9	19	30	26	21	26
45	1	1	2	0	2	6	11	24	53	15	21	25
00	3	4	1	2	2	4	23	33	43	16	18	32
Hr Total	11	10	8	3	6	18	46	92	166	89	78	104

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	21	29	27	33	49	38	38	24	41	16	8	5
30	32	24	29	31	38	36	33	29	25	15	9	4
45	17	47	20	44	44	44	34	31	23	15	6	1
00	26	38	22	33	40	61	28	16	43	12	5	8
Hr Total	96	138	98	141	171	179	133	100	132	58	28	18

24 Hour Total: 1,923
 AM Peak Hour begins: 8:00 AM Peak Volume: 166 AM Peak Hour Factor: 0.78
 PM Peak Hour begins: 17:00 PM Peak Volume: 179 PM Peak Hour Factor: 0.73

Total Volume for All Lanes

Thursday, March 19, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	7	4	2	3	7	16	34	60	62	46	42
30	6	2	3	0	4	10	19	52	45	41	38	45
45	1	4	4	1	3	11	27	56	102	32	46	53
00	6	5	1	4	4	14	40	72	85	36	41	50
Hr Total	20	18	12	7	14	42	102	214	292	171	171	190

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	43	52	52	62	92	70	84	50	69	32	16	11
30	55	50	51	75	117	82	68	83	48	26	19	9
45	38	66	49	70	92	90	65	56	35	34	12	1
00	54	93	46	62	67	106	59	48	72	25	14	14
Hr Total	190	261	198	269	368	348	276	237	224	117	61	35

24 Hour Total: 3,837
 AM Peak Hour begins: 8:15 AM Peak Volume: 294 AM Peak Hour Factor: 0.72
 PM Peak Hour begins: 16:00 PM Peak Volume: 368 PM Peak Hour Factor: 0.79

Volume Count Report

3-Day Average

Start Date:	March 17, 2015	Start Time:	00:00	Station:	0
Stop Date:	March 19, 2015	Stop Time:	24:00	ID:	0
City:	Plant City	County:	Hillsborough		
Location	US 92 between Maryland Avenue & Park Road				

Eastbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	6	7	5	6	13	30	46	70	76	74	72
30	9	2	4	5	8	16	51	50	72	79	68	85
45	10	4	3	6	15	29	49	73	91	71	89	88
00	9	4	2	3	9	26	45	79	71	73	85	83
Hr Total	37	16	17	19	39	85	175	248	304	299	316	329

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	96	93	105	105	115	152	159	90	69	41	33	17
30	100	92	113	117	144	152	130	86	63	44	32	14
45	105	101	117	121	145	161	127	91	60	45	22	16
00	100	100	114	115	124	154	116	72	52	39	17	10
Hr Total	401	386	449	457	528	618	532	339	244	169	104	58

24 Hour Total:	6,169				
AM Peak Hour begins:	11:45	AM Peak Volume:	384	AM Peak Hour Factor:	0.92
PM Peak Hour begins:	17:15	PM Peak Volume:	626	PM Peak Hour Factor:	0.97

Westbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	9	5	6	4	16	47	84	108	89	87	93
30	8	3	4	4	8	26	49	100	95	91	94	102
45	8	4	5	7	13	30	56	113	122	93	97	95
00	8	5	5	5	8	34	70	140	106	98	99	104
Hr Total	32	20	19	22	32	107	222	437	432	370	376	395

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	124	117	104	118	124	154	145	103	83	43	30	16
30	110	102	112	113	134	164	133	86	59	38	27	17
45	114	109	119	136	119	160	126	77	58	37	24	13
00	105	117	112	124	141	155	110	64	53	30	20	11
Hr Total	453	445	446	491	517	633	514	330	253	149	100	56

24 Hour Total:	6,854				
AM Peak Hour begins:	7:45	AM Peak Volume:	465	AM Peak Hour Factor:	0.83
PM Peak Hour begins:	17:00	PM Peak Volume:	633	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	18	15	12	11	10	30	77	130	179	165	160	165
30	17	5	8	10	16	42	99	150	167	170	162	187
45	17	8	9	12	29	59	105	186	213	164	185	184
00	17	8	7	8	17	60	116	219	177	171	184	188
Hr Total	70	36	36	41	71	192	397	685	736	669	692	724

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	219	210	209	222	239	306	304	192	152	84	63	33
30	210	194	224	230	278	316	263	171	122	83	59	31
45	219	209	237	257	264	321	253	168	119	82	46	29
00	205	218	226	239	265	309	226	136	105	70	37	21
Hr Total	854	831	896	948	1,046	1,252	1,046	668	498	318	204	114

24 Hour Total:	13,024				
AM Peak Hour begins:	11:45	AM Peak Volume:	836	AM Peak Hour Factor:	0.95
PM Peak Hour begins:	17:00	PM Peak Volume:	1,252	PM Peak Hour Factor:	0.97

Volume Count Report

Start Date: March 17, 2015	Start Time: 00:00	Station: 0
Stop Date: March 17, 2015	Stop Time: 24:00	ID: 0
City: Plant City	County: Hillsborough	
Location US 92 between Maryland Avenue & Park Road		

Eastbound Volume for Lane 1

Tuesday, March 17, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	4	5	5	10	16	26	44	61	74	78	73
30	8	0	3	5	11	21	51	50	89	89	62	85
45	12	1	1	4	18	26	50	81	103	77	91	83
00	5	2	0	2	12	17	51	79	84	60	98	84
Hr Total	34	7	9	16	51	80	178	254	337	300	329	325

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	97	84	94	106	114	148	157	84	63	40	49	17
30	105	72	126	103	133	147	105	81	59	45	37	17
45	95	99	122	128	132	143	114	86	63	46	28	15
00	85	92	121	110	128	135	125	79	41	58	21	9
Hr Total	382	347	463	447	507	573	501	330	226	189	135	58

24 Hour Total:	6,078	AM Peak Volume:	381	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	11:45	PM Peak Volume:	582	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	17:15				

Westbound Volume for Lane 2

Tuesday, March 17, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	8	3	11	5	16	39	83	116	76	81	105
30	8	0	3	4	3	21	48	98	118	93	99	95
45	9	4	6	9	12	30	60	118	138	106	97	93
00	4	2	8	10	7	37	80	141	108	106	106	104
Hr Total	26	14	20	34	27	104	227	440	480	381	383	397

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	108	83	96	114	134	137	105	89	83	44	33	17
30	110	93	106	113	147	118	95	50	56	42	19	16
45	111	98	102	131	118	102	84	91	62	32	24	10
00	94	127	115	117	138	113	63	75	40	38	30	10
Hr Total	423	401	419	475	537	470	347	305	241	156	106	53

24 Hour Total:	6,466	AM Peak Volume:	513	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	7:45	PM Peak Volume:	540	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	16:15				

Total Volume for All Lanes

Tuesday, March 17, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	12	8	16	15	32	65	127	177	150	159	178
30	16	0	6	9	14	42	99	148	207	182	161	180
45	21	5	7	13	30	56	110	199	241	183	188	176
00	9	4	8	12	19	54	131	220	192	166	204	188
Hr Total	60	21	29	50	78	184	405	694	817	681	712	722

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	205	167	190	220	248	285	262	173	146	84	82	34
30	215	165	232	216	280	265	200	131	115	87	56	33
45	206	197	224	259	250	245	198	177	125	78	52	25
00	179	219	236	227	266	248	188	154	81	96	51	19
Hr Total	805	748	882	922	1,044	1,043	848	635	467	345	241	111

24 Hour Total:	12,544	AM Peak Volume:	845	AM Peak Hour Factor:	0.88
AM Peak Hour begins:	7:45	PM Peak Volume:	1,081	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	16:15				

Volume Count Report

Start Date: March 18, 2015	Start Time: 00:00	Station: 0
Stop Date: March 18, 2015	Stop Time: 24:00	ID: 0
City: Plant City	County: Hillsborough	
Location: US 92 between Maryland Avenue & Park Road		

Eastbound Volume for Lane 1

Wednesday, March 18, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	8	11	6	6	13	30	46	90	76	69	69
30	10	3	9	8	7	15	45	48	68	78	82	88
45	9	4	5	6	18	29	48	73	90	66	93	85
00	17	7	5	5	8	23	40	91	70	64	77	76
Hr Total	46	22	30	25	39	80	163	258	318	284	321	318

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	92	91	114	116	132	160	183	85	80	44	18	19
30	102	94	105	112	143	162	160	77	63	45	28	14
45	118	111	108	118	150	203	153	88	53	39	20	20
00	101	104	110	116	117	165	114	67	56	26	15	7
Hr Total	413	400	437	462	542	690	610	317	252	154	81	60

24 Hour Total:	6,322	AM Peak Volume:	388	AM Peak Hour Factor:	0.82
AM Peak Hour begins:	11:45	PM Peak Volume:	713	PM Peak Hour Factor:	0.88
PM Peak Hour begins:	17:15				

Westbound Volume for Lane 2

Wednesday, March 18, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	6	5	6	4	17	50	79	99	97	92	93
30	12	4	4	6	15	33	46	116	95	87	105	108
45	8	5	5	4	13	25	47	112	128	86	103	100
00	12	3	3	3	9	36	64	142	108	97	97	93
Hr Total	42	18	17	19	41	111	207	449	430	367	397	394

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	143	120	111	125	117	166	204	136	71	45	26	16
30	116	124	118	104	116	220	209	134	51	38	30	17
45	111	100	122	133	108	224	198	74	60	37	24	18
00	109	108	94	133	147	222	168	61	40	28	22	12
Hr Total	479	452	445	495	488	832	779	405	222	148	102	63

24 Hour Total:	7,402	AM Peak Volume:	469	AM Peak Hour Factor:	0.83
AM Peak Hour begins:	7:15	PM Peak Volume:	870	PM Peak Hour Factor:	0.97
PM Peak Hour begins:	17:15				

Total Volume for All Lanes

Wednesday, March 18, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	20	14	16	12	10	30	80	125	189	173	161	162
30	22	7	13	14	22	48	91	164	163	165	187	196
45	17	9	10	10	31	54	95	185	218	152	196	185
00	29	10	8	8	17	59	104	233	178	161	174	169
Hr Total	88	40	47	44	80	191	370	707	748	651	718	712

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	235	211	225	241	249	326	387	221	151	89	44	35
30	218	218	223	216	259	382	369	211	114	83	58	31
45	229	211	230	251	258	427	351	162	113	76	44	38
00	210	212	204	249	264	387	282	128	96	54	37	19
Hr Total	892	852	882	957	1,030	1,522	1,389	722	474	302	183	123

24 Hour Total:	13,724	AM Peak Volume:	851	AM Peak Hour Factor:	0.91
AM Peak Hour begins:	11:45	PM Peak Volume:	1,583	PM Peak Hour Factor:	0.93
PM Peak Hour begins:	17:15				

Volume Count Report

Start Date: March 19, 2015	Start Time: 00:00	Station: 0
Stop Date: March 19, 2015	Stop Time: 24:00	ID: 0
City: Plant City	County: Hillsborough	
Location: US 92 between Maryland Avenue & Park Road		

Eastbound Volume for Lane 1

Thursday, March 19, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	7	5	3	3	11	35	49	60	78	74	74
30	10	2	0	3	6	13	56	51	58	71	60	83
45	8	8	4	7	10	32	48	65	79	69	82	97
00	5	2	2	3	7	38	45	68	60	96	81	90
Hr Total	32	19	11	16	26	94	184	233	257	314	297	344

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	98	103	107	92	98	147	138	100	63	38	33	16
30	94	111	107	135	156	146	124	99	67	43	30	12
45	102	92	122	117	154	138	114	100	65	49	17	13
00	114	105	112	119	128	161	109	70	60	34	15	14
Hr Total	408	411	448	463	536	592	485	369	255	164	95	55

24 Hour Total:	6,108	AM Peak Volume:	384	AM Peak Hour Factor:	0.94
AM Peak Hour begins:	11:45	PM Peak Volume:	592	PM Peak Hour Factor:	0.92
PM Peak Hour begins:	17:00				

Westbound Volume for Lane 2

Thursday, March 19, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	12	6	2	2	16	52	89	110	93	87	82
30	4	6	6	3	5	24	52	86	72	92	79	103
45	6	2	5	7	15	36	61	110	101	87	90	93
00	8	9	3	2	7	30	67	136	102	90	93	116
Hr Total	29	29	20	14	29	106	232	421	385	362	349	394

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	120	149	104	114	121	159	125	83	95	41	30	14
30	104	89	111	122	138	155	96	73	71	35	32	17
45	120	128	134	145	131	154	96	66	53	43	24	10
00	113	117	126	121	137	130	100	57	78	25	7	12
Hr Total	457	483	475	502	527	598	417	279	297	144	93	53

24 Hour Total:	6,695	AM Peak Volume:	460	AM Peak Hour Factor:	0.96
AM Peak Hour begins:	11:45	PM Peak Volume:	605	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	16:45				

Total Volume for All Lanes

Thursday, March 19, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	20	19	11	5	5	27	87	138	170	171	161	156
30	14	8	6	6	11	37	108	137	130	163	139	186
45	14	10	9	14	25	68	109	175	180	156	172	190
00	13	11	5	5	14	68	112	204	162	186	174	206
Hr Total	61	48	31	30	55	200	416	654	642	676	646	738

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	218	252	211	206	219	306	263	183	158	79	63	30
30	198	200	218	257	294	301	220	172	138	78	62	29
45	222	220	256	262	285	292	210	166	118	92	41	23
00	227	222	238	240	265	291	209	127	138	59	22	26
Hr Total	865	894	923	965	1,063	1,190	902	648	552	308	188	108

24 Hour Total:	12,803	AM Peak Volume:	844	AM Peak Hour Factor:	0.95
AM Peak Hour begins:	11:45	PM Peak Volume:	1,190	PM Peak Hour Factor:	0.97
PM Peak Hour begins:	17:00				

Volume Count Report 3-Day Average

Start Date:	March 17, 2015	Start Time:	00:00	Station:	0
Stop Date:	March 19, 2015	Stop Time:	24:00	ID:	0
City:	Plant City	County:	Hillsborough		
Location	Park Road north of US 92				

Northbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	27	16	12	25	25	61	113	189	170	164	133	164
30	22	14	18	11	35	72	143	192	131	185	138	167
45	21	15	12	18	50	82	147	181	170	157	154	153
00	20	25	17	28	43	91	132	186	165	131	169	152
Hr Total	90	71	58	82	153	306	535	748	637	637	594	636

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	195	190	179	199	191	243	240	150	122	87	61	53
30	182	169	160	218	210	253	212	156	117	88	58	42
45	177	144	177	194	219	259	203	131	98	71	44	32
00	189	158	158	192	214	255	168	130	93	60	48	27
Hr Total	743	661	674	804	833	1,010	823	567	431	307	210	155

24 Hour Total:	11,763				
AM Peak Hour begins:	7:00	AM Peak Volume:	748	AM Peak Hour Factor:	0.97
PM Peak Hour begins:	17:00	PM Peak Volume:	1,010	PM Peak Hour Factor:	0.97

Southbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	32	22	20	12	13	37	84	174	189	148	157	178
30	27	14	16	15	28	46	121	198	166	180	161	157
45	20	23	20	22	27	74	171	194	212	168	157	181
00	17	16	19	20	41	112	208	231	179	149	177	183
Hr Total	96	75	75	70	108	269	585	798	746	645	653	699

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	170	187	187	179	207	250	185	190	157	87	58	34
30	190	160	206	177	224	236	192	165	148	81	61	38
45	195	150	190	198	201	254	192	159	151	85	61	27
00	186	170	207	225	214	226	178	144	109	62	46	29
Hr Total	741	667	790	779	845	967	747	658	565	315	226	129

24 Hour Total:	12,246				
AM Peak Hour begins:	7:15	AM Peak Volume:	813	AM Peak Hour Factor:	0.88
PM Peak Hour begins:	17:00	PM Peak Volume:	967	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	59	38	31	37	38	98	197	364	359	312	290	342
30	48	28	34	26	62	118	264	390	297	365	299	324
45	42	38	32	40	77	156	318	375	382	325	312	334
00	37	42	36	49	83	203	340	417	345	280	346	335
Hr Total	186	145	133	152	261	575	1,120	1,546	1,383	1,282	1,247	1,334

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	365	377	366	378	398	493	425	340	278	174	118	87
30	372	329	366	396	434	489	404	322	265	169	119	80
45	372	294	367	392	419	513	395	290	249	157	105	60
00	375	328	365	417	428	481	346	274	203	122	94	57
Hr Total	1,484	1,328	1,464	1,583	1,679	1,977	1,570	1,225	995	622	436	284

24 Hour Total:	24,009				
AM Peak Hour begins:	7:00	AM Peak Volume:	1,546	AM Peak Hour Factor:	0.93
PM Peak Hour begins:	17:00	PM Peak Volume:	1,977	PM Peak Hour Factor:	0.96

Volume Count Report

Start Date: March 17, 2015
 Stop Date: March 17, 2015
 City: Plant City
 Location: Park Road north of US 92

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Tuesday, March 17, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	32	11	2	25	20	57	107	193	139	167	141	167
30	17	19	10	15	38	77	144	193	88	204	125	175
45	13	6	8	20	65	80	157	190	193	166	127	170
00	15	35	14	22	39	93	132	176	163	122	205	132
Hr Total	77	71	34	82	162	307	540	752	583	659	598	644

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	206	194	195	206	193	214	233	148	121	80	53	46
30	156	179	166	211	192	272	210	143	117	95	47	34
45	191	143	199	218	207	257	198	126	94	71	48	37
00	186	153	167	194	199	217	174	130	92	69	47	18
Hr Total	739	669	727	829	791	960	815	547	424	315	195	135

24 Hour Total: 11,655
 AM Peak Hour begins: 7:00 AM Peak Volume: 752 AM Peak Hour Factor: 0.97
 PM Peak Hour begins: 17:15 PM Peak Volume: 979 PM Peak Hour Factor: 0.90

Southbound Volume for Lane 2

Tuesday, March 17, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	30	26	18	9	17	48	79	174	199	136	147	172
30	33	8	18	15	29	42	123	181	166	170	144	178
45	24	24	21	24	29	66	178	171	231	178	168	158
00	16	20	23	19	45	107	210	239	198	148	179	182
Hr Total	103	78	80	67	120	263	590	765	794	632	638	690

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	171	165	164	152	217	229	167	176	166	86	66	50
30	187	178	199	192	250	230	194	154	143	97	75	43
45	183	158	186	183	192	216	186	173	143	66	65	26
00	198	165	198	217	247	227	153	150	105	60	48	28
Hr Total	739	666	747	744	906	902	700	653	557	309	254	147

24 Hour Total: 12,144
 AM Peak Hour begins: 7:45 AM Peak Volume: 835 AM Peak Hour Factor: 0.87
 PM Peak Hour begins: 16:45 PM Peak Volume: 922 PM Peak Hour Factor: 0.93

Total Volume for All Lanes

Tuesday, March 17, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	62	37	20	34	37	105	186	367	338	303	288	339
30	50	27	28	30	67	119	267	374	254	374	269	353
45	37	30	29	44	94	146	335	361	424	344	295	328
00	31	55	37	41	84	200	342	415	361	270	384	314
Hr Total	180	149	114	149	282	570	1,130	1,517	1,377	1,291	1,236	1,334

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	377	359	359	358	410	443	400	324	287	166	119	96
30	343	357	365	403	442	502	404	297	260	192	122	77
45	374	301	385	401	399	473	384	299	237	137	113	63
00	384	318	365	411	446	444	327	280	197	129	95	46
Hr Total	1,478	1,335	1,474	1,573	1,697	1,862	1,515	1,200	981	624	449	282

24 Hour Total: 23,799
 AM Peak Hour begins: 7:00 AM Peak Volume: 1,517 AM Peak Hour Factor: 0.91
 PM Peak Hour begins: 16:45 PM Peak Volume: 1,864 PM Peak Hour Factor: 0.93

Volume Count Report

Start Date: March 18, 2015
 Stop Date: March 18, 2015
 City: Plant City
 Location: Park Road north of US 92

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Wednesday, March 18, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	23	26	17	32	20	72	123	193	185	168	126	177
30	30	10	25	12	26	69	131	205	153	156	139	180
45	19	22	13	24	46	87	148	179	151	142	168	159
00	28	19	21	27	44	82	125	201	179	145	157	154
Hr Total	100	77	76	95	136	310	527	778	668	611	590	670

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	197	197	165	201	166	235	235	130	129	89	51	58
30	198	165	149	238	244	226	200	179	128	77	65	46
45	166	164	160	183	236	242	189	130	79	70	43	32
00	195	149	152	192	218	244	155	113	98	45	41	19
Hr Total	756	675	626	814	864	947	779	552	434	281	200	155

24 Hour Total: 11,721
 AM Peak Hour begins: 7:00 AM Peak Volume: 778 AM Peak Hour Factor: 0.95
 PM Peak Hour begins: 17:00 PM Peak Volume: 947 PM Peak Hour Factor: 0.97

Southbound Volume for Lane 2

Wednesday, March 18, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	38	26	23	22	12	31	77	184	193	186	160	213
30	20	19	18	15	32	54	116	214	167	184	169	165
45	19	16	24	21	24	61	162	202	200	155	168	194
00	20	12	14	23	42	118	212	214	153	138	166	186
Hr Total	97	73	79	81	110	264	567	814	713	663	663	758

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	194	191	215	195	208	297	196	203	137	79	52	22
30	186	154	212	191	218	271	203	167	134	66	54	38
45	184	162	206	215	203	295	226	151	134	76	62	34
00	173	169	217	251	216	228	200	110	94	62	35	37
Hr Total	737	676	850	852	845	1,091	825	631	499	283	203	131

24 Hour Total: 12,505
 AM Peak Hour begins: 7:15 AM Peak Volume: 823 AM Peak Hour Factor: 0.96
 PM Peak Hour begins: 17:00 PM Peak Volume: 1,091 PM Peak Hour Factor: 0.92

Total Volume for All Lanes

Wednesday, March 18, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	61	52	40	54	32	103	200	377	378	354	286	390
30	50	29	43	27	58	123	247	419	320	340	308	345
45	38	38	37	45	70	148	310	381	351	297	336	353
00	48	31	35	50	86	200	337	415	332	283	323	340
Hr Total	197	150	155	176	246	574	1,094	1,592	1,381	1,274	1,253	1,428

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	391	388	380	396	374	532	431	333	266	168	103	80
30	384	319	361	429	462	497	403	346	262	143	119	84
45	350	326	366	398	439	537	415	281	213	146	105	66
00	368	318	369	443	434	472	355	223	192	107	76	56
Hr Total	1,493	1,351	1,476	1,666	1,709	2,038	1,604	1,183	933	564	403	286

24 Hour Total: 24,226
 AM Peak Hour begins: 7:15 AM Peak Volume: 1,593 AM Peak Hour Factor: 0.95
 PM Peak Hour begins: 17:00 PM Peak Volume: 2,038 PM Peak Hour Factor: 0.95

Volume Count Report

Start Date: March 19, 2015
 Stop Date: March 19, 2015
 City: Plant City
 Location: Park Road north of US 92

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Thursday, March 19, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	26	12	16	17	36	55	110	182	186	157	131	148
30	18	12	18	6	40	70	154	178	153	194	150	145
45	32	18	15	10	39	79	135	174	167	164	168	130
00	17	22	15	36	45	98	139	180	154	125	145	170
Hr Total	93	64	64	69	160	302	538	714	660	640	594	593

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	182	178	177	190	214	280	251	172	115	92	78	55
30	191	163	165	206	194	260	226	147	107	93	63	47
45	174	125	172	182	213	279	222	136	122	73	40	28
00	186	173	155	190	224	304	175	146	90	67	55	45
Hr Total	733	639	669	768	845	1,123	874	601	434	325	236	175

24 Hour Total: 11,913
 AM Peak Hour begins: 7:15 AM Peak Volume: 718 AM Peak Hour Factor: 0.97
 PM Peak Hour begins: 17:00 PM Peak Volume: 1,123 PM Peak Hour Factor: 0.92

Southbound Volume for Lane 2

Thursday, March 19, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	27	13	18	6	10	31	96	165	176	123	165	148
30	27	15	12	14	22	43	125	200	164	187	171	128
45	18	28	15	22	28	94	174	209	204	170	136	192
00	16	17	21	19	35	111	203	240	187	161	185	180
Hr Total	88	73	66	61	95	279	598	814	731	641	657	648

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	145	205	182	191	195	225	193	190	167	97	55	31
30	198	148	208	149	203	208	179	175	167	79	53	33
45	219	130	177	195	207	250	164	153	175	114	57	22
00	186	175	205	206	180	224	180	173	129	63	56	23
Hr Total	748	658	772	741	785	907	716	691	638	353	221	109

24 Hour Total: 12,090
 AM Peak Hour begins: 7:15 AM Peak Volume: 825 AM Peak Hour Factor: 0.86
 PM Peak Hour begins: 17:00 PM Peak Volume: 907 PM Peak Hour Factor: 0.91

Total Volume for All Lanes

Thursday, March 19, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	53	25	34	23	46	86	206	347	362	280	296	296
30	45	27	30	20	62	113	279	378	317	381	321	273
45	50	46	30	32	67	173	309	383	371	334	304	322
00	33	39	36	55	80	209	342	420	341	286	330	350
Hr Total	181	137	130	130	255	581	1,136	1,528	1,391	1,281	1,251	1,241

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	327	383	359	381	409	505	444	362	282	189	133	86
30	389	311	373	355	397	468	405	322	274	172	116	80
45	393	255	349	377	420	529	386	289	297	187	97	50
00	372	348	360	396	404	528	355	319	219	130	111	68
Hr Total	1,481	1,297	1,441	1,509	1,630	2,030	1,590	1,292	1,072	678	457	284

24 Hour Total: 24,003
 AM Peak Hour begins: 7:15 AM Peak Volume: 1,543 AM Peak Hour Factor: 0.92
 PM Peak Hour begins: 17:00 PM Peak Volume: 2,030 PM Peak Hour Factor: 0.96

Volume Count Report 3-Day Average

Start Date:	March 17, 2015	Start Time:	00:00	Station:	0
Stop Date:	March 19, 2015	Stop Time:	24:00	ID:	0
City:	Plant City	County:	Hillsborough		
Location	Park Road south of US 92				

Northbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	34	15	11	28	30	58	131	232	177	161	132	152
30	19	12	18	20	44	75	150	227	152	178	145	163
45	20	14	17	22	60	86	162	199	175	167	154	164
00	16	24	19	31	57	99	149	205	180	143	176	150
Hr Total	89	65	65	102	191	318	592	863	683	650	607	628

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	203	199	190	234	230	276	237	154	133	88	64	61
30	192	177	193	227	214	267	213	158	128	101	57	48
45	190	158	187	213	240	273	197	130	100	76	45	38
00	218	195	168	199	223	270	184	140	105	66	48	32
Hr Total	803	729	739	872	907	1,086	830	582	465	331	214	178

24 Hour Total:	12,591				
AM Peak Hour begins:	7:00	AM Peak Volume:	863	AM Peak Hour Factor:	0.93
PM Peak Hour begins:	17:00	PM Peak Volume:	1,086	PM Peak Hour Factor:	0.98

Southbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	28	22	21	15	13	40	92	184	178	144	157	167
30	28	13	17	22	28	54	129	219	131	174	159	162
45	23	21	19	24	35	74	185	203	194	148	129	184
00	13	14	24	24	40	112	207	229	176	144	178	184
Hr Total	91	70	81	84	116	280	613	834	679	610	622	697

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	181	194	199	186	229	273	200	191	155	88	52	38
30	176	162	213	177	245	277	208	174	136	87	66	37
45	191	135	191	221	209	268	201	155	142	82	65	26
00	180	165	217	220	237	246	179	141	106	66	51	29
Hr Total	727	655	820	805	921	1,064	789	661	539	323	234	130

24 Hour Total:	12,444				
AM Peak Hour begins:	7:00	AM Peak Volume:	834	AM Peak Hour Factor:	0.91
PM Peak Hour begins:	17:00	PM Peak Volume:	1,064	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	62	37	32	43	43	98	223	415	355	306	289	319
30	46	24	36	42	72	129	279	446	282	352	303	325
45	43	35	37	46	94	160	347	402	369	315	284	348
00	29	39	42	55	97	211	356	434	356	287	354	334
Hr Total	180	136	146	185	306	598	1,205	1,697	1,362	1,260	1,230	1,326

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	383	393	389	420	459	549	436	346	288	176	116	98
30	368	339	406	404	459	544	421	332	264	188	123	85
45	381	292	379	434	449	541	398	284	242	158	110	64
00	398	360	385	419	460	516	363	281	211	132	99	61
Hr Total	1,530	1,384	1,559	1,677	1,827	2,150	1,619	1,243	1,005	654	447	308

24 Hour Total:	25,035				
AM Peak Hour begins:	7:00	AM Peak Volume:	1,697	AM Peak Hour Factor:	0.95
PM Peak Hour begins:	17:00	PM Peak Volume:	2,150	PM Peak Hour Factor:	0.98

Volume Count Report

Start Date: March 17, 2015
 Stop Date: March 17, 2015
 City: Plant City
 Location: Park Road south of US 92

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Tuesday, March 17, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	33	12	5	28	20	47	120	236	154	169	151	151
30	19	19	11	14	54	78	151	239	126	190	136	168
45	13	11	16	27	68	91	165	206	205	189	128	171
00	11	29	20	35	55	110	143	202	169	147	198	127
Hr Total	76	71	52	104	197	326	579	883	654	695	613	617

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	218	208	198	235	232	262	241	139	146	81	44	61
30	178	179	205	203	199	300	231	145	125	104	51	41
45	207	156	197	238	275	238	211	143	97	69	38	42
00	214	172	192	210	205	233	183	128	103	70	43	24
Hr Total	817	715	792	886	911	1,033	866	555	471	324	176	168

24 Hour Total: 12,581
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 16:30
 AM Peak Volume: 883
 PM Peak Volume: 1,042
 AM Peak Hour Factor: 0.92
 PM Peak Hour Factor: 0.87

Southbound Volume for Lane 2

Tuesday, March 17, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	26	29	20	13	19	49	82	187	198	146	148	166
30	28	9	17	20	30	47	142	208	84	167	133	194
45	27	23	22	24	31	70	195	180	214	149	99	170
00	16	20	25	24	42	98	211	256	219	135	178	184
Hr Total	97	81	84	81	122	264	630	831	715	597	558	714

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	191	166	189	175	233	244	205	169	157	80	66	56
30	186	156	196	170	267	293	201	174	134	98	58	41
45	202	152	194	232	187	248	203	157	133	72	72	24
00	182	174	225	230	280	242	160	151	107	62	59	26
Hr Total	761	648	804	807	967	1,027	769	651	531	312	255	147

24 Hour Total: 12,453
 AM Peak Hour begins: 7:15
 PM Peak Hour begins: 16:45
 AM Peak Volume: 842
 PM Peak Volume: 1,065
 AM Peak Hour Factor: 0.82
 PM Peak Hour Factor: 0.91

Total Volume for All Lanes

Tuesday, March 17, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	59	41	25	41	39	96	202	423	352	315	299	317
30	47	28	28	34	84	125	293	447	210	357	269	362
45	40	34	38	51	99	161	360	386	419	338	227	341
00	27	49	45	59	97	208	354	458	388	282	376	311
Hr Total	173	152	136	185	319	590	1,209	1,714	1,369	1,292	1,171	1,331

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	409	374	387	410	465	506	446	308	303	161	110	117
30	364	335	401	373	466	593	432	319	259	202	109	82
45	409	308	391	470	462	486	414	300	230	141	110	66
00	396	346	417	440	485	475	343	279	210	132	102	50
Hr Total	1,578	1,363	1,596	1,693	1,878	2,060	1,635	1,206	1,002	636	431	315

24 Hour Total: 25,034
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 16:45
 AM Peak Volume: 1,714
 PM Peak Volume: 2,070
 AM Peak Hour Factor: 0.94
 PM Peak Hour Factor: 0.87

Volume Count Report

Start Date: March 18, 2015
 Stop Date: March 18, 2015
 City: Plant City
 Location: Park Road south of US 92

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Wednesday, March 18, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	37	18	15	32	24	70	144	243	186	145	127	170
30	19	9	24	28	32	67	145	233	159	152	140	164
45	17	18	21	26	62	88	152	198	155	148	169	170
00	22	19	24	28	59	89	145	215	199	153	169	162
Hr Total	95	64	84	114	177	314	586	889	699	598	605	666

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	199	197	176	235	221	262	214	155	143	91	68	63
30	201	185	165	260	245	240	192	190	137	92	58	53
45	191	168	201	202	245	257	180	130	95	74	44	39
00	226	182	161	196	222	248	168	121	95	56	42	30
Hr Total	817	732	703	893	933	1,007	754	596	470	313	212	185

24 Hour Total: 12,506
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 17:00
 AM Peak Volume: 889
 PM Peak Volume: 1,007
 AM Peak Hour Factor: 0.91
 PM Peak Hour Factor: 0.96

Southbound Volume for Lane 2

Wednesday, March 18, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	33	23	24	19	12	32	86	189	181	165	165	185
30	26	15	24	23	28	62	119	228	156	185	167	156
45	26	14	23	21	34	58	179	220	184	133	158	183
00	10	10	19	26	37	124	210	211	144	127	168	169
Hr Total	95	62	90	89	111	276	594	848	665	610	658	693

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	189	214	223	182	230	298	218	196	148	80	40	20
30	157	165	218	201	231	278	220	179	125	83	77	38
45	189	168	195	211	230	265	221	145	123	73	67	31
00	164	158	213	231	209	253	200	107	121	64	41	40
Hr Total	699	705	849	825	900	1,094	859	627	517	300	225	129

24 Hour Total: 12,520
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 17:00
 AM Peak Volume: 848
 PM Peak Volume: 1,094
 AM Peak Hour Factor: 0.93
 PM Peak Hour Factor: 0.92

Total Volume for All Lanes

Wednesday, March 18, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	70	41	39	51	36	102	230	432	367	310	292	355
30	45	24	48	51	60	129	264	461	315	337	307	320
45	43	32	44	47	96	146	331	418	339	281	327	353
00	32	29	43	54	96	213	355	426	343	280	337	331
Hr Total	190	126	174	203	288	590	1,180	1,737	1,364	1,208	1,263	1,359

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	388	411	399	417	451	560	432	351	291	171	108	83
30	358	350	383	461	476	518	412	369	262	175	135	91
45	380	336	396	413	475	522	401	275	218	147	111	70
00	390	340	374	427	431	501	368	228	216	120	83	70
Hr Total	1,516	1,437	1,552	1,718	1,833	2,101	1,613	1,223	987	613	437	314

24 Hour Total: 25,026
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 17:00
 AM Peak Volume: 1,737
 PM Peak Volume: 2,101
 AM Peak Hour Factor: 0.94
 PM Peak Hour Factor: 0.94

Volume Count Report

Start Date: March 19, 2015
 Stop Date: March 19, 2015
 City: Plant City
 Location: Park Road south of US 92

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Thursday, March 19, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	32	15	13	24	47	58	130	216	192	170	118	134
30	18	7	20	19	46	79	154	208	170	193	158	156
45	30	14	15	14	49	79	169	194	164	165	166	151
00	15	25	12	30	56	97	159	199	171	129	162	161
Hr Total	95	61	60	87	198	313	612	817	697	657	604	602

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	191	193	197	232	238	305	255	169	109	93	79	58
30	198	168	210	217	197	261	215	140	122	107	62	50
45	172	149	164	198	200	323	200	116	107	85	53	33
00	215	231	151	191	241	329	200	170	117	72	59	41
Hr Total	776	741	722	838	876	1,218	870	595	455	357	253	182

24 Hour Total: 12,686
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 17:00
 AM Peak Volume: 817
 PM Peak Volume: 1,218
 AM Peak Hour Factor: 0.95
 PM Peak Hour Factor: 0.93

Southbound Volume for Lane 2

Thursday, March 19, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	25	15	18	12	7	38	107	175	155	122	157	151
30	29	14	11	22	27	54	127	221	152	170	176	136
45	16	26	13	26	39	94	181	208	184	162	131	199
00	12	13	27	21	41	114	200	219	165	170	187	199
Hr Total	82	68	69	81	114	300	615	823	656	624	651	685

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	162	201	185	201	223	277	176	209	161	103	50	37
30	184	164	225	161	238	260	204	168	148	81	63	32
45	182	84	185	221	211	291	180	162	171	100	55	23
00	193	162	212	199	223	243	178	166	90	72	53	22
Hr Total	721	611	807	782	895	1,071	738	705	570	356	221	114

24 Hour Total: 12,359
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 17:00
 AM Peak Volume: 823
 PM Peak Volume: 1,071
 AM Peak Hour Factor: 0.93
 PM Peak Hour Factor: 0.92

Total Volume for All Lanes

Thursday, March 19, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	57	30	31	36	54	96	237	391	347	292	275	285
30	47	21	31	41	73	133	281	429	322	363	334	292
45	46	40	28	40	88	173	350	402	348	327	297	350
00	27	38	39	51	97	211	359	418	336	299	349	360
Hr Total	177	129	129	168	312	613	1,227	1,640	1,353	1,281	1,255	1,287

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	353	394	382	433	461	582	431	378	270	196	129	95
30	382	332	435	378	435	521	419	308	270	188	125	82
45	354	233	349	419	411	614	380	278	278	185	108	56
00	408	393	363	390	464	572	378	336	207	144	112	63
Hr Total	1,497	1,352	1,529	1,620	1,771	2,289	1,608	1,300	1,025	713	474	296

24 Hour Total: 25,045
 AM Peak Hour begins: 7:00
 PM Peak Hour begins: 17:00
 AM Peak Volume: 1,640
 PM Peak Volume: 2,289
 AM Peak Hour Factor: 0.96
 PM Peak Hour Factor: 0.93

Volume Count Report 3-Day Average

Start Date: March 17, 2015	Start Time: 00:00	Station: 0
Stop Date: March 19, 2015	Stop Time: 24:00	ID: 0
City: Plant City	County: Hillsborough	
Location: US 92 east of Park Road		

Eastbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	11	10	13	13	22	55	75	74	78	80	75
30	12	6	6	15	17	29	79	86	71	85	77	96
45	15	6	11	11	30	47	71	77	94	78	68	94
00	11	7	7	12	32	51	68	93	76	83	97	89
Hr Total	54	29	34	51	93	149	273	332	315	324	323	354

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	111	111	124	122	134	158	161	102	93	54	42	28
30	114	106	127	138	153	150	148	107	83	60	39	24
45	109	105	128	131	147	171	133	93	64	56	25	22
00	113	113	134	119	140	152	131	84	58	47	22	18
Hr Total	447	435	512	510	574	631	573	387	298	217	129	93

24 Hour Total:	7,136	
AM Peak Hour begins:	11:45	AM Peak Volume: 423 AM Peak Hour Factor: 0.92
PM Peak Hour begins:	17:15	PM Peak Volume: 634 PM Peak Hour Factor: 0.93

Westbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	15	9	14	6	35	77	109	94	93	99	100
30	11	7	7	12	13	50	88	119	79	94	97	108
45	13	9	9	10	21	58	101	110	128	92	89	100
00	11	4	12	15	16	56	123	127	101	87	99	110
Hr Total	45	35	37	51	56	199	389	465	402	365	384	419

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	134	125	110	132	138	164	176	98	78	51	37	21
30	102	111	114	128	138	194	146	100	60	49	42	19
45	106	105	125	147	147	185	144	73	55	36	27	16
00	99	113	123	124	155	178	114	72	47	34	29	14
Hr Total	441	454	473	530	578	721	580	344	240	170	134	70

24 Hour Total:	7,584	
AM Peak Hour begins:	7:00	AM Peak Volume: 465 AM Peak Hour Factor: 0.92
PM Peak Hour begins:	17:15	PM Peak Volume: 733 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	26	26	19	27	19	58	131	185	168	171	179	175
30	23	13	13	28	30	78	168	205	151	179	174	204
45	28	15	20	21	51	105	172	187	222	170	157	195
00	22	11	19	27	48	107	191	220	177	170	197	199
Hr Total	99	64	71	102	149	348	662	797	717	690	707	773

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	245	236	234	254	272	322	336	200	171	105	79	49
30	216	217	241	266	291	344	294	208	142	109	81	44
45	214	209	253	277	294	357	278	167	119	91	52	38
00	212	226	257	243	295	330	245	156	105	81	51	32
Hr Total	888	889	985	1,040	1,152	1,353	1,153	731	538	387	263	163

24 Hour Total:	14,720	
AM Peak Hour begins:	11:45	AM Peak Volume: 875 AM Peak Hour Factor: 0.89
PM Peak Hour begins:	17:15	PM Peak Volume: 1,367 PM Peak Hour Factor: 0.96

Volume Count Report

Start Date: March 17, 2015
 Stop Date: March 17, 2015
 City: Plant City
 Location: US 92 east of Park Road

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Eastbound Volume for Lane 1

Tuesday, March 17, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	9	11	15	12	24	57	73	72	72	86	67
30	13	9	6	9	23	30	77	83	65	89	73	98
45	18	2	10	15	32	47	65	85	108	85	55	88
00	4	2	8	18	40	53	65	78	76	91	114	85
Hr Total	51	22	35	57	107	154	264	319	321	337	328	338

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	92	114	114	125	146	161	173	92	102	51	50	27
30	114	92	114	126	141	146	135	94	84	57	46	28
45	108	119	132	131	153	152	131	95	58	52	32	25
00	125	95	135	134	140	155	145	80	60	59	25	17
Hr Total	439	420	495	516	580	614	584	361	304	219	153	97

24 Hour Total: 7,115
 AM Peak Hour begins: 11:45
 PM Peak Hour begins: 17:15
 AM Peak Volume: 399
 PM Peak Volume: 626
 AM Peak Hour Factor: 0.88
 PM Peak Hour Factor: 0.90

Westbound Volume for Lane 2

Tuesday, March 17, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	13	4	22	8	34	66	106	113	82	92	114
30	9	7	6	11	9	41	98	122	88	95	93	103
45	11	11	10	13	19	60	97	118	130	100	79	102
00	10	3	15	20	16	54	135	134	104	93	100	105
Hr Total	37	34	35	66	52	189	396	480	435	370	364	424

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	118	97	113	129	137	147	139	87	76	41	51	18
30	104	91	102	131	144	161	106	81	57	50	28	17
45	126	110	115	152	146	130	95	79	56	41	28	16
00	86	126	142	133	142	121	76	83	47	36	43	12
Hr Total	434	424	472	545	569	559	416	330	236	168	150	63

24 Hour Total: 7,248
 AM Peak Hour begins: 7:15
 PM Peak Hour begins: 16:30
 AM Peak Volume: 487
 PM Peak Volume: 596
 AM Peak Hour Factor: 0.91
 PM Peak Hour Factor: 0.93

Total Volume for All Lanes

Tuesday, March 17, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	23	22	15	37	20	58	123	179	185	154	178	181
30	22	16	12	20	32	71	175	205	153	184	166	201
45	29	13	20	28	51	107	162	203	238	185	134	190
00	14	5	23	38	56	107	200	212	180	184	214	190
Hr Total	88	56	70	123	159	343	660	799	756	707	692	762

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	210	211	227	254	283	308	312	179	178	92	101	45
30	218	183	216	257	285	307	241	175	141	107	74	45
45	234	229	247	283	299	282	226	174	114	93	60	41
00	211	221	277	267	282	276	221	163	107	95	68	29
Hr Total	873	844	967	1,061	1,149	1,173	1,000	691	540	387	303	160

24 Hour Total: 14,363
 AM Peak Hour begins: 11:45
 PM Peak Hour begins: 16:30
 AM Peak Volume: 852
 PM Peak Volume: 1,196
 AM Peak Hour Factor: 0.91
 PM Peak Hour Factor: 0.97

Volume Count Report

Start Date: March 18, 2015
 Stop Date: March 18, 2015
 City: Plant City
 Location: US 92 east of Park Road

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Eastbound Volume for Lane 1

Wednesday, March 18, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	17	10	14	13	13	26	53	80	89	85	80	76
30	11	8	7	18	14	29	84	83	70	81	89	88
45	13	5	15	13	34	42	61	68	102	72	67	90
00	20	11	8	9	39	47	63	105	64	76	95	89
Hr Total	61	34	44	53	100	144	261	336	325	314	331	343

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	124	105	130	122	138	168	177	102	95	49	40	25
30	115	106	126	143	168	166	180	116	94	59	32	27
45	124	107	135	139	148	208	157	101	57	53	21	24
00	105	132	148	117	145	159	137	79	58	39	14	18
Hr Total	468	450	539	521	599	701	651	398	304	200	107	94

24 Hour Total: 7,378
 AM Peak Hour begins: 11:45 AM Peak Volume: 452 AM Peak Hour Factor: 0.91
 PM Peak Hour begins: 17:30 PM Peak Volume: 724 PM Peak Hour Factor: 0.87

Westbound Volume for Lane 2

Wednesday, March 18, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	13	12	11	7	40	78	114	85	103	112	89
30	17	4	8	12	19	58	88	121	75	88	105	108
45	18	9	6	7	18	54	93	110	145	83	92	85
00	13	5	7	11	18	59	109	135	111	84	107	91
Hr Total	60	31	33	41	62	211	368	480	416	358	416	373

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	142	143	115	124	130	151	282	124	78	62	31	16
30	113	125	121	125	126	216	222	134	62	55	50	22
45	92	109	116	128	131	228	217	66	49	33	27	16
00	111	119	96	112	152	270	171	63	53	37	29	13
Hr Total	458	496	448	489	539	865	892	387	242	187	137	67

24 Hour Total: 8,056
 AM Peak Hour begins: 7:00 AM Peak Volume: 480 AM Peak Hour Factor: 0.89
 PM Peak Hour begins: 17:30 PM Peak Volume: 1,002 PM Peak Hour Factor: 0.89

Total Volume for All Lanes

Wednesday, March 18, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	29	23	26	24	20	66	131	194	174	188	192	165
30	28	12	15	30	33	87	172	204	145	169	194	196
45	31	14	21	20	52	96	154	178	247	155	159	175
00	33	16	15	20	57	106	172	240	175	160	202	180
Hr Total	121	65	77	94	162	355	629	816	741	672	747	716

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	266	248	245	246	268	319	459	226	173	111	71	41
30	228	231	247	268	294	382	402	250	156	114	82	49
45	216	216	251	267	279	436	374	167	106	86	48	40
00	216	251	244	229	297	429	308	142	111	76	43	31
Hr Total	926	946	987	1,010	1,138	1,566	1,543	785	546	387	244	161

24 Hour Total: 15,434
 AM Peak Hour begins: 11:45 AM Peak Volume: 890 AM Peak Hour Factor: 0.84
 PM Peak Hour begins: 17:30 PM Peak Volume: 1,726 PM Peak Hour Factor: 0.94

Volume Count Report

Start Date: March 19, 2015
 Stop Date: March 19, 2015
 City: Plant City
 Location: US 92 east of Park Road

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Eastbound Volume for Lane 1

Thursday, March 19, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	14	4	10	14	17	54	73	61	78	75	82
30	11	0	5	19	15	27	77	92	79	85	70	101
45	14	11	9	4	25	52	87	78	72	77	82	105
00	9	7	4	10	17	53	75	97	87	82	83	93
Hr Total	50	32	22	43	71	149	293	340	299	322	310	381

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	116	115	127	120	119	145	132	112	82	63	37	33
30	114	119	141	144	149	138	129	112	70	63	40	18
45	94	88	117	122	140	154	112	84	78	62	23	18
00	109	113	118	107	135	142	111	93	56	43	27	19
Hr Total	433	435	503	493	543	579	484	401	286	231	127	88

24 Hour Total: 6,915
 AM Peak Hour begins: 11:30 AM Peak Volume: 428 AM Peak Hour Factor: 0.92
 PM Peak Hour begins: 17:00 PM Peak Volume: 579 PM Peak Hour Factor: 0.94

Westbound Volume for Lane 2

Thursday, March 19, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	10	18	12	10	3	32	86	108	85	94	92	97
30	7	11	6	14	11	50	79	115	75	98	92	113
45	10	7	11	10	26	60	112	101	108	92	97	114
00	10	4	14	13	15	56	126	111	88	84	91	135
Hr Total	37	40	43	47	55	198	403	435	356	368	372	459

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	143	135	103	143	147	195	106	83	80	49	29	29
30	89	118	120	128	145	205	110	86	60	43	47	19
45	99	95	143	160	165	198	121	75	60	33	26	15
00	101	94	132	126	170	142	94	71	42	30	14	17
Hr Total	432	442	498	557	627	740	431	315	242	155	116	80

24 Hour Total: 7,448
 AM Peak Hour begins: 11:15 AM Peak Volume: 505 AM Peak Hour Factor: 0.88
 PM Peak Hour begins: 16:45 PM Peak Volume: 768 PM Peak Hour Factor: 0.94

Total Volume for All Lanes

Thursday, March 19, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	26	32	16	20	17	49	140	181	146	172	167	179
30	18	11	11	33	26	77	156	207	154	183	162	214
45	24	18	20	14	51	112	199	179	180	169	179	219
00	19	11	18	23	32	109	201	208	175	166	174	228
Hr Total	87	72	65	90	126	347	696	775	655	690	682	840

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	259	250	230	263	266	340	238	195	162	112	66	62
30	203	237	261	272	294	343	239	198	130	106	87	37
45	193	183	260	282	305	352	233	159	138	95	49	33
00	210	207	250	233	305	284	205	164	98	73	41	36
Hr Total	865	877	1,001	1,050	1,170	1,319	915	716	528	386	243	168

24 Hour Total: 14,363
 AM Peak Hour begins: 11:15 AM Peak Volume: 920 AM Peak Hour Factor: 0.89
 PM Peak Hour begins: 16:45 PM Peak Volume: 1,340 PM Peak Hour Factor: 0.95

Volume Count Report

3-Day Average

Start Date:	March 17, 2015	Start Time:	00:00	Station:	0
Stop Date:	March 19, 2015	Stop Time:	24:00	ID:	0
City:	Plant City	County:	Hillsborough		
Location	US 92 west of County Line Road				

Eastbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	8	10	13	13	30	52	63	69	59	61	74
30	10	6	8	12	15	36	73	79	57	64	54	61
45	13	3	13	22	30	55	67	78	62	61	68	86
00	10	8	9	18	33	53	67	77	59	61	73	74
Hr Total	50	26	41	65	90	175	259	298	247	246	256	294

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	87	88	101	89	98	110	111	74	56	39	31	26
30	86	83	93	95	92	110	109	74	56	37	25	20
45	88	87	92	104	89	115	92	52	44	35	27	14
00	83	80	107	88	92	110	87	46	37	35	18	18
Hr Total	343	338	393	377	372	445	399	246	193	147	101	78

24 Hour Total:	5,477				
AM Peak Hour begins:	11:45	AM Peak Volume:	334	AM Peak Hour Factor:	0.95
PM Peak Hour begins:	17:15	PM Peak Volume:	446	PM Peak Hour Factor:	0.97

Westbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	9	9	16	8	24	55	64	65	68	69	72
30	12	7	9	14	16	34	62	59	74	64	64	70
45	13	9	10	10	20	54	73	73	67	65	73	68
00	11	5	11	10	25	49	73	77	64	64	70	92
Hr Total	47	30	38	50	69	161	264	272	270	260	276	301

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	87	76	85	105	98	131	116	67	41	32	33	19
30	83	73	87	107	101	166	108	62	36	33	31	20
45	75	83	93	104	125	144	115	54	39	24	23	14
00	88	89	85	101	124	143	81	50	31	27	22	12
Hr Total	332	322	349	416	447	584	421	233	146	117	109	64

24 Hour Total:	5,578				
AM Peak Hour begins:	11:45	AM Peak Volume:	336	AM Peak Hour Factor:	0.92
PM Peak Hour begins:	17:00	PM Peak Volume:	584	PM Peak Hour Factor:	0.88

Total Volume for All Lanes

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	27	17	19	29	21	55	107	127	133	127	130	145
30	22	13	17	26	31	70	136	138	131	128	117	131
45	26	12	23	32	50	109	140	151	130	126	141	153
00	22	14	20	28	58	102	140	154	124	125	143	166
Hr Total	96	56	79	115	159	336	523	570	517	506	532	595

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	173	164	185	194	196	241	227	141	97	72	64	44
30	168	156	180	201	193	276	217	136	92	71	56	40
45	163	171	185	208	214	259	207	106	83	59	50	28
00	171	169	192	189	216	253	168	96	68	62	40	30
Hr Total	675	660	742	793	819	1,029	819	479	340	264	209	142

24 Hour Total:	11,054				
AM Peak Hour begins:	11:45	AM Peak Volume:	670	AM Peak Hour Factor:	0.97
PM Peak Hour begins:	17:00	PM Peak Volume:	1,029	PM Peak Hour Factor:	0.93

Volume Count Report

Start Date: March 17, 2015
 Stop Date: March 17, 2015
 City: Plant City
 Location: US 92 west of County Line Road

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Eastbound Volume for Lane 1

Tuesday, March 17, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	8	10	13	10	33	47	65	63	64	71	77
30	7	11	3	6	16	35	68	87	49	67	50	55
45	18	3	10	21	32	57	64	83	70	54	51	82
00	6	2	10	22	30	52	68	74	54	79	68	67
Hr Total	46	24	33	62	88	177	247	309	236	264	240	281

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	82	80	98	94	117	106	115	77	53	39	36	23
30	72	79	90	82	87	110	103	71	63	38	32	19
45	87	100	84	111	94	104	73	55	35	39	31	17
00	92	73	110	79	102	91	95	43	27	54	22	18
Hr Total	333	332	382	366	400	411	386	246	178	170	121	77

24 Hour Total: 5,409
 AM Peak Hour begins: 7:00 AM Peak Volume: 309 AM Peak Hour Factor: 0.89
 PM Peak Hour begins: 16:45 PM Peak Volume: 422 PM Peak Hour Factor: 0.96

Westbound Volume for Lane 2

Tuesday, March 17, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	8	3	21	7	21	51	63	73	66	62	81
30	9	10	9	12	11	25	80	71	86	66	73	61
45	11	7	6	9	22	50	74	73	57	64	67	73
00	13	6	12	12	21	46	75	92	63	75	73	87
Hr Total	41	31	30	54	61	142	280	299	279	271	275	302

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	71	71	86	88	104	112	96	62	41	38	36	22
30	76	65	82	120	100	125	75	34	36	42	22	9
45	85	88	88	110	118	86	72	52	41	24	24	13
00	64	93	98	112	125	93	45	52	29	30	28	11
Hr Total	296	317	354	430	447	416	288	200	147	134	110	55

24 Hour Total: 5,259
 AM Peak Hour begins: 7:30 AM Peak Volume: 324 AM Peak Hour Factor: 0.88
 PM Peak Hour begins: 16:30 PM Peak Volume: 480 PM Peak Hour Factor: 0.96

Total Volume for All Lanes

Tuesday, March 17, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	23	16	13	34	17	54	98	128	136	130	133	158
30	16	21	12	18	27	60	148	158	135	133	123	116
45	29	10	16	30	54	107	138	156	127	118	118	155
00	19	8	22	34	51	98	143	166	117	154	141	154
Hr Total	87	55	63	116	149	319	527	608	515	535	515	583

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	153	151	184	182	221	218	211	139	94	77	72	45
30	148	144	172	202	187	235	178	105	99	80	54	28
45	172	188	172	221	212	190	145	107	76	63	55	30
00	156	166	208	191	227	184	140	95	56	84	50	29
Hr Total	629	649	736	796	847	827	674	446	325	304	231	132

24 Hour Total: 10,668
 AM Peak Hour begins: 11:45 AM Peak Volume: 627 AM Peak Hour Factor: 0.91
 PM Peak Hour begins: 16:30 PM Peak Volume: 892 PM Peak Hour Factor: 0.95

Volume Count Report

Start Date: March 18, 2015
 Stop Date: March 18, 2015
 City: Plant City
 Location: US 92 west of County Line Road

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Eastbound Volume for Lane 1

Wednesday, March 18, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	17	6	17	18	17	32	57	64	87	62	54	75
30	13	5	11	15	14	47	76	69	58	77	55	61
45	10	4	19	30	37	43	67	82	58	60	82	90
00	14	10	15	21	43	53	65	80	56	47	81	69
Hr Total	54	25	62	84	111	175	265	295	259	246	272	295

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	99	93	104	77	94	113	134	73	56	35	32	26
30	88	84	102	94	104	115	137	73	56	30	18	23
45	101	85	99	119	89	146	130	51	48	35	28	15
00	81	91	110	88	89	145	100	44	41	13	13	15
Hr Total	369	353	415	378	376	519	501	241	201	113	91	79

24 Hour Total: 5,779
 AM Peak Hour begins: 11:45 AM Peak Volume: 357 AM Peak Hour Factor: 0.88
 PM Peak Hour begins: 17:30 PM Peak Volume: 562 PM Peak Hour Factor: 0.96

Westbound Volume for Lane 2

Wednesday, March 18, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	9	11	11	11	24	52	70	63	83	85	58
30	22	1	10	18	30	44	50	58	79	73	59	71
45	19	11	9	12	21	54	69	77	81	60	88	57
00	9	5	12	10	34	56	78	72	72	63	60	92
Hr Total	61	26	42	51	96	178	249	277	295	279	292	278

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	87	82	75	96	88	133	161	88	37	29	38	17
30	100	76	89	83	85	190	166	93	31	33	25	25
45	70	82	93	97	119	210	200	59	36	31	27	15
00	98	90	76	82	112	231	137	52	33	26	21	10
Hr Total	355	330	333	358	404	764	664	292	137	119	111	67

24 Hour Total: 6,058
 AM Peak Hour begins: 11:45 AM Peak Volume: 349 AM Peak Hour Factor: 0.87
 PM Peak Hour begins: 17:15 PM Peak Volume: 792 PM Peak Hour Factor: 0.86

Total Volume for All Lanes

Wednesday, March 18, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	28	15	28	29	28	56	109	134	150	145	139	133
30	35	6	21	33	44	91	126	127	137	150	114	132
45	29	15	28	42	58	97	136	159	139	120	170	147
00	23	15	27	31	77	109	143	152	128	110	141	161
Hr Total	115	51	104	135	207	353	514	572	554	525	564	573

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	186	175	179	173	182	246	295	161	93	64	70	43
30	188	160	191	177	189	305	303	166	87	63	43	48
45	171	167	192	216	208	356	330	110	84	66	55	30
00	179	181	186	170	201	376	237	96	74	39	34	25
Hr Total	724	683	748	736	780	1,283	1,165	533	338	232	202	146

24 Hour Total: 11,837
 AM Peak Hour begins: 11:45 AM Peak Volume: 706 AM Peak Hour Factor: 0.94
 PM Peak Hour begins: 17:15 PM Peak Volume: 1,332 PM Peak Hour Factor: 0.89

Volume Count Report

Start Date: March 19, 2015
 Stop Date: March 19, 2015
 City: Plant City
 Location: US 92 west of County Line Road

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Eastbound Volume for Lane 1

Thursday, March 19, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	16	10	4	7	11	26	52	61	56	52	59	69
30	10	3	10	16	14	27	76	82	64	48	56	66
45	12	3	10	15	22	65	70	69	59	69	71	85
00	11	13	3	10	25	54	68	77	68	58	69	86
Hr Total	49	29	27	48	72	172	266	289	247	227	255	306

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	79	90	100	97	84	110	84	71	59	44	25	28
30	97	86	88	108	86	105	86	79	49	44	25	19
45	75	77	93	83	85	95	73	50	50	32	21	10
00	75	76	101	98	85	95	66	52	43	38	19	20
Hr Total	326	329	382	386	340	405	309	252	201	158	90	77

24 Hour Total: 5,242
 AM Peak Hour begins: 11:30 AM Peak Volume: 347 AM Peak Hour Factor: 0.89
 PM Peak Hour begins: 17:00 PM Peak Volume: 405 PM Peak Hour Factor: 0.92

Westbound Volume for Lane 2

Thursday, March 19, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	11	12	17	6	28	63	58	58	55	60	76
30	4	9	8	11	7	33	57	48	56	52	59	78
45	9	8	15	8	16	58	77	69	64	70	65	73
00	12	5	8	9	20	44	66	66	58	53	77	96
Hr Total	38	33	43	45	49	163	263	241	236	230	261	323

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	102	76	93	131	101	149	92	52	44	30	24	17
30	72	78	90	117	117	182	83	58	42	25	45	25
45	70	80	97	104	138	135	74	50	39	16	19	13
00	102	85	81	109	134	105	61	46	30	26	17	15
Hr Total	346	319	361	461	490	571	310	206	155	97	105	70

24 Hour Total: 5,416
 AM Peak Hour begins: 11:15 AM Peak Volume: 349 AM Peak Hour Factor: 0.86
 PM Peak Hour begins: 16:30 PM Peak Volume: 603 PM Peak Hour Factor: 0.83

Total Volume for All Lanes

Thursday, March 19, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	29	21	16	24	17	54	115	119	114	107	119	145
30	14	12	18	27	21	60	133	130	120	100	115	144
45	21	11	25	23	38	123	147	138	123	139	136	158
00	23	18	11	19	45	98	134	143	126	111	146	182
Hr Total	87	62	70	93	121	335	529	530	483	457	516	629

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	181	166	193	228	185	259	176	123	103	74	49	45
30	169	164	178	225	203	287	169	137	91	69	70	44
45	145	157	190	187	223	230	147	100	89	48	40	23
00	177	161	182	207	219	200	127	98	73	64	36	35
Hr Total	672	648	743	847	830	976	619	458	356	255	195	147

24 Hour Total: 10,658
 AM Peak Hour begins: 11:30 AM Peak Volume: 690 AM Peak Hour Factor: 0.95
 PM Peak Hour begins: 16:45 PM Peak Volume: 995 PM Peak Hour Factor: 0.87

Volume Count Report 3-Day Average

Start Date: March 17, 2015 Start Time: 00:00 Station: 0
 Stop Date: March 19, 2015 Stop Time: 24:00 ID: 0
 City: Plant City County: Hillsborough
 Location: County Line Road north of US 92

Northbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	43	52	54	40	76	139	232	266	210	168	163	162
30	54	40	52	52	82	163	244	281	224	192	163	177
45	54	39	49	59	116	155	250	247	203	170	179	197
00	26	36	39	71	119	204	257	264	206	172	178	182
Hr Total	177	167	194	222	393	662	982	1,059	843	702	683	717

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	213	182	191	190	228	254	227	131	95	85	68	51
30	186	167	199	209	226	257	183	125	94	102	68	56
45	180	181	185	232	267	218	159	118	94	72	57	57
00	200	198	160	199	256	218	138	100	88	66	51	57
Hr Total	779	728	735	831	976	946	707	474	371	325	244	220

24 Hour Total: 14,137
 AM Peak Hour begins: 7:00 AM Peak Volume: 1,059 AM Peak Hour Factor: 0.94
 PM Peak Hour begins: 16:30 PM Peak Volume: 1,033 PM Peak Hour Factor: 0.97

Southbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	40	32	41	47	46	77	155	220	205	142	150	162
30	52	33	40	60	55	104	181	223	157	148	166	157
45	43	39	47	46	74	148	228	229	175	151	153	144
00	47	27	50	65	120	174	242	259	155	166	155	170
Hr Total	182	130	178	217	295	503	807	931	692	607	625	633

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	189	164	157	198	222	267	232	165	123	115	104	66
30	166	177	169	200	242	294	274	160	126	109	72	62
45	194	176	189	219	245	265	235	144	114	98	83	64
00	181	176	214	230	259	274	199	126	97	87	66	42
Hr Total	729	693	730	846	968	1,100	940	595	460	409	325	235

24 Hour Total: 13,831
 AM Peak Hour begins: 7:00 AM Peak Volume: 931 AM Peak Hour Factor: 0.90
 PM Peak Hour begins: 17:00 PM Peak Volume: 1,100 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	84	83	95	87	122	216	386	486	414	310	313	324
30	106	73	92	112	137	267	425	504	382	340	329	334
45	97	78	96	105	189	303	478	476	378	321	332	341
00	73	63	89	135	239	378	499	523	361	338	333	352
Hr Total	359	298	371	440	688	1,165	1,789	1,990	1,535	1,309	1,307	1,351

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	402	345	348	388	450	521	459	296	218	200	172	118
30	353	344	368	409	468	551	457	285	220	211	140	118
45	373	358	375	451	512	483	394	263	208	171	140	121
00	381	374	374	429	514	491	337	226	185	153	117	99
Hr Total	1,509	1,421	1,465	1,677	1,944	2,046	1,647	1,069	831	734	569	456

24 Hour Total: 27,968
 AM Peak Hour begins: 7:00 AM Peak Volume: 1,990 AM Peak Hour Factor: 0.95
 PM Peak Hour begins: 16:30 PM Peak Volume: 2,098 PM Peak Hour Factor: 0.95

Volume Count Report

Start Date: March 17, 2015
 Stop Date: March 17, 2015
 City: Plant City
 Location: County Line Road north of US 92

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Tuesday, March 17, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	33	47	47	38	73	154	235	258	233	171	140	173
30	43	49	66	36	91	168	235	268	254	178	179	165
45	58	42	44	65	96	126	258	262	169	182	174	204
00	25	36	43	82	125	200	262	265	212	165	181	176
Hr Total	159	174	200	221	385	648	990	1,053	868	696	674	718

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	212	161	200	191	231	242	237	117	119	90	63	45
30	184	155	183	214	256	247	169	102	98	101	70	51
45	188	192	174	253	257	217	147	111	98	81	70	55
00	191	228	158	195	271	203	114	95	73	69	56	52
Hr Total	775	736	715	853	1,015	909	667	425	388	341	259	203

24 Hour Total: 14,072
 AM Peak Hour begins: 7:00 AM Peak Volume: 1,053 AM Peak Hour Factor: 0.98
 PM Peak Hour begins: 16:15 PM Peak Volume: 1,026 PM Peak Hour Factor: 0.95

Southbound Volume for Lane 2

Tuesday, March 17, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	35	35	36	49	50	67	169	219	215	141	141	145
30	43	30	48	51	63	94	177	236	163	154	174	151
45	40	34	41	51	67	160	228	244	162	153	137	138
00	41	36	49	50	128	171	245	251	153	185	171	168
Hr Total	159	135	174	201	308	492	819	950	693	633	623	602

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	179	165	136	191	230	258	208	172	126	105	120	72
30	158	169	166	214	240	248	254	143	138	108	51	49
45	183	152	183	214	225	235	227	136	119	105	85	61
00	179	186	234	262	243	245	223	114	109	88	70	40
Hr Total	699	672	719	881	938	986	912	565	492	406	326	222

24 Hour Total: 13,607
 AM Peak Hour begins: 7:00 AM Peak Volume: 950 AM Peak Hour Factor: 0.95
 PM Peak Hour begins: 17:00 PM Peak Volume: 986 PM Peak Hour Factor: 0.96

Total Volume for All Lanes

Tuesday, March 17, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	68	82	83	87	123	221	404	477	448	312	281	318
30	86	79	114	87	154	262	412	504	417	332	353	316
45	98	76	85	116	163	286	486	506	331	335	311	342
00	66	72	92	132	253	371	507	516	365	350	352	344
Hr Total	318	309	374	422	693	1,140	1,809	2,003	1,561	1,329	1,297	1,320

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	391	326	336	382	461	500	445	289	245	195	183	117
30	342	324	349	428	496	495	423	245	236	209	121	100
45	371	344	357	467	482	452	374	247	217	186	155	116
00	370	414	392	457	514	448	337	209	182	157	126	92
Hr Total	1,474	1,408	1,434	1,734	1,953	1,895	1,579	990	880	747	585	425

24 Hour Total: 27,679
 AM Peak Hour begins: 7:00 AM Peak Volume: 2,003 AM Peak Hour Factor: 0.97
 PM Peak Hour begins: 16:15 PM Peak Volume: 1,992 PM Peak Hour Factor: 0.97

Volume Count Report

Start Date: March 18, 2015
 Stop Date: March 18, 2015
 City: Plant City
 Location: County Line Road north of US 92

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Wednesday, March 18, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	45	57	59	44	82	137	220	273	222	172	160	147
30	69	41	50	74	102	163	242	282	227	214	162	179
45	52	34	49	48	129	165	243	254	179	172	183	173
00	28	42	40	59	121	205	261	293	219	184	192	175
Hr Total	194	174	198	225	434	670	966	1,102	847	742	697	674

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	226	202	194	202	242	268	216	134	81	76	64	66
30	190	176	207	220	205	259	220	130	88	101	67	62
45	195	190	192	193	262	210	180	134	101	64	49	54
00	198	184	153	209	259	214	144	109	103	57	39	62
Hr Total	809	752	746	824	968	951	760	507	373	298	219	244

24 Hour Total: 14,374
 AM Peak Hour begins: 7:00 AM Peak Volume: 1,102 AM Peak Hour Factor: 0.94
 PM Peak Hour begins: 16:30 PM Peak Volume: 1,048 PM Peak Hour Factor: 0.98

Southbound Volume for Lane 2

Wednesday, March 18, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	42	41	40	44	38	75	138	221	217	140	147	156
30	72	31	43	64	63	105	183	225	164	150	169	153
45	46	38	60	55	73	149	233	228	164	152	168	152
00	40	22	54	87	118	186	253	265	164	161	147	178
Hr Total	200	132	197	250	292	515	807	939	709	603	631	639

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	206	163	152	221	222	247	266	175	117	111	88	72
30	181	175	167	189	228	302	363	170	109	122	81	83
45	202	210	178	243	248	313	285	152	115	80	85	64
00	170	157	200	220	242	348	245	127	93	76	67	53
Hr Total	759	705	697	873	940	1,210	1,159	624	434	389	321	272

24 Hour Total: 14,297
 AM Peak Hour begins: 7:00 AM Peak Volume: 939 AM Peak Hour Factor: 0.89
 PM Peak Hour begins: 17:30 PM Peak Volume: 1,290 PM Peak Hour Factor: 0.89

Total Volume for All Lanes

Wednesday, March 18, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	87	98	99	88	120	212	358	494	439	312	307	303
30	141	72	93	138	165	268	425	507	391	364	331	332
45	98	72	109	103	202	314	476	482	343	324	351	325
00	68	64	94	146	239	391	514	558	383	345	339	353
Hr Total	394	306	395	475	726	1,185	1,773	2,041	1,556	1,345	1,328	1,313

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	432	365	346	423	464	515	482	309	198	187	152	138
30	371	351	374	409	433	561	583	300	197	223	148	145
45	397	400	370	436	510	523	465	286	216	144	134	118
00	368	341	353	429	501	562	389	236	196	133	106	115
Hr Total	1,568	1,457	1,443	1,697	1,908	2,161	1,919	1,131	807	687	540	516

24 Hour Total: 28,671
 AM Peak Hour begins: 7:00 AM Peak Volume: 2,041 AM Peak Hour Factor: 0.91
 PM Peak Hour begins: 17:00 PM Peak Volume: 2,161 PM Peak Hour Factor: 0.96

Volume Count Report

Start Date: March 19, 2015
 Stop Date: March 19, 2015
 City: Plant City
 Location: County Line Road north of US 92

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Northbound Volume for Lane 1

Thursday, March 19, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	52	51	57	39	73	127	240	268	174	162	189	165
30	49	30	40	46	53	159	254	294	192	183	148	188
45	51	42	53	65	122	175	249	226	261	157	180	213
00	25	31	33	71	111	206	248	234	187	166	160	194
Hr Total	177	154	183	221	359	667	991	1,022	814	668	677	760

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	202	182	178	177	212	251	227	142	86	89	77	43
30	185	170	207	193	216	264	159	142	96	103	68	54
45	156	162	190	251	281	227	150	110	82	72	52	61
00	211	183	169	194	237	236	157	96	87	72	57	56
Hr Total	754	697	744	815	946	978	693	490	351	336	254	214

24 Hour Total: 13,965
 AM Peak Hour begins: 6:30 AM Peak Volume: 1,059 AM Peak Hour Factor: 0.90
 PM Peak Hour begins: 16:30 PM Peak Volume: 1,033 PM Peak Hour Factor: 0.92

Southbound Volume for Lane 2

Thursday, March 19, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	44	19	46	48	51	88	157	219	182	144	162	186
30	42	38	28	65	39	113	184	208	145	140	155	166
45	43	45	40	31	81	135	224	215	199	147	155	142
00	59	22	48	57	115	166	229	261	148	153	148	165
Hr Total	188	124	162	201	286	502	794	903	674	584	620	659

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	181	163	184	181	213	297	223	148	126	128	104	55
30	160	188	175	196	258	332	205	167	130	97	83	55
45	196	167	207	200	263	247	194	145	109	110	79	68
00	193	184	207	207	291	228	128	137	90	97	62	34
Hr Total	730	702	773	784	1,025	1,104	750	597	455	432	328	212

24 Hour Total: 13,589
 AM Peak Hour begins: 7:00 AM Peak Volume: 903 AM Peak Hour Factor: 0.86
 PM Peak Hour begins: 16:30 PM Peak Volume: 1,183 PM Peak Hour Factor: 0.89

Total Volume for All Lanes

Thursday, March 19, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	96	70	103	87	124	215	397	487	356	306	351	351
30	91	68	68	111	92	272	438	502	337	323	303	354
45	94	87	93	96	203	310	473	441	460	304	335	355
00	84	53	81	128	226	372	477	495	335	319	308	359
Hr Total	365	278	345	422	645	1,169	1,785	1,925	1,488	1,252	1,297	1,419

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	383	345	362	358	425	548	450	290	212	217	181	98
30	345	358	382	389	474	596	364	309	226	200	151	109
45	352	329	397	451	544	474	344	255	191	182	131	129
00	404	367	376	401	528	464	285	233	177	169	119	90
Hr Total	1,484	1,399	1,517	1,599	1,971	2,082	1,443	1,087	806	768	582	426

24 Hour Total: 27,554
 AM Peak Hour begins: 6:30 AM Peak Volume: 1,939 AM Peak Hour Factor: 0.97
 PM Peak Hour begins: 16:30 PM Peak Volume: 2,216 PM Peak Hour Factor: 0.93

Volume Count Report

3-Day Average

Start Date: March 17, 2015	Start Time: 00:00	Station: 0
Stop Date: March 19, 2015	Stop Time: 24:00	ID: 0
City: Plant City	County: Hillsborough	
Location: County Line Road south of US 92		

Southbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	42	33	42	46	53	89	170	233	210	146	167	171
30	61	33	44	74	68	116	202	269	169	157	158	156
45	46	46	50	56	80	163	250	256	165	151	150	160
00	51	31	58	75	137	181	263	277	171	179	161	164
Hr Total	199	144	195	250	338	549	884	1,035	715	633	636	650

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	199	177	168	204	232	280	247	177	128	122	102	66
30	186	188	194	211	276	305	263	170	126	106	74	71
45	198	184	222	240	256	272	216	152	122	102	79	66
00	179	183	233	250	282	277	185	129	106	98	65	48
Hr Total	763	732	816	906	1,046	1,134	911	628	483	427	319	251

24 Hour Total:	14,646			
AM Peak Hour begins:	7:00	AM Peak Volume:	1,035	AM Peak Hour Factor: 0.93
PM Peak Hour begins:	16:45	PM Peak Volume:	1,138	PM Peak Hour Factor: 0.93

Northbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	43	47	58	33	60	135	220	291	227	182	176	172
30	59	44	44	48	74	167	248	292	249	198	170	181
45	47	36	43	58	98	154	255	272	214	178	188	202
00	34	41	33	61	103	201	283	286	218	185	177	199
Hr Total	184	167	178	201	335	657	1,006	1,140	907	742	711	755

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	214	180	208	220	232	256	266	141	95	83	79	59
30	186	178	203	209	233	269	207	142	88	107	67	56
45	184	191	196	252	284	236	183	119	95	78	65	62
00	197	210	174	217	254	221	148	105	91	70	56	53
Hr Total	781	758	780	898	1,003	982	804	507	369	338	267	229

24 Hour Total:	14,699			
AM Peak Hour begins:	7:00	AM Peak Volume:	1,140	AM Peak Hour Factor: 0.98
PM Peak Hour begins:	16:30	PM Peak Volume:	1,064	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	85	80	100	79	114	224	389	524	437	328	343	343
30	120	77	88	123	142	283	450	561	418	355	328	337
45	93	82	93	114	178	317	504	527	379	329	338	362
00	85	72	91	136	240	382	546	563	389	364	338	363
Hr Total	382	311	373	451	674	1,206	1,890	2,175	1,622	1,375	1,347	1,405

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	414	356	376	424	464	536	512	319	224	205	180	125
30	373	366	396	421	509	574	471	312	214	213	141	126
45	382	375	418	493	541	508	399	271	217	180	144	128
00	376	393	407	466	536	498	333	233	197	167	121	101
Hr Total	1,544	1,490	1,597	1,804	2,049	2,116	1,715	1,135	852	765	586	480

24 Hour Total:	29,345			
AM Peak Hour begins:	7:00	AM Peak Volume:	2,175	AM Peak Hour Factor: 0.97
PM Peak Hour begins:	16:30	PM Peak Volume:	2,186	PM Peak Hour Factor: 0.95

Volume Count Report

Start Date: March 17, 2015
 Stop Date: March 17, 2015
 City: Plant City
 Location: County Line Road south of US 92

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Southbound Volume for Lane 1

Tuesday, March 17, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	33	39	50	42	54	71	200	219	194	134	156	148
30	47	39	50	67	77	106	211	284	193	175	177	141
45	41	32	53	61	80	165	260	278	162	168	126	153
00	45	36	46	64	147	161	264	268	170	189	174	156
Hr Total	166	146	199	234	358	503	935	1,049	719	666	633	598

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	195	191	149	194	248	294	232	180	133	105	119	68
30	170	174	197	214	288	290	258	150	119	101	67	60
45	193	167	220	249	243	276	201	146	136	103	84	74
00	189	187	263	257	258	267	203	119	121	101	75	44
Hr Total	747	719	829	914	1,037	1,127	894	595	509	410	345	246

24 Hour Total: 14,578
 AM Peak Hour begins: 7:00 AM Peak Volume: 1,049 AM Peak Hour Factor: 0.92
 PM Peak Hour begins: 17:00 PM Peak Volume: 1,127 PM Peak Hour Factor: 0.96

Northbound Volume for Lane 2

Tuesday, March 17, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	43	44	44	36	62	158	234	303	270	186	168	198
30	48	62	59	29	85	164	250	296	298	188	194	176
45	50	39	35	63	88	115	267	291	181	183	174	219
00	39	36	36	71	112	195	286	295	209	183	191	167
Hr Total	180	181	174	199	347	632	1,037	1,185	958	740	727	760

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	228	170	201	221	256	268	277	127	120	91	78	52
30	201	172	192	229	254	260	201	109	85	101	61	41
45	216	200	191	267	269	225	172	96	99	86	81	65
00	191	235	178	248	264	207	123	93	79	69	56	54
Hr Total	836	777	762	965	1,043	960	773	425	383	347	276	212

24 Hour Total: 14,879
 AM Peak Hour begins: 7:00 AM Peak Volume: 1,185 AM Peak Hour Factor: 0.98
 PM Peak Hour begins: 16:30 PM Peak Volume: 1,061 PM Peak Hour Factor: 0.99

Total Volume for All Lanes

Tuesday, March 17, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	76	83	94	78	116	229	434	522	464	320	324	346
30	95	101	109	96	162	270	461	580	491	363	371	317
45	91	71	88	124	168	280	527	569	343	351	300	372
00	84	72	82	135	259	356	550	563	379	372	365	323
Hr Total	346	327	373	433	705	1,135	1,972	2,234	1,677	1,406	1,360	1,358

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	423	361	350	415	504	562	509	307	253	196	197	120
30	371	346	389	443	542	550	459	259	204	202	128	101
45	409	367	411	516	512	501	373	242	235	189	165	139
00	380	422	441	505	522	474	326	212	200	170	131	98
Hr Total	1,583	1,496	1,591	1,879	2,080	2,087	1,667	1,020	892	757	621	458

24 Hour Total: 29,457
 AM Peak Hour begins: 7:00 AM Peak Volume: 2,234 AM Peak Hour Factor: 0.96
 PM Peak Hour begins: 16:30 PM Peak Volume: 2,146 PM Peak Hour Factor: 0.95

Volume Count Report

Start Date: March 18, 2015 Start Time: 00:00 Station: 0
Stop Date: March 18, 2015 Stop Time: 24:00 ID: 0
City: Plant City County: Hillsborough
Location: County Line Road south of US 92

Southbound Volume for Lane 1

Wednesday, March 18, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	50	47	37	55	59	96	149	246	248	146	155	181
30	82	29	44	65	68	125	204	276	182	165	170	160
45	51	50	61	66	74	168	254	245	129	123	168	153
00	47	29	70	89	130	192	264	261	191	183	159	176
Hr Total	230	155	212	275	331	581	871	1,028	750	617	652	670

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	214	168	174	228	237	256	261	185	124	120	88	68
30	193	202	196	211	253	318	298	181	128	120	76	84
45	200	204	198	247	272	261	254	167	106	87	81	56
00	153	165	231	266	295	302	194	114	105	85	65	51
Hr Total	760	739	799	952	1,057	1,137	1,007	647	463	412	310	259

24 Hour Total: 14,914
AM Peak Hour begins: 6:30 AM Peak Volume: 1,040 AM Peak Hour Factor: 0.94
PM Peak Hour begins: 17:15 PM Peak Volume: 1,142 PM Peak Hour Factor: 0.90

Northbound Volume for Lane 2

Wednesday, March 18, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	40	50	68	31	69	133	209	287	223	184	181	152
30	81	41	37	72	90	179	241	291	257	211	159	181
45	49	31	45	42	110	169	228	284	198	180	201	180
00	33	47	27	54	97	216	287	322	221	199	173	209
Hr Total	203	169	177	199	366	697	965	1,184	899	774	714	722

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	233	192	218	213	237	250	248	145	78	73	78	79
30	199	170	200	207	195	274	236	169	81	104	75	62
45	170	209	194	219	298	243	189	140	102	73	54	53
00	201	208	160	212	266	224	149	114	113	66	51	52
Hr Total	803	779	772	851	996	991	822	568	374	316	258	246

24 Hour Total: 14,845
AM Peak Hour begins: 7:00 AM Peak Volume: 1,184 AM Peak Hour Factor: 0.92
PM Peak Hour begins: 16:30 PM Peak Volume: 1,088 PM Peak Hour Factor: 0.91

Total Volume for All Lanes

Wednesday, March 18, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	90	97	105	86	128	229	358	533	471	330	336	333
30	163	70	81	137	158	304	445	567	439	376	329	341
45	100	81	106	108	184	337	482	529	327	303	369	333
00	80	76	97	143	227	408	551	583	412	382	332	385
Hr Total	433	324	389	474	697	1,278	1,836	2,212	1,649	1,391	1,366	1,392

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	447	360	392	441	474	506	509	330	202	193	166	147
30	392	372	396	418	448	592	534	350	209	224	151	146
45	370	413	392	466	570	504	443	307	208	160	135	109
00	354	373	391	478	561	526	343	228	218	151	116	103
Hr Total	1,563	1,518	1,571	1,803	2,053	2,128	1,829	1,215	837	728	568	505

24 Hour Total: 29,759
AM Peak Hour begins: 7:00 AM Peak Volume: 2,212 AM Peak Hour Factor: 0.95
PM Peak Hour begins: 16:30 PM Peak Volume: 2,229 PM Peak Hour Factor: 0.94

Volume Count Report

Start Date:	March 19, 2015	Start Time:	00:00	Station:	0
Stop Date:	March 19, 2015	Stop Time:	24:00	ID:	0
City:	Plant City	County:	Hillsborough		
Location	County Line Road south of US 92				

Southbound Volume for Lane 1

Thursday, March 19, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	42	14	40	40	47	100	160	235	187	158	190	183
30	53	31	39	91	60	118	191	248	132	132	127	166
45	45	57	36	40	86	155	235	244	204	161	157	173
00	60	29	58	71	133	190	260	302	153	165	150	161
Hr Total	200	131	173	242	326	563	846	1,029	676	616	624	683

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	189	171	181	191	211	289	247	167	128	140	98	62
30	196	189	188	209	287	306	234	179	131	97	78	68
45	200	182	247	225	254	280	194	144	125	116	72	68
00	196	197	205	226	292	262	158	153	93	107	55	49
Hr Total	781	739	821	851	1,044	1,137	833	643	477	460	303	247

24 Hour Total:	14,445	AM Peak Volume:	1,029	AM Peak Hour Factor:	0.85
AM Peak Hour begins:	7:00	PM Peak Volume:	1,167	PM Peak Hour Factor:	0.95
PM Peak Hour begins:	16:45				

Northbound Volume for Lane 2

Thursday, March 19, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	47	47	61	32	50	114	216	282	188	175	178	167
30	48	28	36	44	46	157	254	288	191	194	157	187
45	43	38	49	69	97	179	269	240	262	171	188	208
00	30	39	37	59	100	192	277	240	223	173	168	220
Hr Total	168	152	183	204	293	642	1,016	1,050	864	713	691	782

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	182	177	205	225	203	250	272	152	88	85	80	47
30	159	191	216	192	249	274	185	148	99	116	66	64
45	166	163	203	271	286	239	188	120	84	76	61	67
00	198	186	183	190	233	233	171	107	80	74	60	52
Hr Total	705	717	807	878	971	996	816	527	351	351	267	230

24 Hour Total:	14,374	AM Peak Volume:	1,116	AM Peak Hour Factor:	0.97
AM Peak Hour begins:	6:30	PM Peak Volume:	1,043	PM Peak Hour Factor:	0.91
PM Peak Hour begins:	16:30				

Total Volume for All Lanes

Thursday, March 19, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	89	61	101	72	97	214	376	517	375	333	368	350
30	101	59	75	135	106	275	445	536	323	326	284	353
45	88	95	85	109	183	334	504	484	466	332	345	381
00	90	68	95	130	233	382	537	542	376	338	318	381
Hr Total	368	283	356	446	619	1,205	1,862	2,079	1,540	1,329	1,315	1,465

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	371	348	386	416	414	539	519	319	216	225	178	109
30	355	380	404	401	536	580	419	327	230	213	144	132
45	366	345	450	496	540	519	382	264	209	192	133	135
00	394	383	388	416	525	495	329	260	173	181	115	101
Hr Total	1,486	1,456	1,628	1,729	2,015	2,133	1,649	1,170	828	811	570	477

24 Hour Total:	28,819	AM Peak Volume:	2,094	AM Peak Hour Factor:	0.97
AM Peak Hour begins:	6:30	PM Peak Volume:	2,184	PM Peak Hour Factor:	0.94
PM Peak Hour begins:	16:30				

Volume Count Report 3-Day Average

Start Date:	March 17, 2015	Start Time:	00:00	Station:	0
Stop Date:	March 19, 2015	Stop Time:	24:00	ID:	0
City:	Plant City	County:	Hillsborough		
Location:	US 92 east of County Line Road				

Eastbound Volume for Lane 1

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	20	14	18	26	23	38	50	79	88	67	65	79
30	16	17	22	25	18	45	70	91	72	70	82	77
45	18	15	24	29	30	58	75	88	83	75	81	81
00	19	16	23	26	33	60	81	86	75	75	73	86
Hr Total	73	62	88	106	104	200	276	344	319	286	301	323

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	92	87	90	105	101	90	102	78	53	39	38	36
30	92	98	88	94	91	104	98	70	50	47	29	23
45	95	91	93	112	89	103	114	55	47	41	35	21
00	97	91	99	94	80	88	97	47	36	40	23	21
Hr Total	376	367	370	404	361	385	411	251	187	166	124	101

24 Hour Total:	5,983				
AM Peak Hour begins:	11:45	AM Peak Volume:	365	AM Peak Hour Factor:	0.96
PM Peak Hour begins:	18:00	PM Peak Volume:	411	PM Peak Hour Factor:	0.90

Westbound Volume for Lane 2

3-Day Average

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	18	22	26	22	38	51	83	97	82	72	77	81
30	21	14	29	25	41	58	99	97	100	93	92	93
45	25	27	28	29	55	72	116	95	88	82	88	91
00	15	15	23	35	49	81	101	99	85	83	86	104
Hr Total	79	78	106	112	183	262	398	389	355	330	343	369

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	108	103	97	110	132	166	101	70	44	40	30	22
30	110	84	105	127	127	154	84	53	43	38	33	31
45	105	103	112	124	159	126	77	53	48	28	25	18
00	99	91	100	106	133	110	62	51	39	41	22	21
Hr Total	422	381	415	467	551	556	324	228	174	146	109	93

24 Hour Total:	6,867				
AM Peak Hour begins:	11:45	AM Peak Volume:	427	AM Peak Hour Factor:	0.97
PM Peak Hour begins:	16:30	PM Peak Volume:	612	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	37	36	44	48	61	88	133	175	170	139	142	160
30	38	31	51	51	59	103	169	189	173	162	174	170
45	43	41	52	58	85	130	191	184	171	157	168	172
00	34	31	47	62	82	141	181	185	160	158	159	190
Hr Total	152	139	193	218	287	462	674	733	674	616	643	692

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	200	190	187	215	233	255	204	149	97	78	68	58
30	202	182	193	221	218	258	182	123	93	85	61	55
45	199	194	205	236	249	228	191	108	95	68	60	39
00	196	182	199	200	213	199	158	98	75	80	45	42
Hr Total	798	747	784	871	912	940	735	478	361	312	233	194

24 Hour Total:	12,851				
AM Peak Hour begins:	11:45	AM Peak Volume:	791	AM Peak Hour Factor:	0.98
PM Peak Hour begins:	16:30	PM Peak Volume:	975	PM Peak Hour Factor:	0.94

Volume Count Report

Start Date: March 17, 2015
 Stop Date: March 17, 2015
 City: Plant City
 Location: US 92 east of County Line Road

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Eastbound Volume for Lane 1

Tuesday, March 17, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	23	17	17	15	26	39	44	80	94	62	70	87
30	10	21	23	13	15	37	53	96	77	74	66	69
45	25	13	19	27	26	58	76	102	73	72	62	71
00	22	7	27	30	36	64	82	79	64	83	76	58
Hr Total	80	58	86	85	103	198	255	357	308	291	274	285

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	86	92	72	111	118	79	109	90	63	35	46	36
30	87	98	80	90	92	108	118	70	55	49	31	14
45	95	88	96	104	89	114	142	57	40	42	40	21
00	102	97	100	107	94	80	128	41	33	45	16	23
Hr Total	370	375	348	412	393	381	497	258	191	171	133	94

24 Hour Total: 6,003
 AM Peak Hour begins: 7:15
 PM Peak Hour begins: 18:00
 AM Peak Volume: 371
 PM Peak Volume: 497
 AM Peak Hour Factor: 0.91
 PM Peak Hour Factor: 0.88

Westbound Volume for Lane 2

Tuesday, March 17, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	7	24	23	21	34	40	82	100	100	67	61	70
30	14	14	33	18	30	55	111	96	107	100	83	69
45	29	13	35	27	38	67	117	101	76	82	90	94
00	17	16	19	44	56	71	106	103	104	79	84	99
Hr Total	67	67	110	110	158	233	416	400	387	328	318	332

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	98	101	86	105	150	160	112	60	48	36	23	23
30	97	76	100	124	122	143	83	48	35	36	34	30
45	94	109	122	137	158	119	84	60	57	29	32	23
00	89	89	107	93	147	104	47	63	43	45	18	16
Hr Total	378	375	415	459	577	526	326	231	183	146	107	92

24 Hour Total: 6,741
 AM Peak Hour begins: 6:15
 PM Peak Hour begins: 16:30
 AM Peak Volume: 434
 PM Peak Volume: 608
 AM Peak Hour Factor: 0.93
 PM Peak Hour Factor: 0.95

Total Volume for All Lanes

Tuesday, March 17, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	30	41	40	36	60	79	126	180	194	129	131	157
30	24	35	56	31	45	92	164	192	184	174	149	138
45	54	26	54	54	64	125	193	203	149	154	152	165
00	39	23	46	74	92	135	188	182	168	162	160	157
Hr Total	147	125	196	195	261	431	671	757	695	619	592	617

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	184	193	158	216	268	239	221	150	111	71	69	59
30	184	174	180	214	214	251	201	118	90	85	65	44
45	189	197	218	241	247	233	226	117	97	71	72	44
00	191	186	207	200	241	184	175	104	76	90	34	39
Hr Total	748	750	763	871	970	907	823	489	374	317	240	186

24 Hour Total: 12,744
 AM Peak Hour begins: 7:15
 PM Peak Hour begins: 16:30
 AM Peak Volume: 771
 PM Peak Volume: 978
 AM Peak Hour Factor: 0.95
 PM Peak Hour Factor: 0.97

Volume Count Report

Start Date: March 18, 2015
 Stop Date: March 18, 2015
 City: Plant City
 Location: US 92 east of County Line Road

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Eastbound Volume for Lane 1

Wednesday, March 18, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	19	8	16	37	23	43	42	71	101	66	56	69
30	20	16	23	35	22	54	88	91	71	75	87	77
45	13	12	30	35	36	62	71	92	66	73	92	81
00	16	16	25	31	35	74	86	91	80	65	72	98
Hr Total	68	52	94	138	116	233	287	345	318	279	307	325

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	96	92	85	87	92	93	115	78	45	40	31	44
30	104	87	85	84	88	98	92	67	43	47	28	28
45	102	105	92	134	85	115	112	54	51	34	30	27
00	87	106	102	101	77	95	94	53	39	26	21	19
Hr Total	389	390	364	406	342	401	413	252	178	147	110	118

24 Hour Total: 6,072
 AM Peak Hour begins: 11:45 AM Peak Volume: 400 AM Peak Hour Factor: 0.96
 PM Peak Hour begins: 17:15 PM Peak Volume: 423 PM Peak Hour Factor: 0.92

Westbound Volume for Lane 2

Wednesday, March 18, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	25	25	22	23	53	58	84	115	81	93	83	81
30	25	10	28	27	53	58	105	91	95	97	101	106
45	27	29	22	42	59	81	129	103	100	87	95	76
00	12	16	33	21	52	79	95	85	85	80	97	89
Hr Total	89	80	105	113	217	276	413	394	361	357	376	352

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	107	106	95	111	120	170	106	90	42	37	32	19
30	107	93	95	105	125	170	90	54	40	49	25	30
45	109	96	108	120	158	129	84	57	38	25	21	14
00	94	96	104	105	123	117	74	51	35	38	26	23
Hr Total	417	391	402	441	526	586	354	252	155	149	104	86

24 Hour Total: 6,996
 AM Peak Hour begins: 6:15 AM Peak Volume: 444 AM Peak Hour Factor: 0.86
 PM Peak Hour begins: 16:30 PM Peak Volume: 621 PM Peak Hour Factor: 0.91

Total Volume for All Lanes

Wednesday, March 18, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	44	33	38	60	76	101	126	186	182	159	139	150
30	45	26	51	62	75	112	193	182	166	172	188	183
45	40	41	52	77	95	143	200	195	166	160	187	157
00	28	32	58	52	87	153	181	176	165	145	169	187
Hr Total	157	132	199	251	333	509	700	739	679	636	683	677

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	203	198	180	198	212	263	221	168	87	77	63	63
30	211	180	180	189	213	268	182	121	83	96	53	58
45	211	201	200	254	243	244	196	111	89	59	51	41
00	181	202	206	206	200	212	168	104	74	64	47	42
Hr Total	806	781	766	847	868	987	767	504	333	296	214	204

24 Hour Total: 13,068
 AM Peak Hour begins: 11:45 AM Peak Volume: 812 AM Peak Hour Factor: 0.96
 PM Peak Hour begins: 17:00 PM Peak Volume: 987 PM Peak Hour Factor: 0.92

Volume Count Report

Start Date: March 19, 2015
 Stop Date: March 19, 2015
 City: Plant City
 Location: US 92 east of County Line Road

Start Time: 00:00
 Stop Time: 24:00
 County: Hillsborough

Station: 0
 ID: 0

Eastbound Volume for Lane 1

Thursday, March 19, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	17	17	21	25	19	31	65	85	70	73	68	81
30	19	14	20	28	16	43	68	87	69	60	93	85
45	15	19	24	25	29	53	78	71	111	80	88	92
00	20	25	18	18	28	43	74	87	82	76	72	102
Hr Total	71	75	83	96	92	170	285	330	332	289	321	360

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	95	78	112	116	93	97	83	67	52	41	37	28
30	84	108	99	109	93	106	84	72	51	45	27	28
45	87	80	90	97	94	79	87	55	51	46	35	15
00	102	69	96	73	68	90	68	48	37	48	31	20
Hr Total	368	335	397	395	348	372	322	242	191	180	130	91

24 Hour Total: 5,875
 AM Peak Hour begins: 11:15
 PM Peak Hour begins: 14:45
 AM Peak Volume: 374
 PM Peak Volume: 418
 AM Peak Hour Factor: 0.92
 PM Peak Hour Factor: 0.90

Westbound Volume for Lane 2

Thursday, March 19, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	21	18	32	23	27	54	82	75	64	56	87	92
30	25	18	25	31	41	62	81	105	99	81	93	105
45	20	38	27	17	67	69	101	82	88	76	78	102
00	15	12	18	41	40	92	101	110	65	91	76	123
Hr Total	81	86	102	112	175	277	365	372	316	304	334	422

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	119	101	111	115	126	167	86	61	42	46	34	25
30	127	84	121	151	134	149	79	58	55	28	39	34
45	111	103	106	115	162	129	64	42	49	29	21	18
00	115	88	89	120	129	110	64	39	38	39	22	25
Hr Total	472	376	427	501	551	555	293	200	184	142	116	102

24 Hour Total: 6,865
 AM Peak Hour begins: 11:45
 PM Peak Hour begins: 16:30
 AM Peak Volume: 480
 PM Peak Volume: 607
 AM Peak Hour Factor: 0.94
 PM Peak Hour Factor: 0.91

Total Volume for All Lanes

Thursday, March 19, 2015

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	38	35	53	48	46	85	147	160	134	129	155	173
30	44	32	45	59	57	105	149	192	168	141	186	190
45	35	57	51	42	96	122	179	153	199	156	166	194
00	35	37	36	59	68	135	175	197	147	167	148	225
Hr Total	152	161	185	208	267	447	650	702	648	593	655	782

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	214	179	223	231	219	264	169	128	94	87	71	53
30	211	192	220	260	227	255	163	130	106	73	66	62
45	198	183	196	212	256	208	151	97	100	75	56	33
00	217	157	185	193	197	200	132	87	75	87	53	45
Hr Total	840	711	824	896	899	927	615	442	375	322	246	193

24 Hour Total: 12,740
 AM Peak Hour begins: 11:45
 PM Peak Hour begins: 16:30
 AM Peak Volume: 848
 PM Peak Volume: 972
 AM Peak Hour Factor: 0.94
 PM Peak Hour Factor: 0.92

Intersection Turning Movement Count

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

File Name : US92&Falkenburg
 Site Code : 14035
 Start Date : 3/5/2015
 Page No : 1

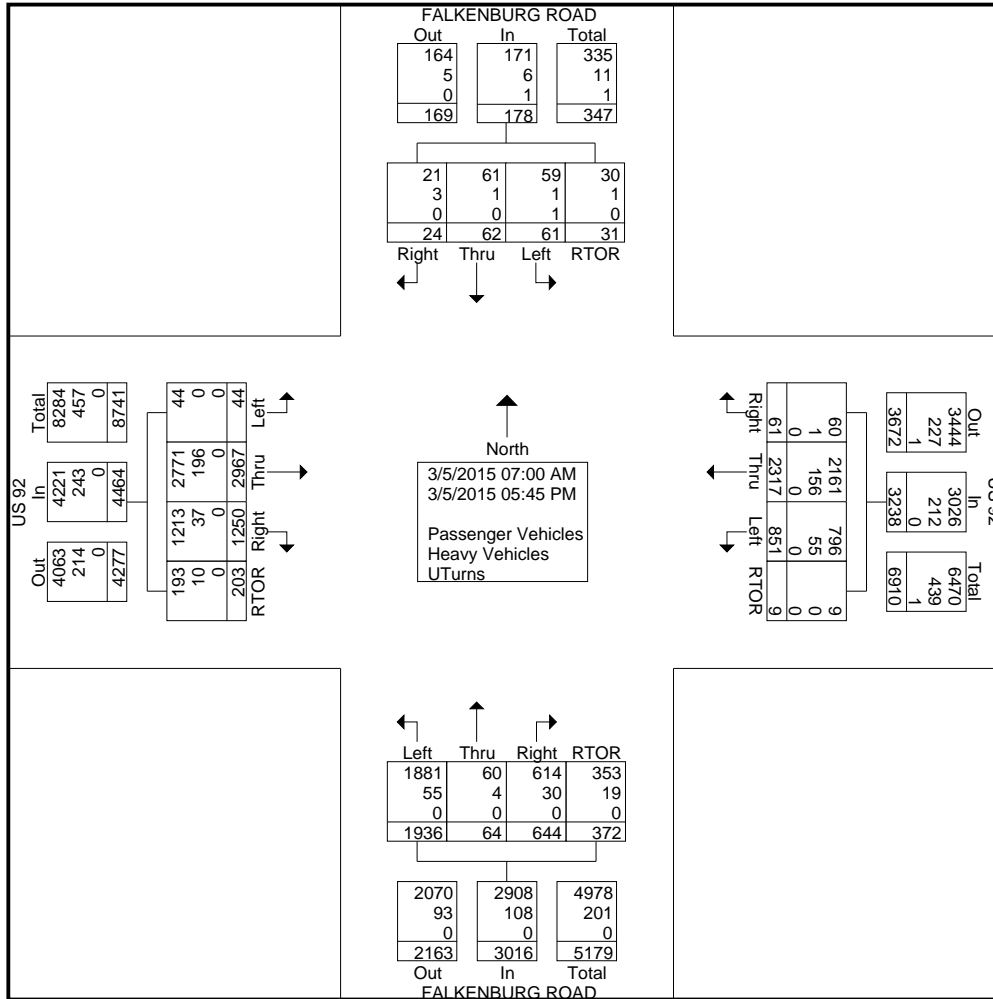
Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	FALKENBURG ROAD Southbound					US 92 Westbound					FALKENBURG ROAD Northbound					US 92 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	2	2	0	0	4	33	104	1	0	138	42	4	12	15	73	1	81	44	7	133	348
07:15 AM	1	4	5	0	10	32	112	1	0	145	49	2	20	8	79	1	59	71	11	142	376
07:30 AM	2	1	0	0	3	53	106	1	0	160	51	1	29	12	93	0	66	90	14	170	426
07:45 AM	5	0	0	0	5	53	101	2	0	156	54	0	5	11	70	2	85	98	12	197	428
Total	10	7	5	0	22	171	423	5	0	599	196	7	66	46	315	4	291	303	44	642	1578
08:00 AM	0	1	0	2	3	38	63	1	0	102	50	1	10	9	70	1	74	87	22	184	359
08:15 AM	3	1	0	2	6	39	83	4	0	126	34	2	3	7	46	1	65	84	5	155	333
08:30 AM	1	2	0	1	4	22	76	3	2	103	44	0	12	12	68	1	44	62	10	117	292
08:45 AM	1	2	1	2	6	30	63	0	0	93	42	1	1	13	57	1	58	54	12	125	281
Total	5	6	1	7	19	129	285	8	2	424	170	4	26	41	241	4	241	287	49	581	1265
09:00 AM	1	0	1	0	2	31	62	2	0	95	24	0	15	11	50	1	44	44	7	96	243
09:15 AM	2	3	0	0	5	26	60	1	1	88	24	0	13	10	47	1	54	27	6	88	228
09:30 AM	1	1	0	1	3	24	55	0	0	79	28	1	8	10	47	3	58	24	9	94	223
09:45 AM	1	2	1	1	5	13	40	0	0	53	36	3	12	3	54	3	49	19	9	80	192
Total	5	6	2	2	15	94	217	3	1	315	112	4	48	34	198	8	205	114	31	358	886
*** BREAK ***																					
11:00 AM	1	3	1	2	7	22	63	1	1	87	26	1	5	16	48	2	57	8	5	72	214
11:15 AM	2	2	0	4	8	17	52	1	1	71	44	0	10	10	64	2	44	23	4	73	216
11:30 AM	1	0	1	1	3	22	66	1	0	89	22	2	6	20	50	0	76	22	5	103	245
11:45 AM	4	3	0	2	9	19	48	6	0	73	39	3	9	12	63	1	51	25	7	84	229
Total	8	8	2	9	27	80	229	9	2	320	131	6	30	58	225	5	228	78	21	332	904
12:00 PM	2	4	2	0	8	37	48	1	0	86	53	4	17	9	83	1	81	22	4	108	285
12:15 PM	3	0	1	0	4	28	67	4	1	100	37	1	15	9	62	1	69	19	2	91	257
12:30 PM	2	2	1	0	5	22	55	1	0	78	30	2	7	13	52	2	72	25	6	105	240
12:45 PM	1	2	0	2	5	23	64	3	0	90	32	3	12	10	57	0	64	20	9	93	245
Total	8	8	4	2	22	110	234	9	1	354	152	10	51	41	254	4	286	86	21	397	1027
*** BREAK ***																					
03:00 PM	3	1	1	2	7	29	69	0	0	98	50	0	19	10	79	2	99	27	3	131	315
03:15 PM	1	3	1	0	5	26	75	1	1	103	42	2	19	12	75	1	84	21	5	111	294
03:30 PM	3	3	0	2	8	27	75	7	0	109	50	2	21	12	85	1	125	25	3	154	356
03:45 PM	1	1	0	0	2	24	88	1	0	113	65	2	23	11	101	0	142	32	1	175	391
Total	8	8	2	4	22	106	307	9	1	423	207	6	82	45	340	4	450	105	12	571	1356
04:00 PM	2	3	1	1	7	17	83	3	0	103	89	3	27	11	130	2	148	26	6	182	422
04:15 PM	1	3	3	0	7	17	74	3	0	94	81	8	36	11	136	3	150	48	1	202	439
04:30 PM	3	2	1	0	6	28	79	0	1	108	126	0	26	9	161	1	166	47	2	216	491
04:45 PM	1	1	0	1	3	21	82	3	0	106	128	2	42	13	185	2	165	35	3	205	499
Total	7	9	5	2	23	83	318	9	1	411	424	13	131	44	612	8	629	156	12	805	1851

Intersection Turning Movement Count

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

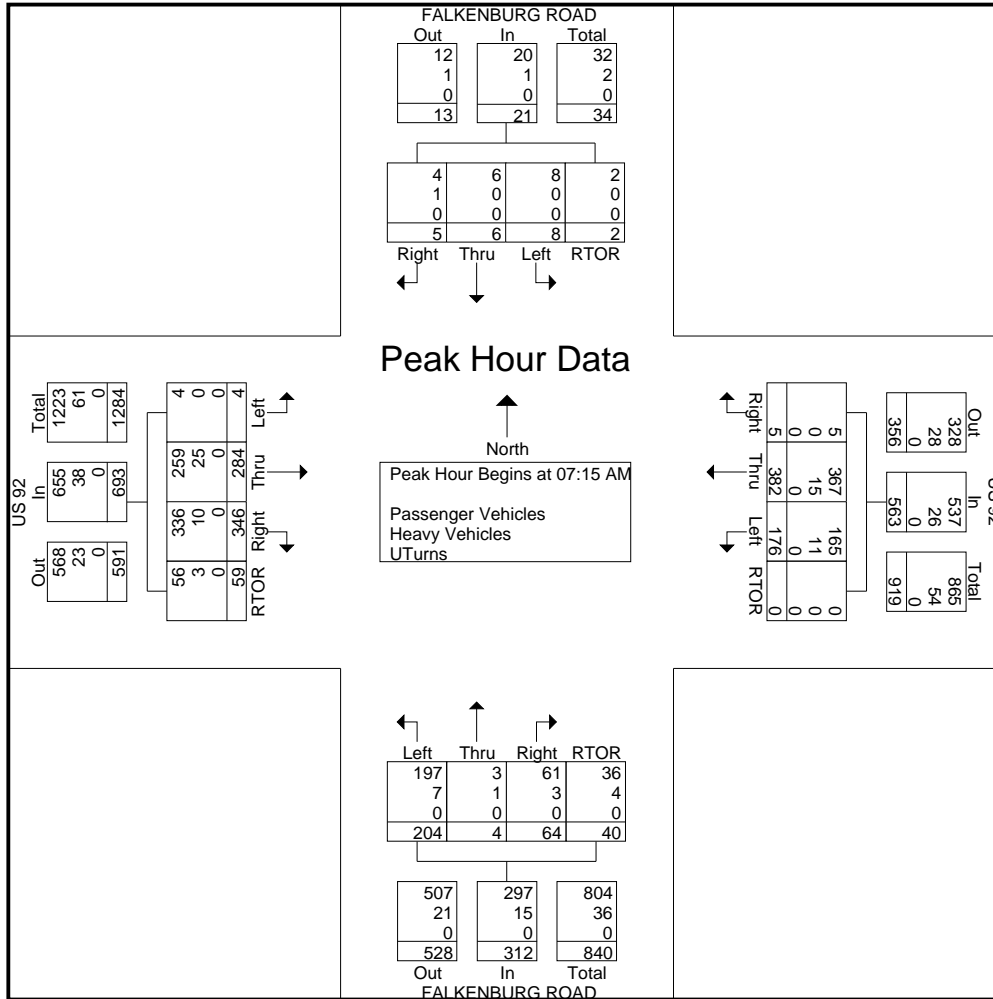
File Name : US92&Falkenburg
 Site Code : 14035
 Start Date : 3/5/2015
 Page No : 3



Intersection Turning Movement Count

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

File Name : US92&Falkenburg
 Site Code : 14035
 Start Date : 3/5/2015
 Page No : 5



Intersection Turning Movement Count

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

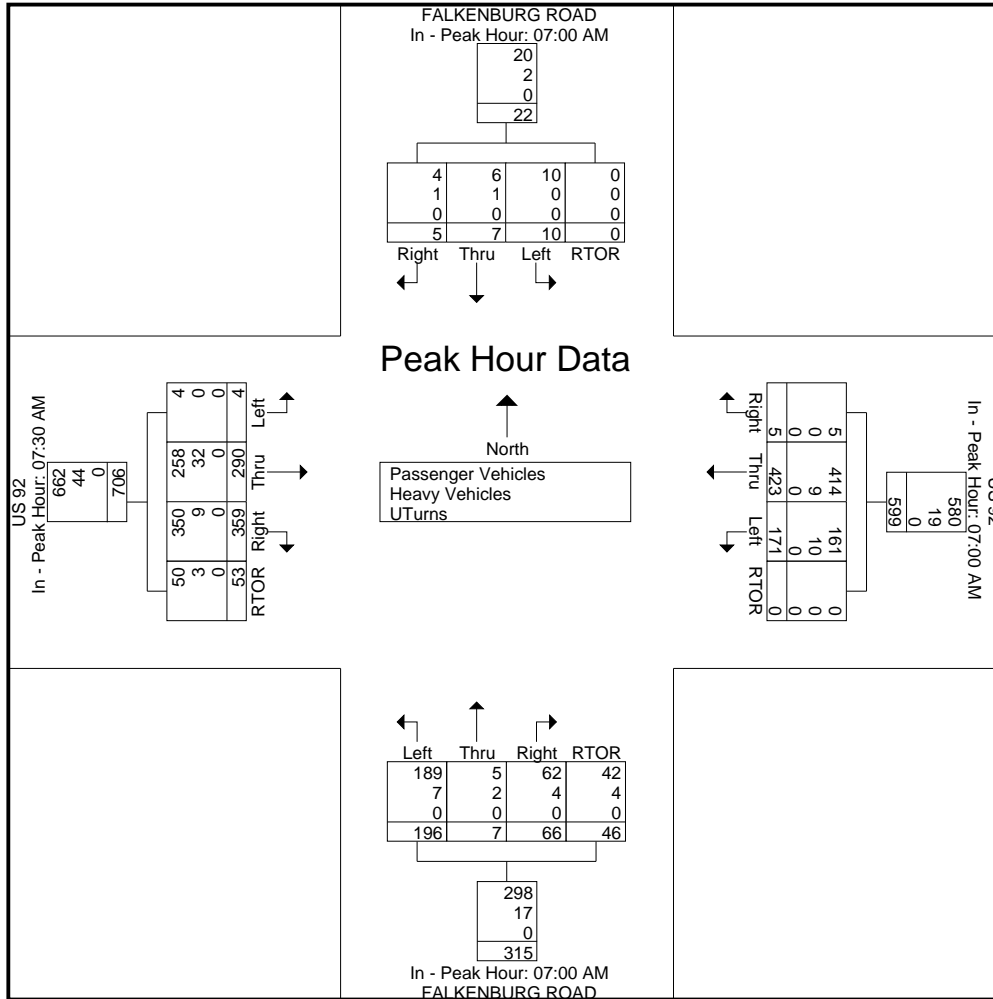
File Name : US92&Falkenburg
 Site Code : 14035
 Start Date : 3/5/2015
 Page No : 6

Start Time	FALKENBURG ROAD Southbound					US 92 Westbound					FALKENBURG ROAD Northbound					US 92 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:00 AM					07:00 AM					07:00 AM					07:30 AM					
+0 mins.	2	2	0	0	4	33	104	1	0	138	42	4	12	15	73	0	66	90	14	170	
+15 mins.	1	4	5	0	10	32	112	1	0	145	49	2	20	8	79	2	85	98	12	197	
+30 mins.	2	1	0	0	3	53	106	1	0	160	51	1	29	12	93	1	74	87	22	184	
+45 mins.	5	0	0	0	5	53	101	2	0	156	54	0	5	11	70	1	65	84	5	155	
Total Volume	10	7	5	0	22	171	423	5	0	599	196	7	66	46	315	4	290	359	53	706	
% App. Total	45.5	31.8	22.7	0		28.5	70.6	0.8	0		62.2	2.2	21	14.6		0.6	41.1	50.8	7.5		
PHF	.500	.438	.250	.000	.550	.807	.944	.625	.000	.936	.907	.438	.569	.767	.847	.500	.853	.916	.602	.896	
Passenger Vehicles	10	6	4	0	20	161	414	5	0	580	189	5	62	42	298	4	258	350	50	662	
% Passenger Vehicles	100	85.7	80	0	90.9	94.2	97.9	100	0	96.8	96.4	71.4	93.9	91.3	94.6	100	89	97.5	94.3	93.8	
Heavy Vehicles	0	1	1	0	2	10	9	0	0	19	7	2	4	4	17	0	32	9	3	44	
% Heavy Vehicles	0	14.3	20	0	9.1	5.8	2.1	0	0	3.2	3.6	28.6	6.1	8.7	5.4	0	11	2.5	5.7	6.2	
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Intersection Turning Movement Count

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

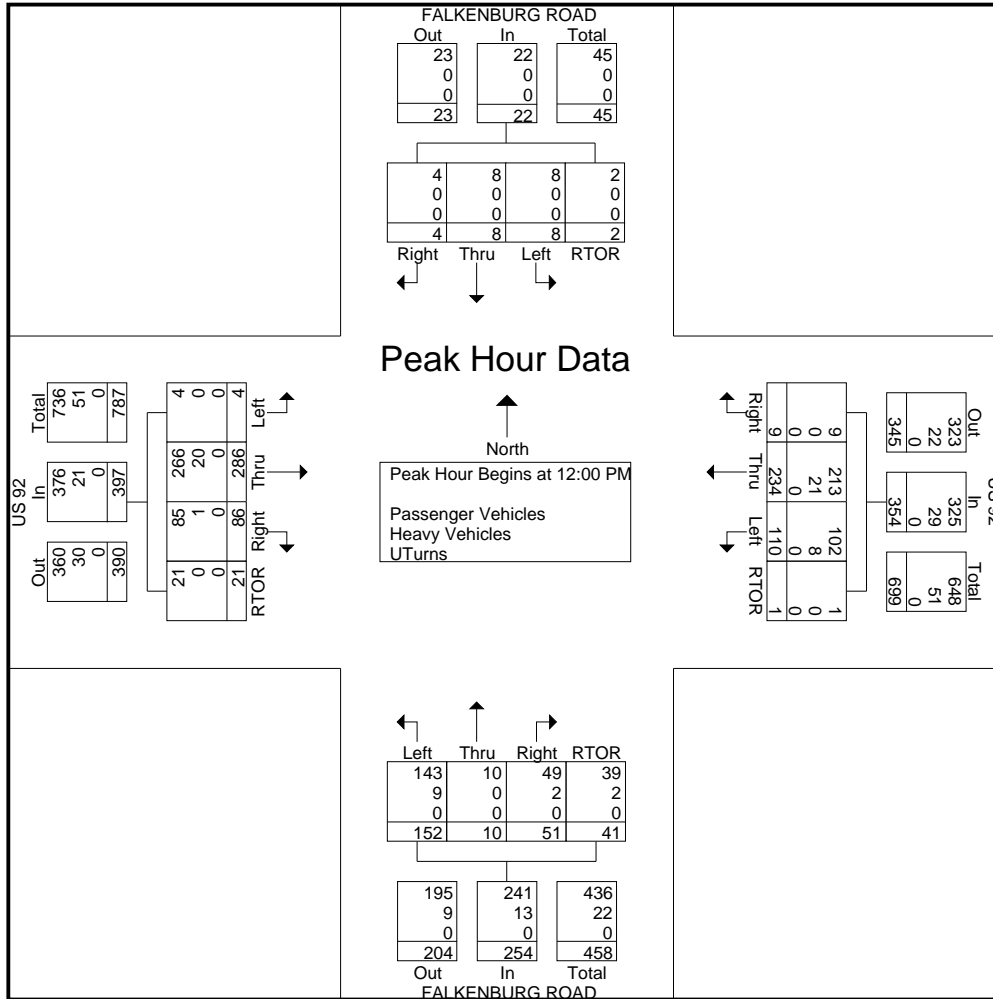
File Name : US92&Falkenburg
 Site Code : 14035
 Start Date : 3/5/2015
 Page No : 7



Intersection Turning Movement Count

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

File Name : US92&Falkenburg
 Site Code : 14035
 Start Date : 3/5/2015
 Page No : 9



Intersection Turning Movement Count

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

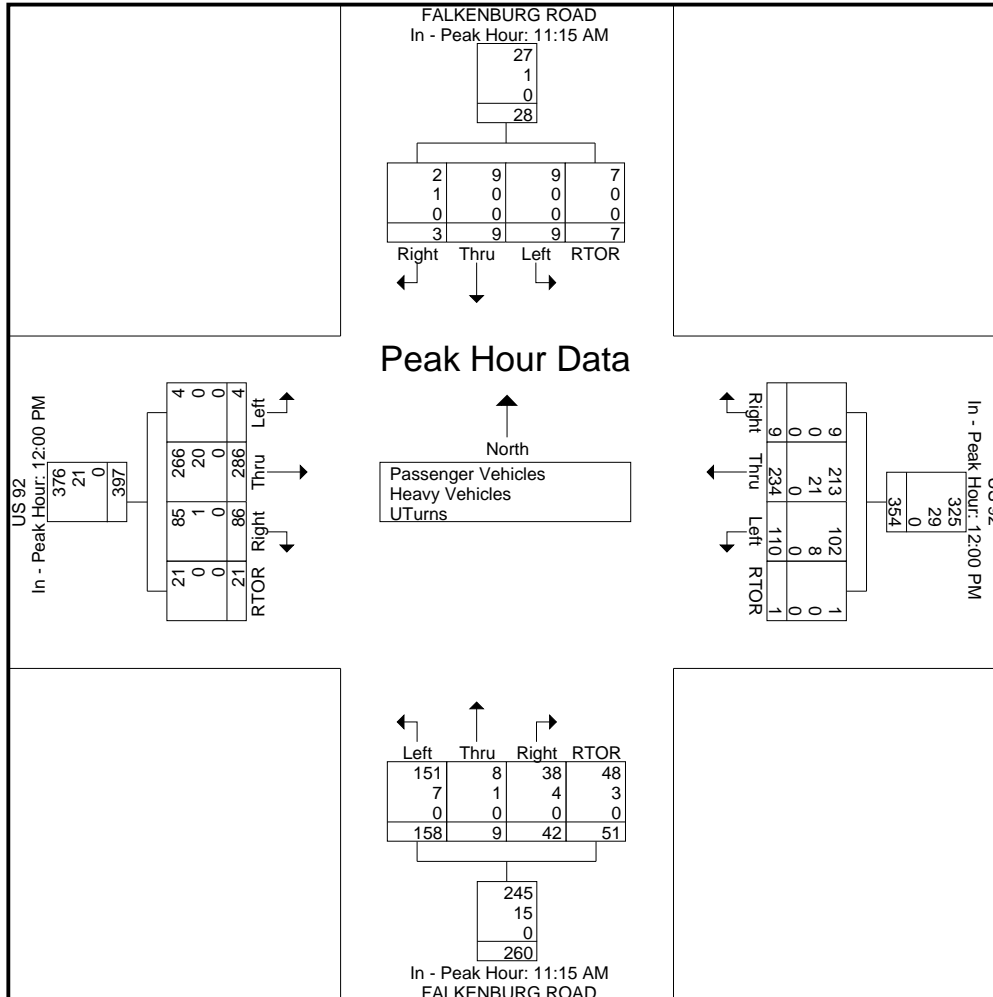
File Name : US92&Falkenburg
 Site Code : 14035
 Start Date : 3/5/2015
 Page No : 10

Start Time	FALKENBURG ROAD Southbound					US 92 Westbound					FALKENBURG ROAD Northbound					US 92 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	11:15 AM					12:00 PM					11:15 AM					12:00 PM					
+0 mins.	2	2	0	4	8	37	48	1	0	86	44	0	10	10	64	1	81	22	4	108	
+15 mins.	1	0	1	1	3	28	67	4	1	100	22	2	6	20	50	1	69	19	2	91	
+30 mins.	4	3	0	2	9	22	55	1	0	78	39	3	9	12	63	2	72	25	6	105	
+45 mins.	2	4	2	0	8	23	64	3	0	90	53	4	17	9	83	0	64	20	9	93	
Total Volume	9	9	3	7	28	110	234	9	1	354	158	9	42	51	260	4	286	86	21	397	
% App. Total	32.1	32.1	10.7	25		31.1	66.1	2.5	0.3		60.8	3.5	16.2	19.6		1	72	21.7	5.3		
PHF	.563	.563	.375	.438	.778	.743	.873	.563	.250	.885	.745	.563	.618	.638	.783	.500	.883	.860	.583	.919	
Passenger Vehicles	9	9	2	7	27	102	213	9	1	325	151	8	38	48	245	4	266	85	21	376	
% Passenger Vehicles	100	100	66.7	100	96.4	92.7	91	100	100	91.8	95.6	88.9	90.5	94.1	94.2	100	93	98.8	100	94.7	
Heavy Vehicles	0	0	1	0	1	8	21	0	0	29	7	1	4	3	15	0	20	1	0	21	
% Heavy Vehicles	0	0	33.3	0	3.6	7.3	9	0	0	8.2	4.4	11.1	9.5	5.9	5.8	0	7	1.2	0	5.3	
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Intersection Turning Movement Count

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

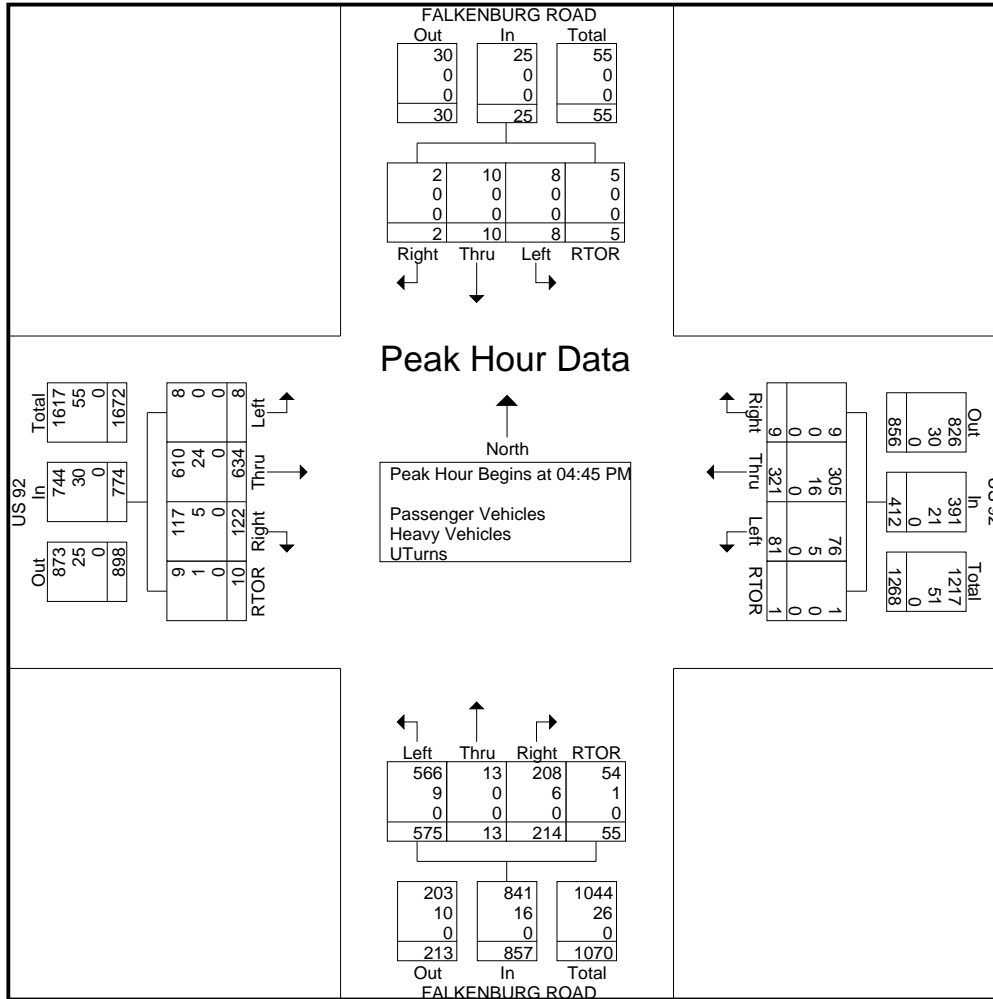
File Name : US92&Falkenburg
 Site Code : 14035
 Start Date : 3/5/2015
 Page No : 11



Intersection Turning Movement Count

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

File Name : US92&Falkenburg
 Site Code : 14035
 Start Date : 3/5/2015
 Page No : 13



Intersection Turning Movement Count

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

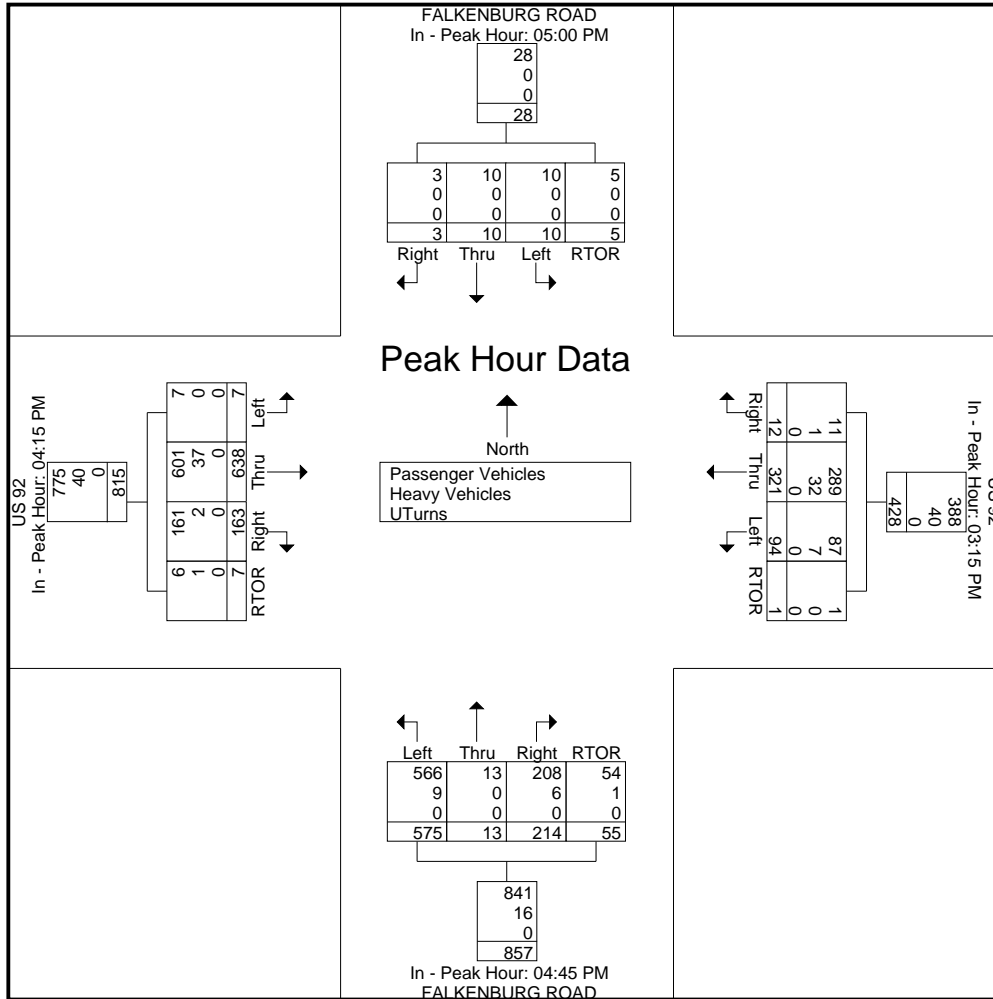
File Name : US92&Falkenburg
 Site Code : 14035
 Start Date : 3/5/2015
 Page No : 14

Start Time	FALKENBURG ROAD Southbound					US 92 Westbound					FALKENBURG ROAD Northbound					US 92 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	05:00 PM					03:15 PM					04:45 PM					04:15 PM					
+0 mins.	3	4	1	2	10	26	75	1	1	103	128	2	42	13	185	3	150	48	1	202	
+15 mins.	3	3	0	1	7	27	75	7	0	109	140	2	47	20	209	1	166	47	2	216	
+30 mins.	1	2	1	1	5	24	88	1	0	113	153	5	58	13	229	2	165	35	3	205	
+45 mins.	3	1	1	1	6	17	83	3	0	103	154	4	67	9	234	1	157	33	1	192	
Total Volume	10	10	3	5	28	94	321	12	1	428	575	13	214	55	857	7	638	163	7	815	
% App. Total	35.7	35.7	10.7	17.9		22	75	2.8	0.2		67.1	1.5	25	6.4		0.9	78.3	20	0.9		
PHF	.833	.625	.750	.625	.700	.870	.912	.429	.250	.947	.933	.650	.799	.688	.916	.583	.961	.849	.583	.943	
Passenger Vehicles	10	10	3	5	28	87	289	11	1	388	566	13	208	54	841	7	601	161	6	775	
% Passenger Vehicles	100	100	100	100	100	92.6	90	91.7	100	90.7	98.4	100	97.2	98.2	98.1	100	94.2	98.8	85.7	95.1	
Heavy Vehicles	0	0	0	0	0	7	32	1	0	40	9	0	6	1	16	0	37	2	1	40	
% Heavy Vehicles	0	0	0	0	0	7.4	10	8.3	0	9.3	1.6	0	2.8	1.8	1.9	0	5.8	1.2	14.3	4.9	
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Intersection Turning Movement Count

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

File Name : US92&Falkenburg
 Site Code : 14035
 Start Date : 3/5/2015
 Page No : 15



Intersection Pedestrian & Bicycle Count

Date: 3/5/15

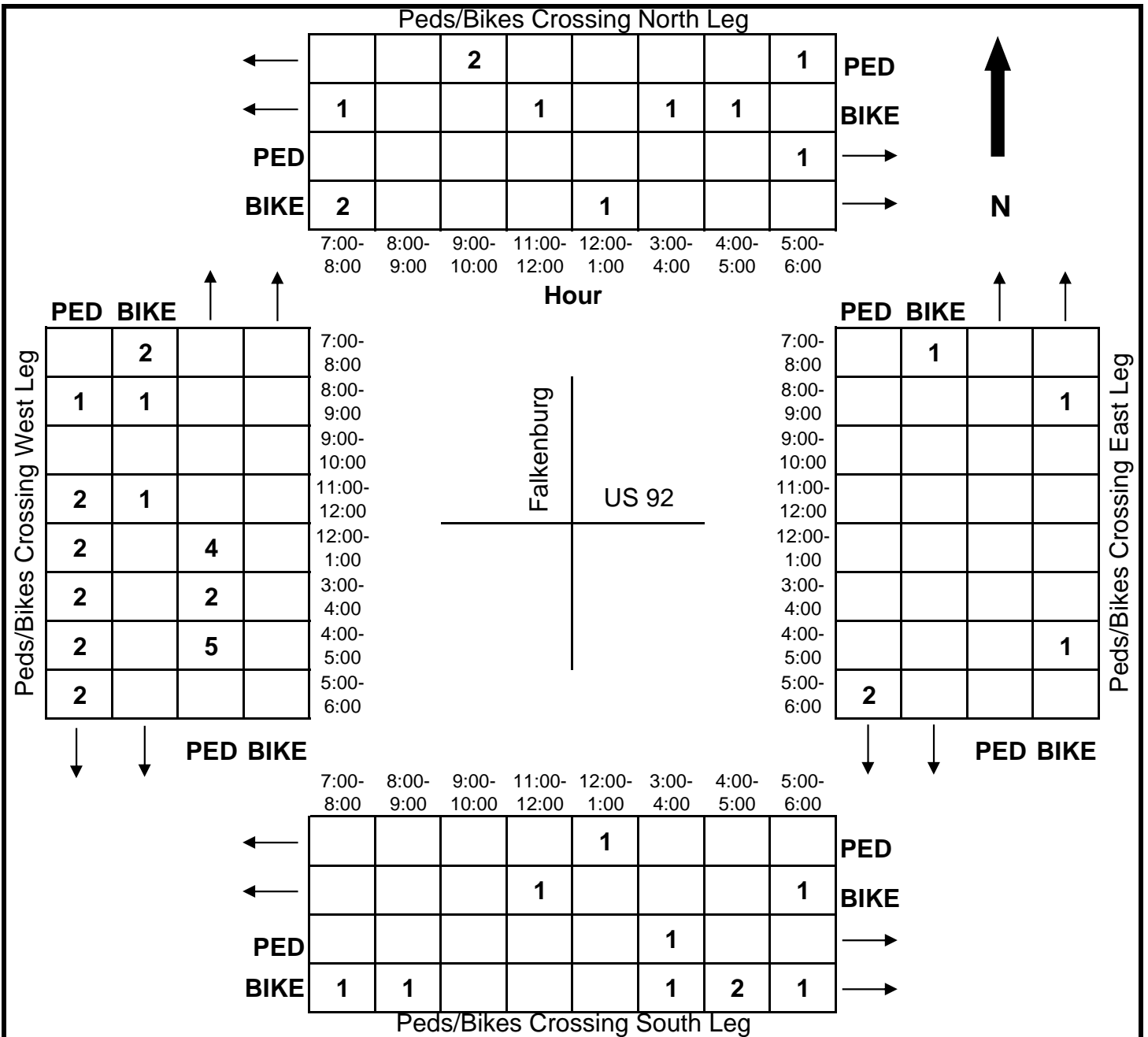
Day: Thursday

Count Times: 7-10am; 11am-1pm; 3-6pm

Weather: Clear

Intersection: US 92 at Falkenburg Road

Comments: _____



Intersection Turning Movement Count

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

File Name : US92&Williams
 Site Code : 14035
 Start Date : 3/5/2015
 Page No : 1

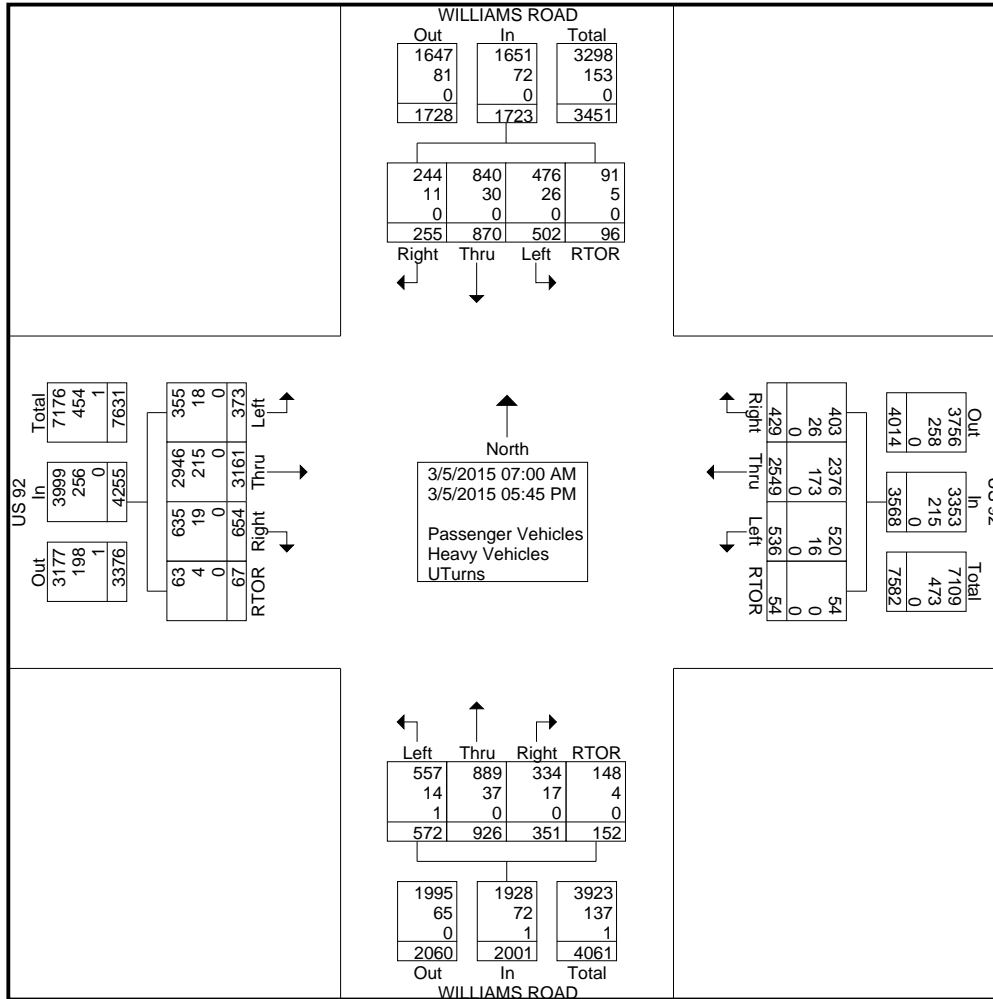
Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	WILLIAMS ROAD Southbound					US 92 Westbound					WILLIAMS ROAD Northbound					US 92 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	18	24	16	5	63	19	98	11	1	129	35	26	18	2	81	7	79	18	1	105	378
07:15 AM	26	25	10	5	66	17	99	21	4	141	34	32	17	11	94	4	69	11	1	85	386
07:30 AM	26	38	22	5	91	17	109	22	7	155	15	25	14	9	63	17	73	17	0	107	416
07:45 AM	28	38	13	8	87	15	134	21	2	172	27	41	13	4	85	8	72	18	1	99	443
Total	98	125	61	23	307	68	440	75	14	597	111	124	62	26	323	36	293	64	3	396	1623
08:00 AM	19	23	12	2	56	20	83	6	4	113	14	21	12	6	53	11	64	16	3	94	316
08:15 AM	16	17	10	9	52	12	89	12	3	116	25	32	11	9	77	9	58	15	4	86	331
08:30 AM	13	21	18	0	52	16	71	11	1	99	15	26	15	2	58	7	55	5	3	70	279
08:45 AM	13	15	5	9	42	17	69	11	3	100	17	25	7	6	55	7	58	7	1	73	270
Total	61	76	45	20	202	65	312	40	11	428	71	104	45	23	243	34	235	43	11	323	1196
09:00 AM	8	27	11	2	48	20	70	8	0	98	12	17	8	4	41	6	60	8	2	76	263
09:15 AM	15	6	5	4	30	7	87	10	2	106	17	14	9	8	48	6	62	10	0	78	262
09:30 AM	18	18	1	1	38	11	63	7	0	81	16	13	4	8	41	9	63	10	4	86	246
09:45 AM	7	18	8	3	36	8	39	5	2	54	12	15	4	3	34	5	48	3	3	59	183
Total	48	69	25	10	152	46	259	30	4	339	57	59	25	23	164	26	233	31	9	299	954
*** BREAK ***																					
11:00 AM	13	11	4	1	29	13	81	8	1	103	9	9	3	4	25	3	73	13	5	94	251
11:15 AM	4	13	3	2	22	9	49	8	0	66	11	12	6	8	37	5	57	8	2	72	197
11:30 AM	6	13	1	3	23	9	72	10	2	93	21	11	4	4	40	4	88	12	4	108	264
11:45 AM	13	9	1	4	27	13	69	8	1	91	16	13	3	5	37	7	67	8	4	86	241
Total	36	46	9	10	101	44	271	34	4	353	57	45	16	21	139	19	285	41	15	360	953
12:00 PM	18	18	11	1	48	13	65	10	0	88	16	19	8	3	46	7	78	20	4	109	291
12:15 PM	9	8	9	3	29	17	78	5	1	101	22	11	6	6	45	7	81	17	2	107	282
12:30 PM	11	16	4	1	32	10	56	13	3	82	17	6	12	5	40	4	72	15	6	97	251
12:45 PM	14	13	4	3	34	16	76	6	5	103	17	19	3	2	41	2	75	12	1	90	268
Total	52	55	28	8	143	56	275	34	9	374	72	55	29	16	172	20	306	64	13	403	1092
*** BREAK ***																					
03:00 PM	22	29	10	1	62	16	75	23	0	114	17	15	9	5	46	11	107	18	0	136	358
03:15 PM	8	14	5	6	33	18	98	11	0	127	13	22	14	8	57	10	100	22	3	135	352
03:30 PM	17	26	11	0	54	16	79	22	1	118	17	27	14	3	61	17	124	34	3	178	411
03:45 PM	19	19	2	6	46	15	77	18	1	111	14	28	10	5	57	8	135	31	2	176	390
Total	66	88	28	13	195	65	329	74	2	470	61	92	47	21	221	46	466	105	8	625	1511
04:00 PM	15	26	3	1	45	16	90	15	0	121	22	34	12	3	71	19	136	45	4	204	441
04:15 PM	16	32	10	3	61	16	75	14	3	108	12	42	16	5	75	15	151	33	0	199	443
04:30 PM	19	49	12	1	81	25	84	17	1	127	16	39	21	3	79	18	180	24	1	223	510
04:45 PM	19	48	8	1	76	24	86	22	2	134	22	51	21	4	98	12	179	33	1	225	533
Total	69	155	33	6	263	81	335	68	6	490	72	166	70	15	323	64	646	135	6	851	1927

Intersection Turning Movement Count

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

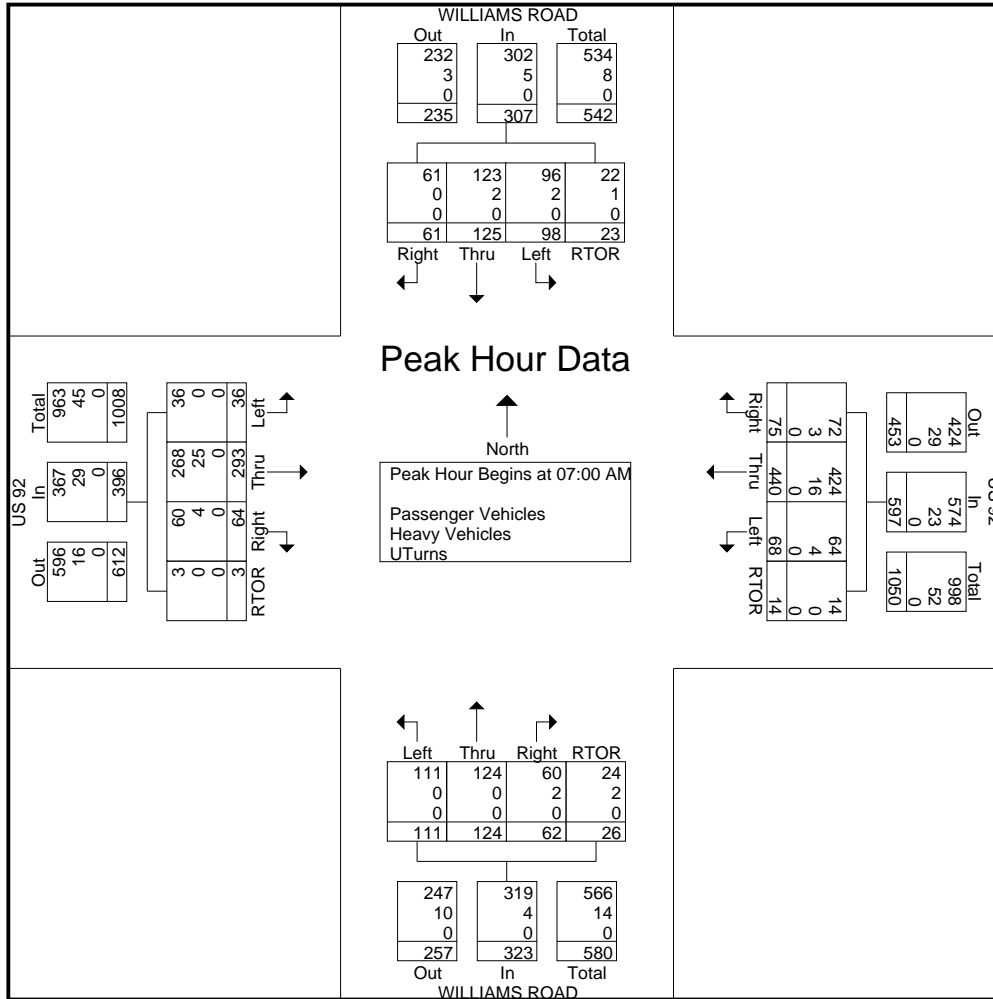
File Name : US92&Williams
 Site Code : 14035
 Start Date : 3/5/2015
 Page No : 3



Intersection Turning Movement Count

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

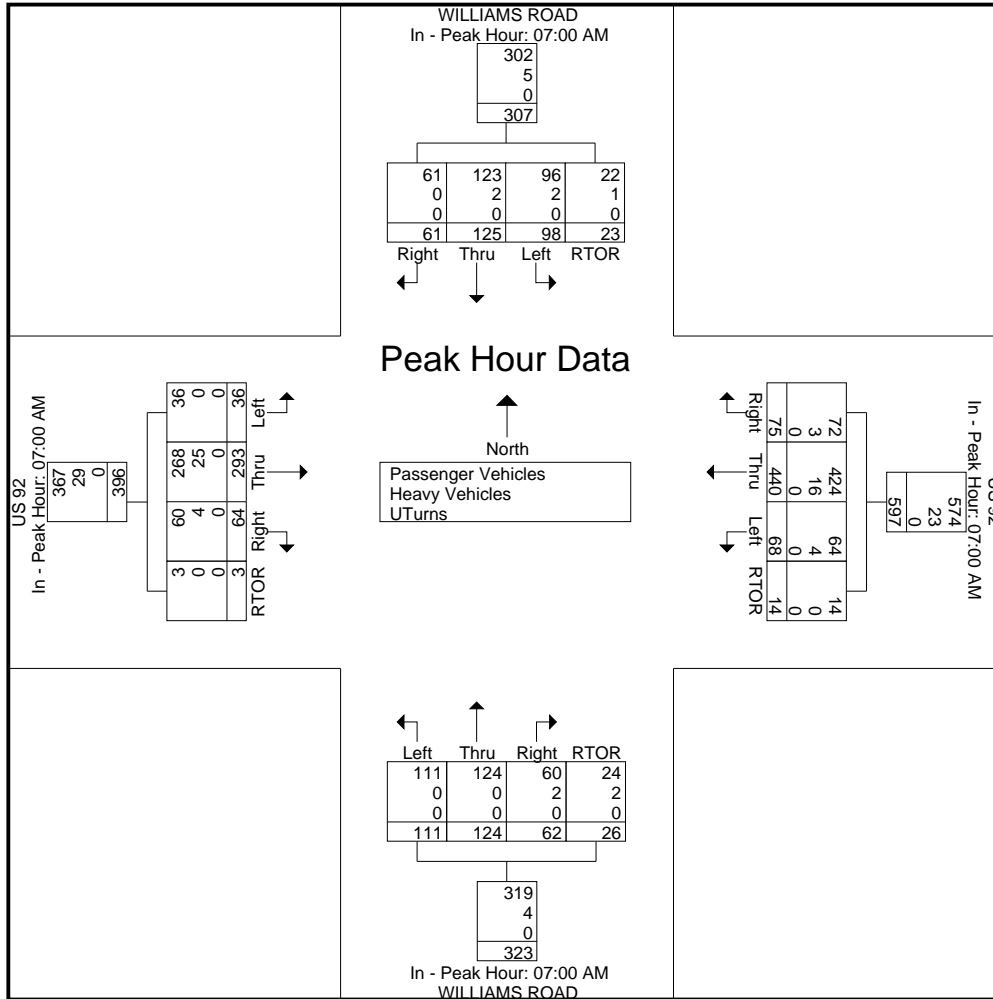
File Name : US92&Williams
 Site Code : 14035
 Start Date : 3/5/2015
 Page No : 5



Intersection Turning Movement Count

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

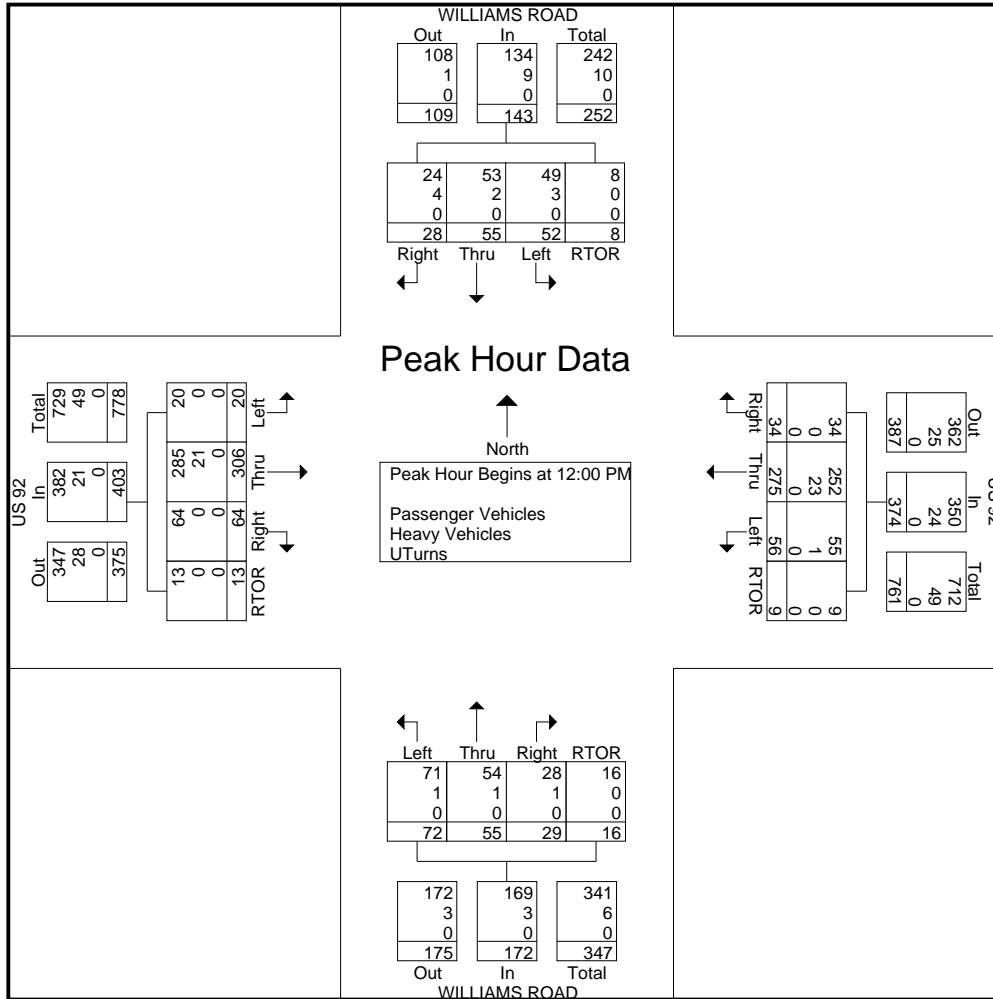
File Name : US92&Williams
 Site Code : 14035
 Start Date : 3/5/2015
 Page No : 7



Intersection Turning Movement Count

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

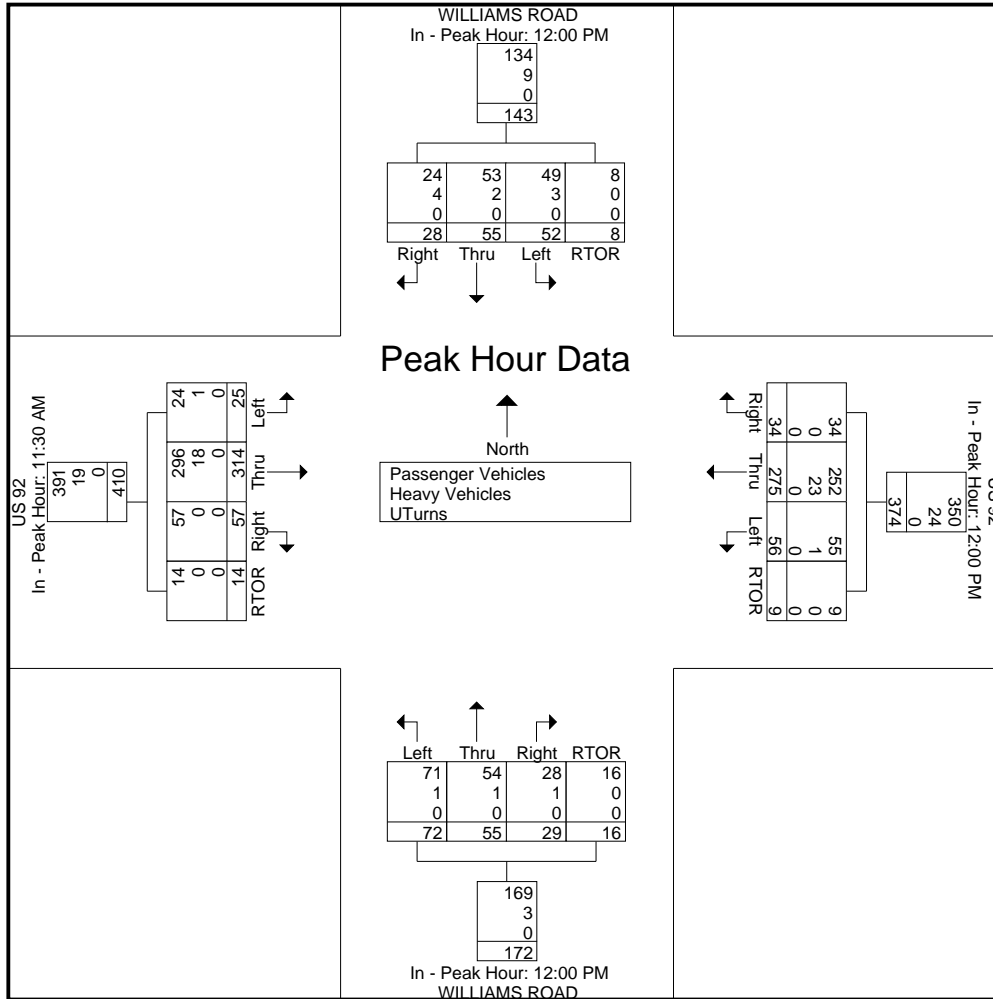
File Name : US92&Williams
 Site Code : 14035
 Start Date : 3/5/2015
 Page No : 9



Intersection Turning Movement Count

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

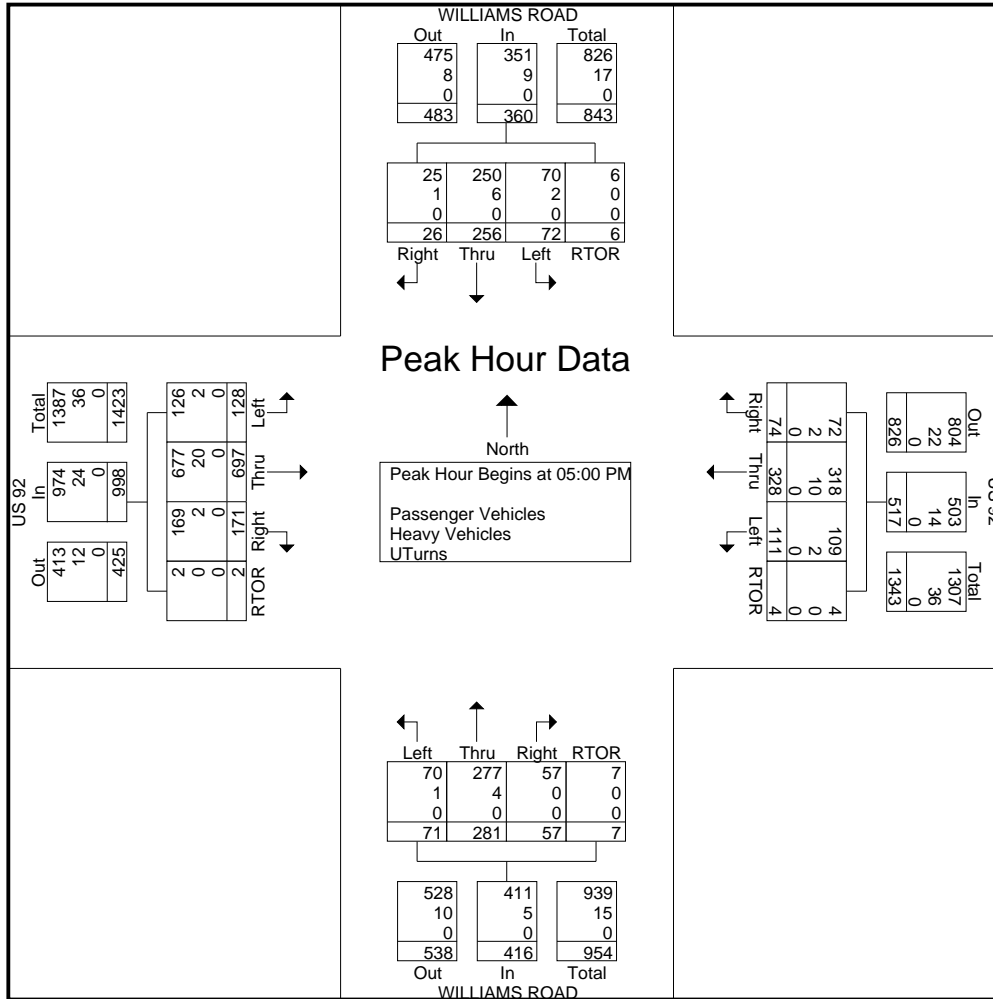
File Name : US92&Williams
 Site Code : 14035
 Start Date : 3/5/2015
 Page No : 11



Intersection Turning Movement Count

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

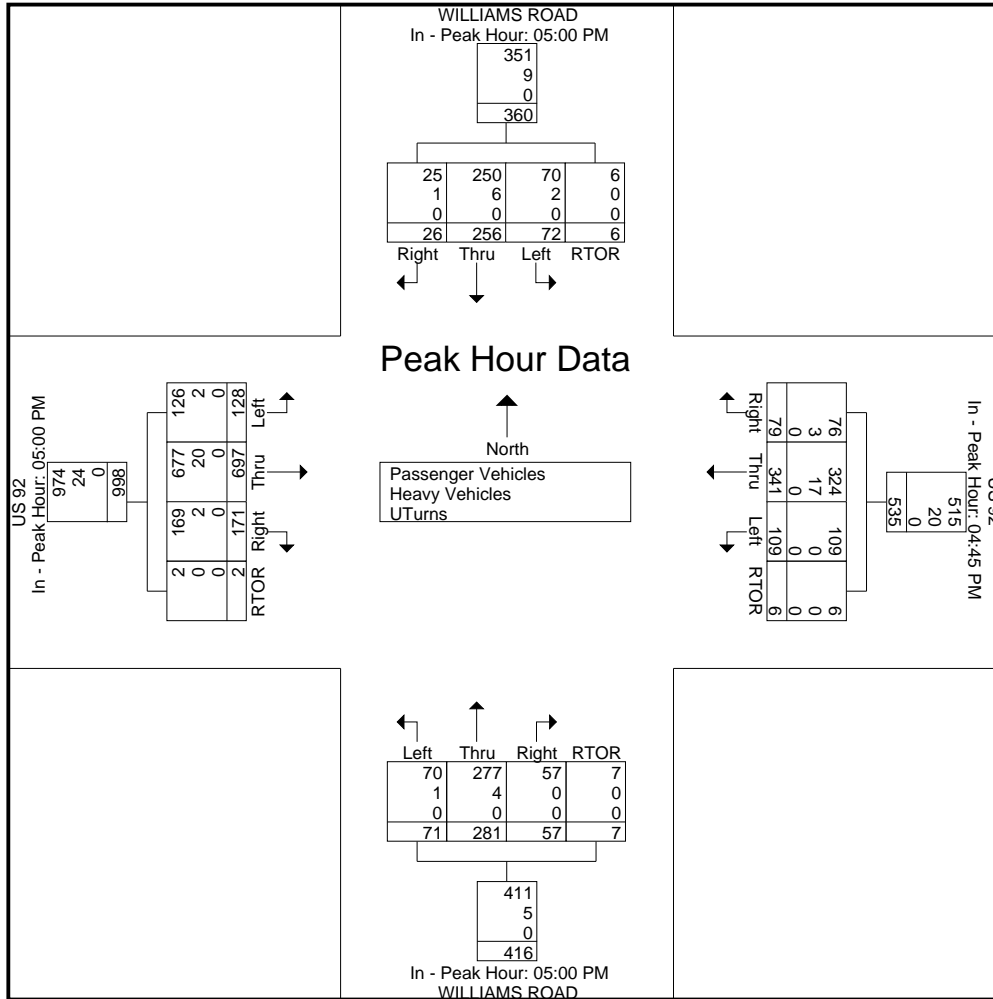
File Name : US92&Williams
 Site Code : 14035
 Start Date : 3/5/2015
 Page No : 13



Intersection Turning Movement Count

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

File Name : US92&Williams
 Site Code : 14035
 Start Date : 3/5/2015
 Page No : 15



Intersection Pedestrian & Bicycle Count

Date: 3/5/15

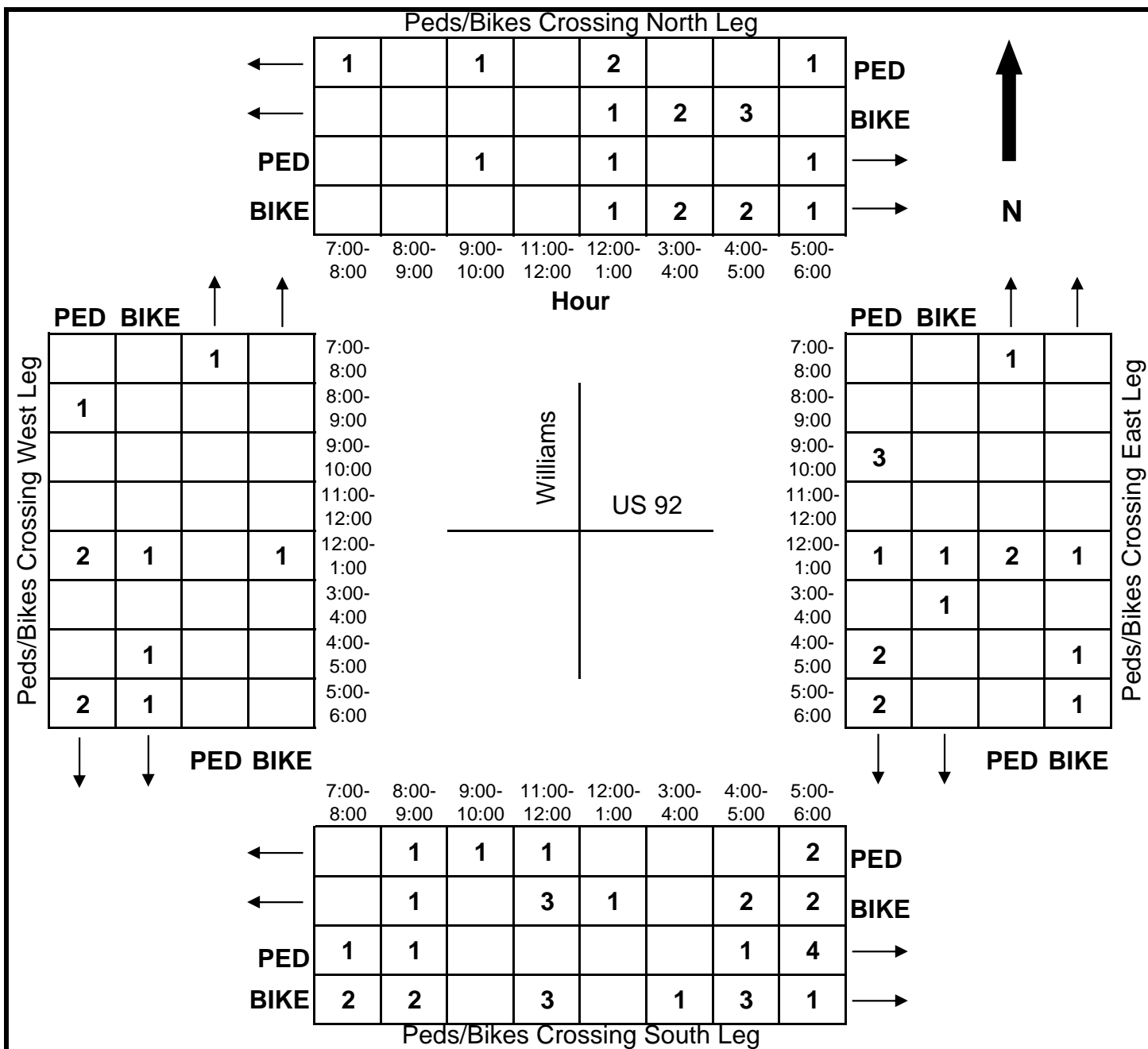
Day: Thursday

Count Times: 7-10am; 11am-1pm; 3-6pm

Weather: Clear

Intersection: US 92 at Williams Road

Comments: _____



Intersection Turning Movement Count

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

File Name : US92&Mango
 Site Code : 14035
 Start Date : 3/26/2015
 Page No : 1

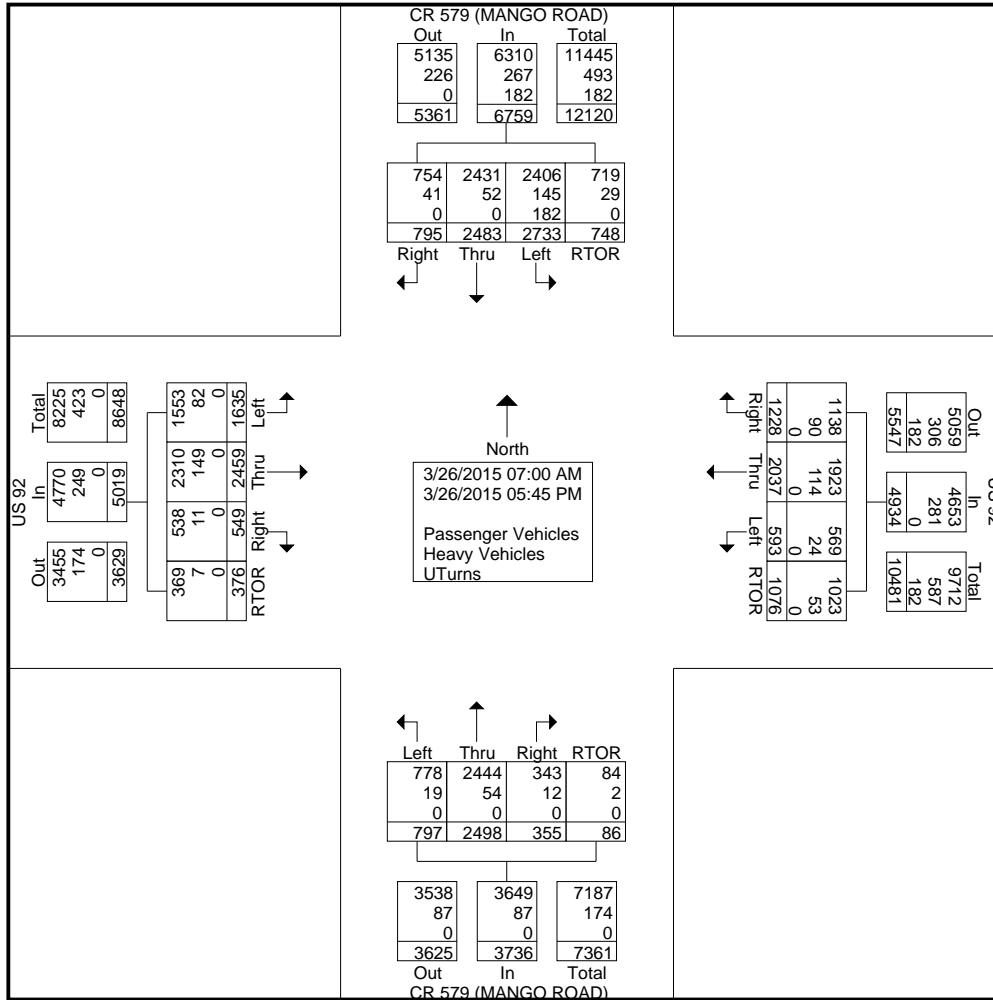
Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	CR 579 (MANGO ROAD) Southbound					US 92 Westbound					CR 579 (MANGO ROAD) Northbound					US 92 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	110	67	36	28	241	24	65	89	35	213	36	109	18	6	169	32	61	11	4	108	731
07:15 AM	101	52	37	33	223	33	96	106	39	274	36	108	16	3	163	53	97	17	14	181	841
07:30 AM	55	95	80	51	281	30	114	81	41	266	36	152	12	1	201	60	84	21	21	186	934
07:45 AM	50	68	77	43	238	14	115	92	45	266	38	131	5	2	176	68	103	30	6	207	887
Total	316	282	230	155	983	101	390	368	160	1019	146	500	51	12	709	213	345	79	45	682	3393
08:00 AM	72	56	28	32	188	15	91	75	36	217	32	99	2	4	137	40	59	10	3	112	654
08:15 AM	63	61	23	51	198	16	77	38	42	173	37	70	5	0	112	37	53	13	7	110	593
08:30 AM	68	71	18	34	191	9	77	39	39	164	34	79	12	5	130	28	55	7	6	96	581
08:45 AM	49	56	23	39	167	18	76	38	44	176	33	56	9	2	100	33	60	11	4	108	551
Total	252	244	92	156	744	58	321	190	161	730	136	304	28	11	479	138	227	41	20	426	2379
09:00 AM	51	58	36	20	165	11	57	27	45	140	27	69	7	2	105	35	45	16	11	107	517
09:15 AM	48	46	12	27	133	13	51	27	34	125	23	47	5	3	78	35	36	3	4	78	414
09:30 AM	56	49	20	18	143	17	48	22	26	113	10	63	6	4	83	27	39	6	3	75	414
09:45 AM	68	57	12	13	150	9	46	23	32	110	18	48	4	0	70	19	33	10	11	73	403
Total	223	210	80	78	591	50	202	99	137	488	78	227	22	9	336	116	153	35	29	333	1748
*** BREAK ***																					
11:00 AM	51	65	10	10	136	20	53	6	21	100	19	55	5	3	82	34	42	11	13	100	418
11:15 AM	68	74	16	13	171	21	48	26	30	125	19	65	8	3	95	31	63	9	12	115	506
11:30 AM	62	55	20	27	164	13	54	21	25	113	24	49	9	4	86	34	49	12	10	105	468
11:45 AM	57	66	14	22	159	10	56	17	33	116	18	58	10	2	88	40	52	9	12	113	476
Total	238	260	60	72	630	64	211	70	109	454	80	227	32	12	351	139	206	41	47	433	1868
12:00 PM	64	71	24	14	173	11	39	13	30	93	26	69	6	3	104	37	58	20	20	135	505
12:15 PM	76	70	17	21	184	13	63	27	24	127	33	64	4	3	104	36	48	18	11	113	528
12:30 PM	67	68	12	17	164	14	64	22	17	117	35	48	8	7	98	38	48	9	6	101	480
12:45 PM	53	66	12	29	160	14	48	16	36	114	25	58	10	0	93	38	47	13	5	103	470
Total	260	275	65	81	681	52	214	78	107	451	119	239	28	13	399	149	201	60	42	452	1983
*** BREAK ***																					
03:00 PM	96	94	35	17	242	33	97	33	59	222	25	65	10	4	104	65	72	29	21	187	755
03:15 PM	100	106	16	18	240	24	75	33	32	164	21	65	13	2	101	58	82	26	15	181	686
03:30 PM	103	83	20	20	226	14	48	27	35	124	7	77	13	2	99	69	96	28	12	205	654
03:45 PM	127	87	16	16	246	22	50	37	32	141	17	86	14	3	120	51	87	20	5	163	670
Total	426	370	87	71	954	93	270	130	158	651	70	293	50	11	424	243	337	103	53	736	2765
04:00 PM	126	68	24	22	240	26	40	35	33	134	28	71	15	1	115	55	106	26	21	208	697
04:15 PM	106	93	22	8	229	29	69	40	43	181	13	83	14	2	112	86	124	25	17	252	774
04:30 PM	118	93	17	20	248	21	62	37	17	137	18	73	10	0	101	93	110	25	24	252	738
04:45 PM	125	92	17	15	249	12	59	51	29	151	33	91	10	3	137	76	131	21	25	253	790
Total	475	346	80	65	966	88	230	163	122	603	92	318	49	6	465	310	471	97	87	965	2999

Intersection Turning Movement Count

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

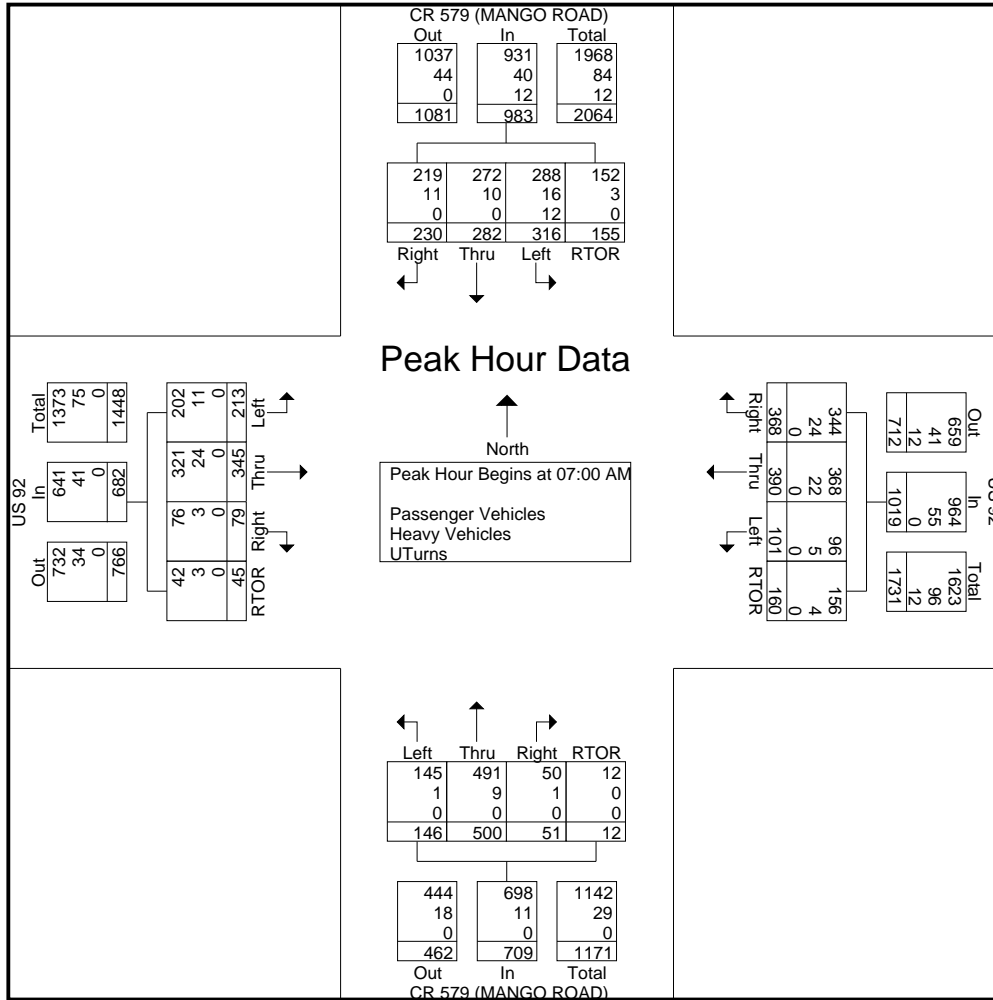
File Name : US92&Mango
 Site Code : 14035
 Start Date : 3/26/2015
 Page No : 3



Intersection Turning Movement Count

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

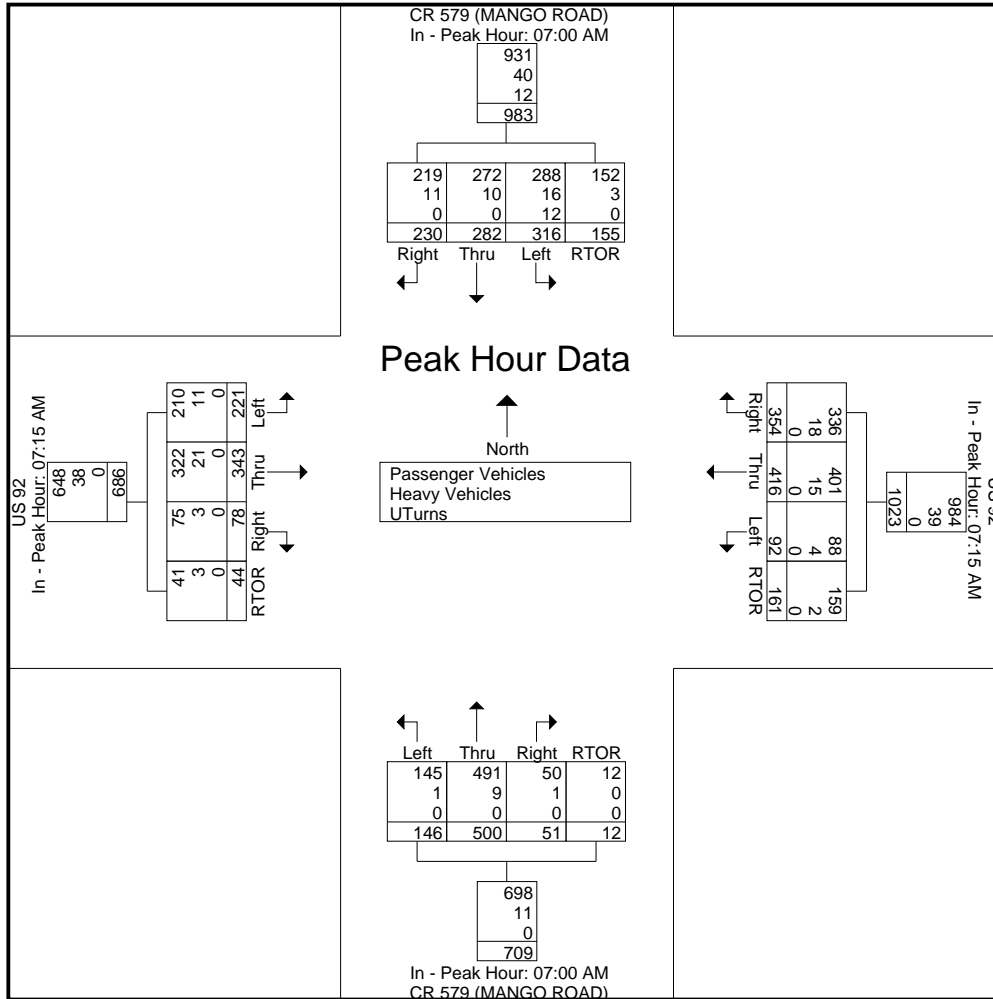
File Name : US92&Mango
 Site Code : 14035
 Start Date : 3/26/2015
 Page No : 5



Intersection Turning Movement Count

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

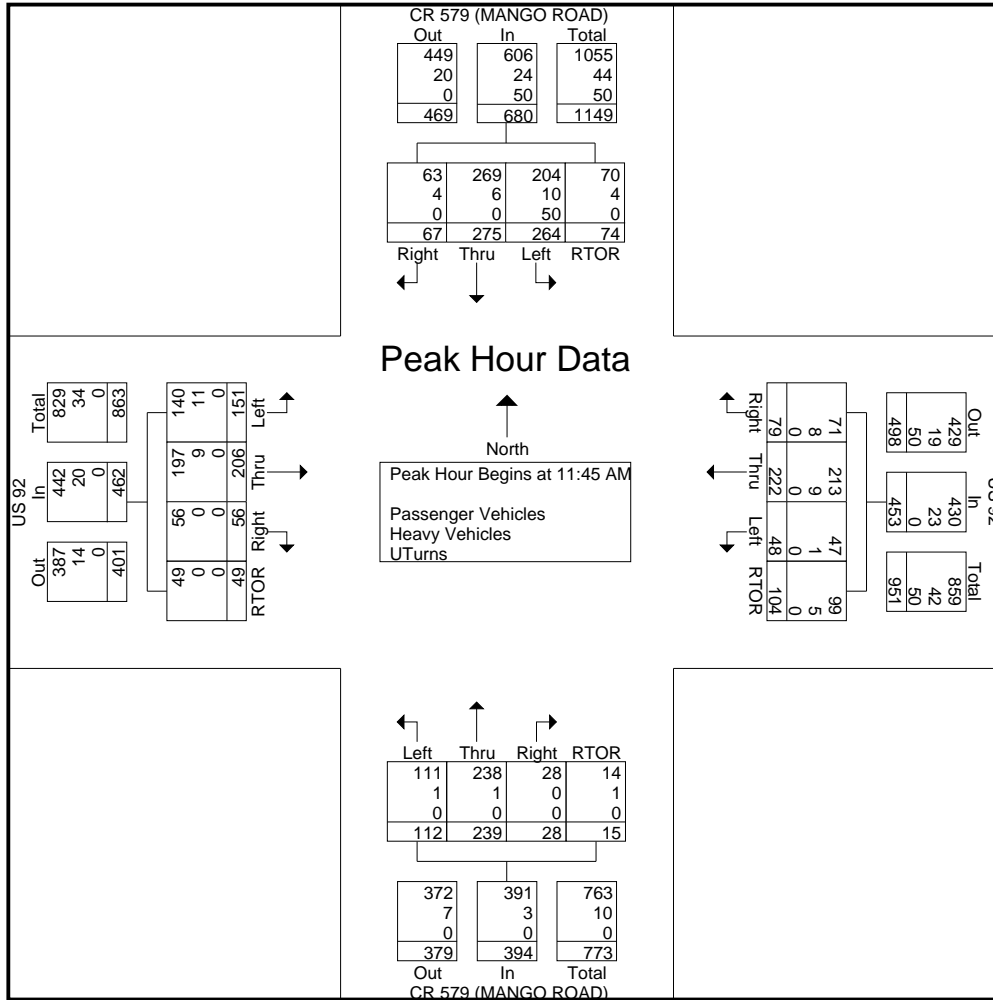
File Name : US92&Mango
 Site Code : 14035
 Start Date : 3/26/2015
 Page No : 7



Intersection Turning Movement Count

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

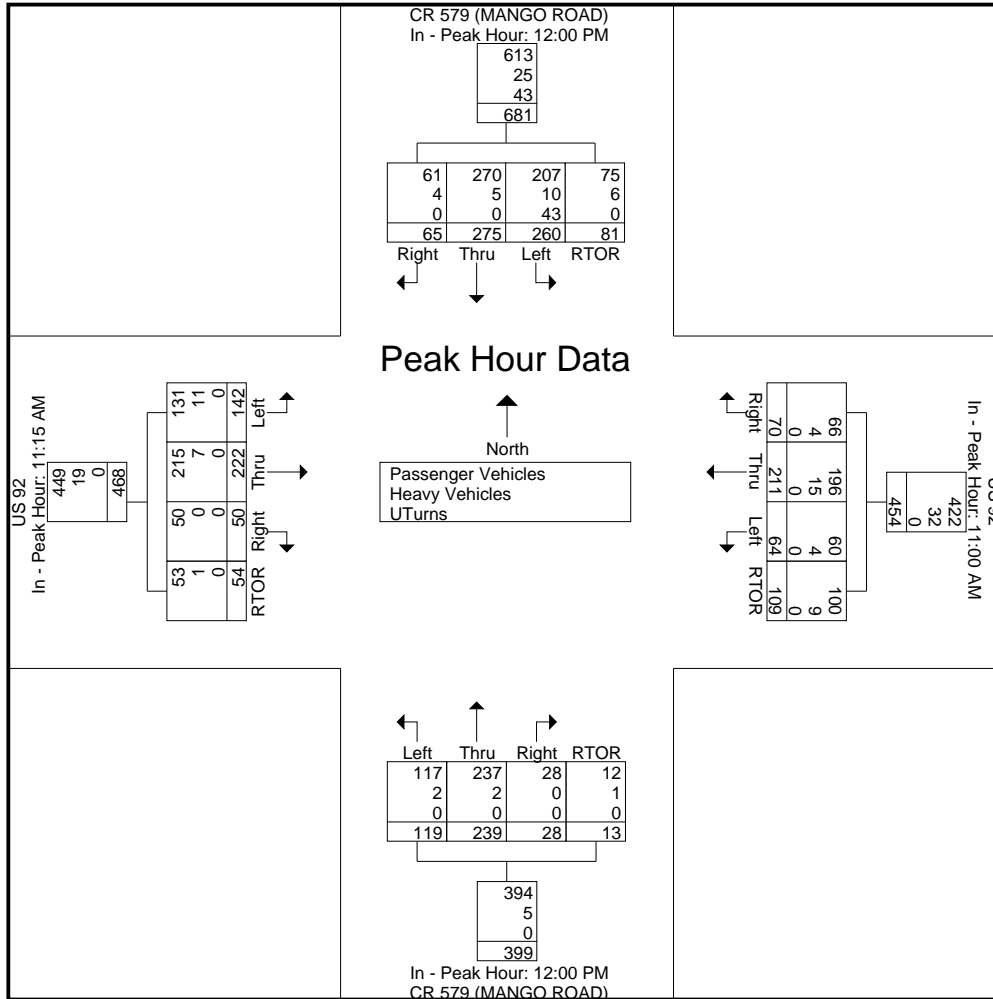
File Name : US92&Mango
 Site Code : 14035
 Start Date : 3/26/2015
 Page No : 9



Intersection Turning Movement Count

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

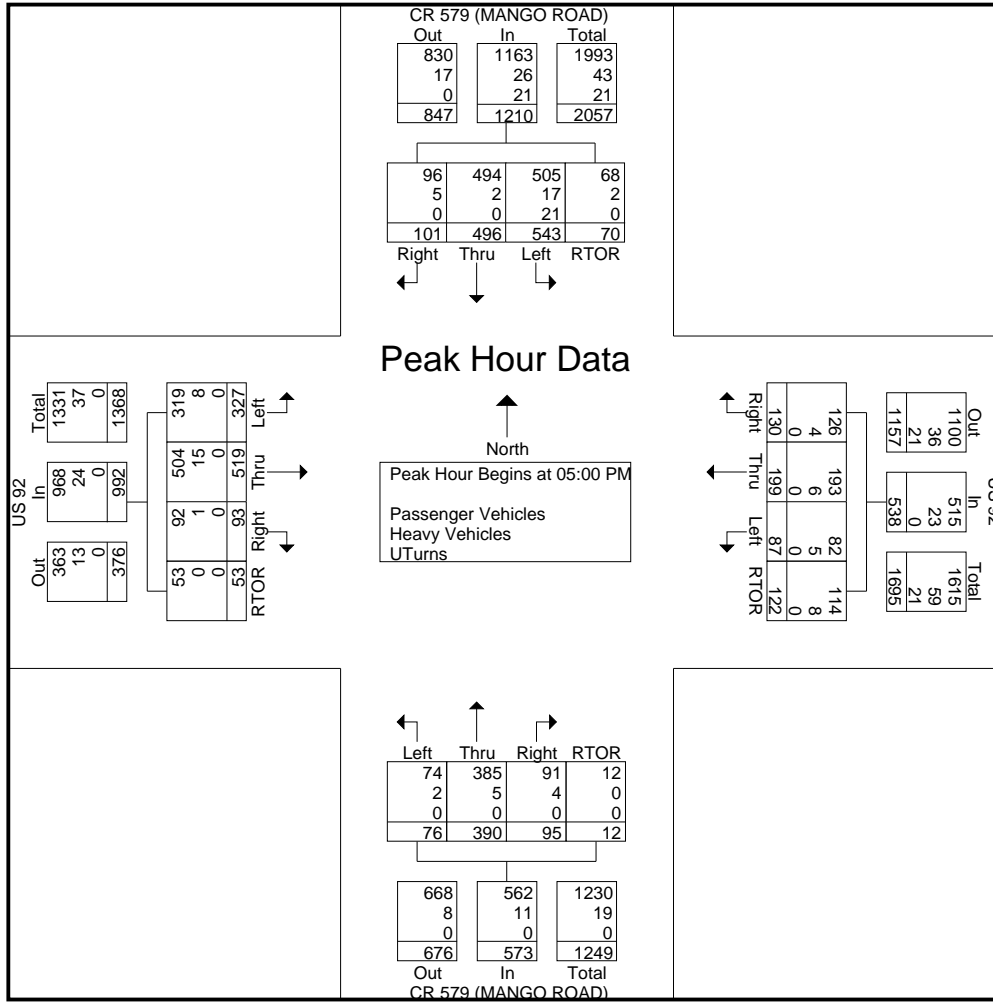
File Name : US92&Mango
 Site Code : 14035
 Start Date : 3/26/2015
 Page No : 11



Intersection Turning Movement Count

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

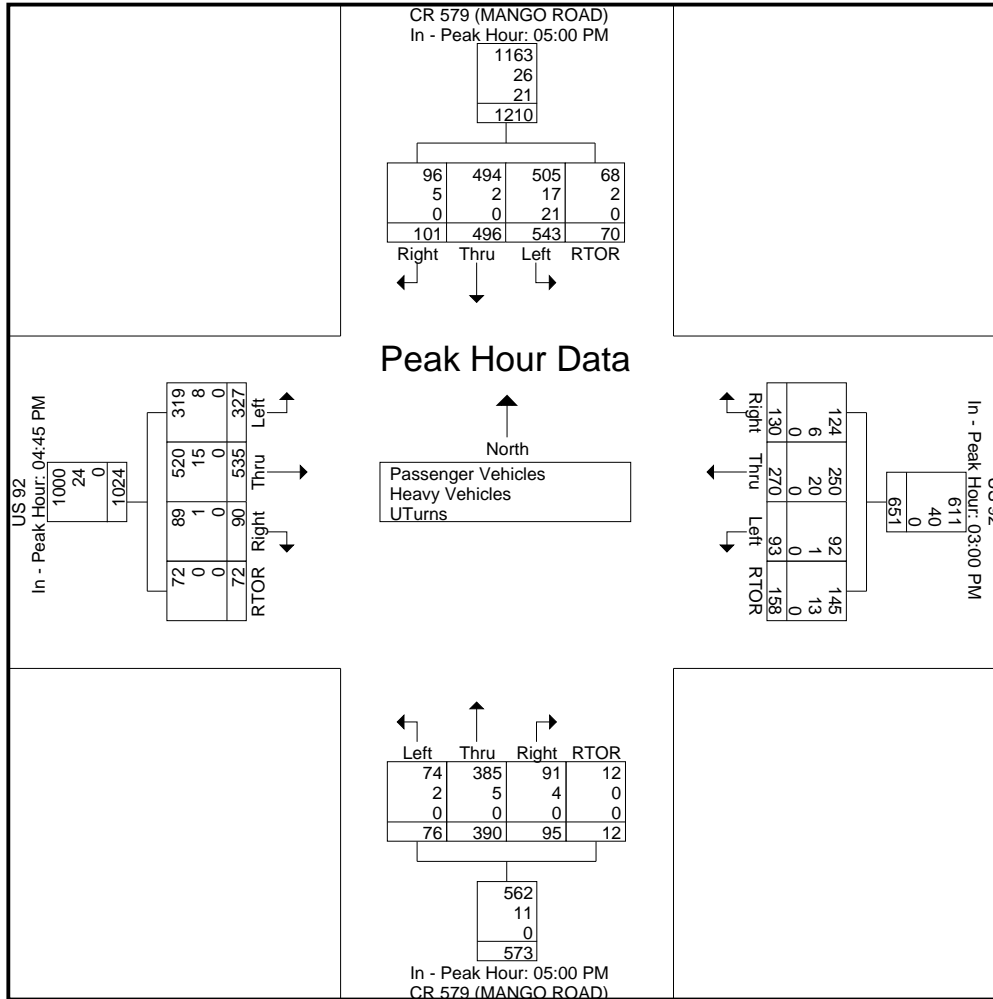
File Name : US92&Mango
 Site Code : 14035
 Start Date : 3/26/2015
 Page No : 13



Intersection Turning Movement Count

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

File Name : US92&Mango
 Site Code : 14035
 Start Date : 3/26/2015
 Page No : 15



Intersection Pedestrian & Bicycle Count

Date: 3/26/15

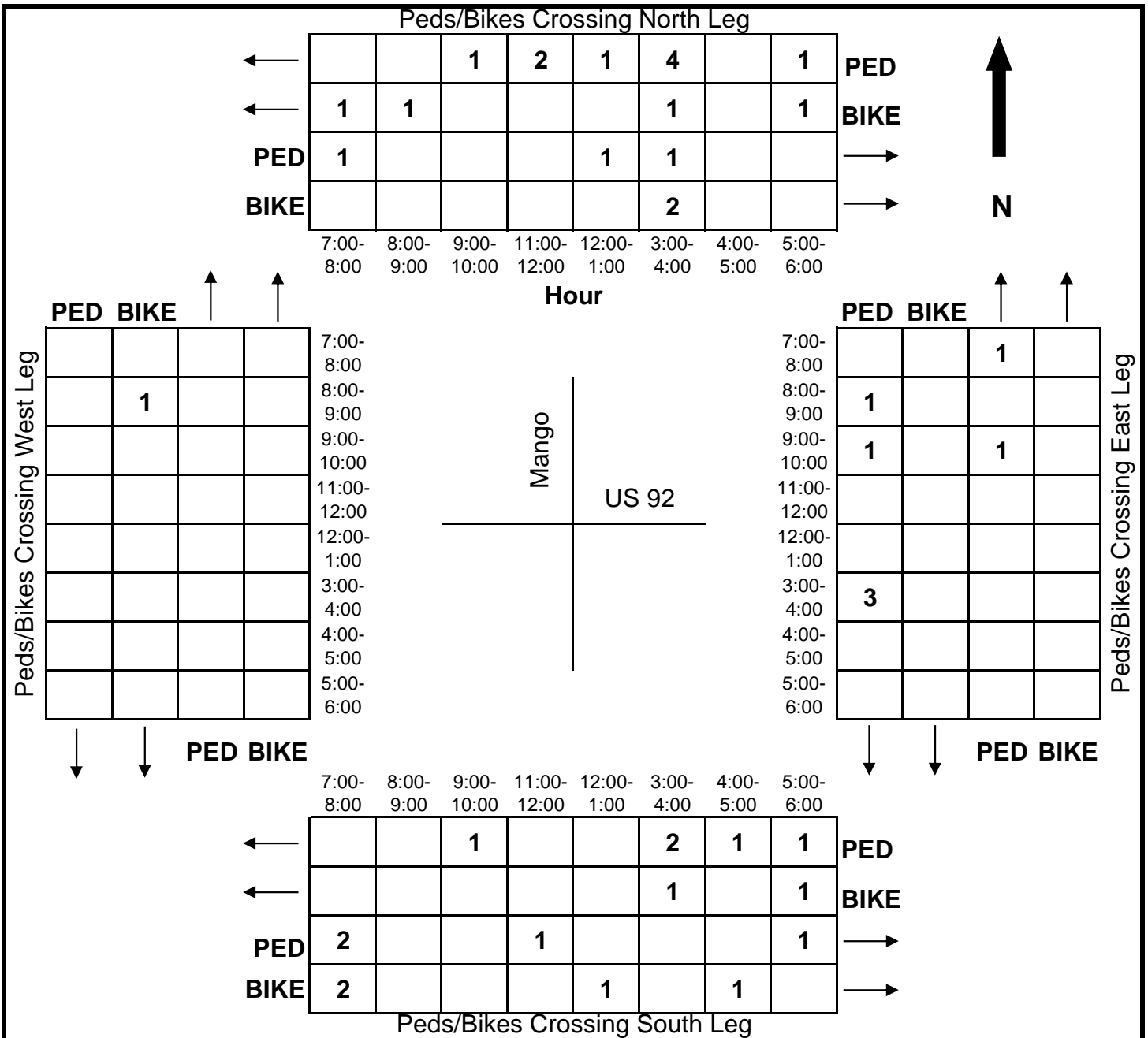
Day: Thursday

Count Times: 7-10am; 11am-1pm; 3-6pm

Weather: Clear

Intersection: US 92 at CR 579/Mango Road

Comments: _____



Intersection Turning Movement Count

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

File Name : US92&Peach
 Site Code : 14035
 Start Date : 3/5/2015
 Page No : 1

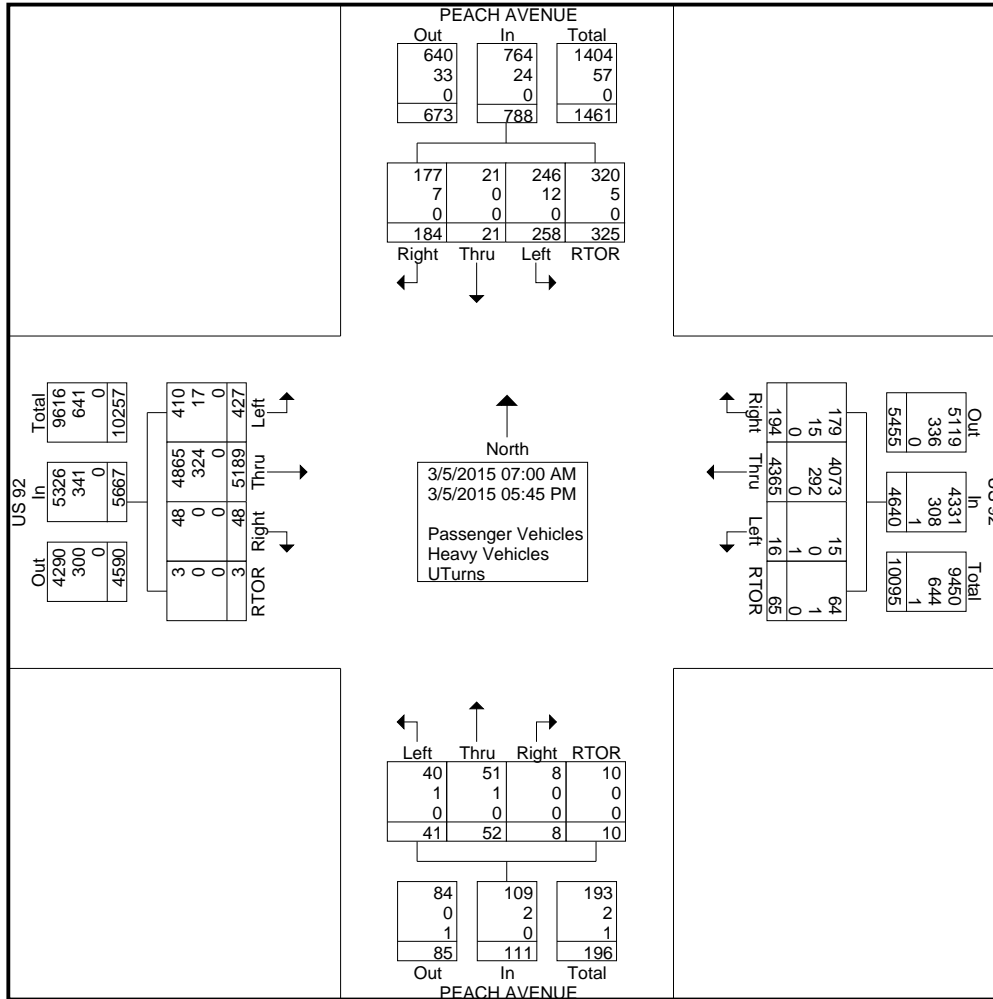
Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	PEACH AVENUE Southbound					US 92 Westbound					PEACH AVENUE Northbound					US 92 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	20	1	27	41	89	0	185	45	10	240	1	16	0	0	17	85	121	3	0	209	555
07:15 AM	39	2	39	52	132	0	170	28	15	213	2	15	1	0	18	72	129	1	0	202	565
07:30 AM	13	3	7	8	31	0	245	1	3	249	3	0	1	0	4	12	122	1	0	135	419
07:45 AM	0	1	1	10	12	1	204	4	0	209	1	0	0	1	2	10	122	0	0	132	355
Total	72	7	74	111	264	1	804	78	28	911	7	31	2	1	41	179	494	5	0	678	1894
08:00 AM	5	0	0	5	10	0	172	3	0	175	1	0	0	0	1	6	106	2	0	114	300
08:15 AM	3	0	1	1	5	0	169	2	0	171	4	0	0	0	4	2	111	2	0	115	295
08:30 AM	4	0	0	2	6	2	145	4	0	151	3	0	0	1	4	6	106	0	0	112	273
08:45 AM	3	1	1	4	9	1	171	3	0	175	2	0	0	0	2	4	112	0	0	116	302
Total	15	1	2	12	30	3	657	12	0	672	10	0	0	1	11	18	435	4	0	457	1170
09:00 AM	2	0	1	6	9	0	148	2	0	150	3	0	0	1	4	8	115	1	0	124	287
09:15 AM	6	0	1	3	10	1	132	2	0	135	0	0	0	1	1	5	85	1	0	91	237
09:30 AM	1	0	1	4	6	0	109	2	0	111	1	0	0	0	1	3	95	2	0	100	218
09:45 AM	2	0	0	2	4	0	87	2	1	90	0	0	0	0	0	4	87	3	0	94	188
Total	11	0	3	15	29	1	476	8	1	486	4	0	0	2	6	20	382	7	0	409	930
*** BREAK ***																					
11:00 AM	0	0	1	2	3	1	108	3	0	112	2	0	0	0	2	1	146	2	0	149	266
11:15 AM	2	0	0	1	3	0	109	3	0	112	1	1	0	0	2	2	139	3	0	144	261
11:30 AM	0	0	0	5	5	0	96	0	0	96	1	0	1	0	2	4	161	1	0	166	269
11:45 AM	1	0	0	2	3	1	99	1	0	101	0	0	0	0	0	6	141	0	0	147	251
Total	3	0	1	10	14	2	412	7	0	421	4	1	1	0	6	13	587	6	0	606	1047
12:00 PM	4	0	1	1	6	0	104	4	0	108	1	0	0	2	3	1	167	0	0	168	285
12:15 PM	1	0	2	3	6	0	109	1	2	112	2	1	0	0	3	8	156	0	0	164	285
12:30 PM	4	0	2	2	8	0	118	0	0	118	1	0	0	1	2	5	126	3	0	134	262
12:45 PM	1	0	2	4	7	1	115	2	0	118	2	0	0	0	2	2	115	0	0	117	244
Total	10	0	7	10	27	1	446	7	2	456	6	1	0	3	10	16	564	3	0	583	1076
*** BREAK ***																					
03:00 PM	34	6	56	31	127	1	132	14	14	161	1	4	1	1	7	34	164	3	0	201	496
03:15 PM	26	2	16	22	66	1	154	12	5	172	2	3	1	0	6	13	171	1	1	186	430
03:30 PM	11	0	3	18	32	0	118	4	0	122	1	4	0	0	5	8	214	3	0	225	384
03:45 PM	7	0	0	5	12	0	113	1	0	114	1	2	1	0	4	6	217	1	0	224	354
Total	78	8	75	76	237	2	517	31	19	569	5	13	3	1	22	61	766	8	1	836	1664
04:00 PM	5	0	3	5	13	0	97	3	1	101	1	1	1	0	3	7	248	1	0	256	373
04:15 PM	8	0	3	11	22	2	130	6	0	138	0	0	0	0	0	12	255	4	0	271	431
04:30 PM	5	1	5	6	17	0	153	6	2	161	0	0	0	0	0	18	223	1	0	242	420
04:45 PM	7	1	2	7	17	0	141	8	4	153	1	1	1	1	4	14	231	0	0	245	419
Total	25	2	13	29	69	2	521	23	7	553	2	2	2	1	7	51	957	6	0	1014	1643

Intersection Turning Movement Count

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

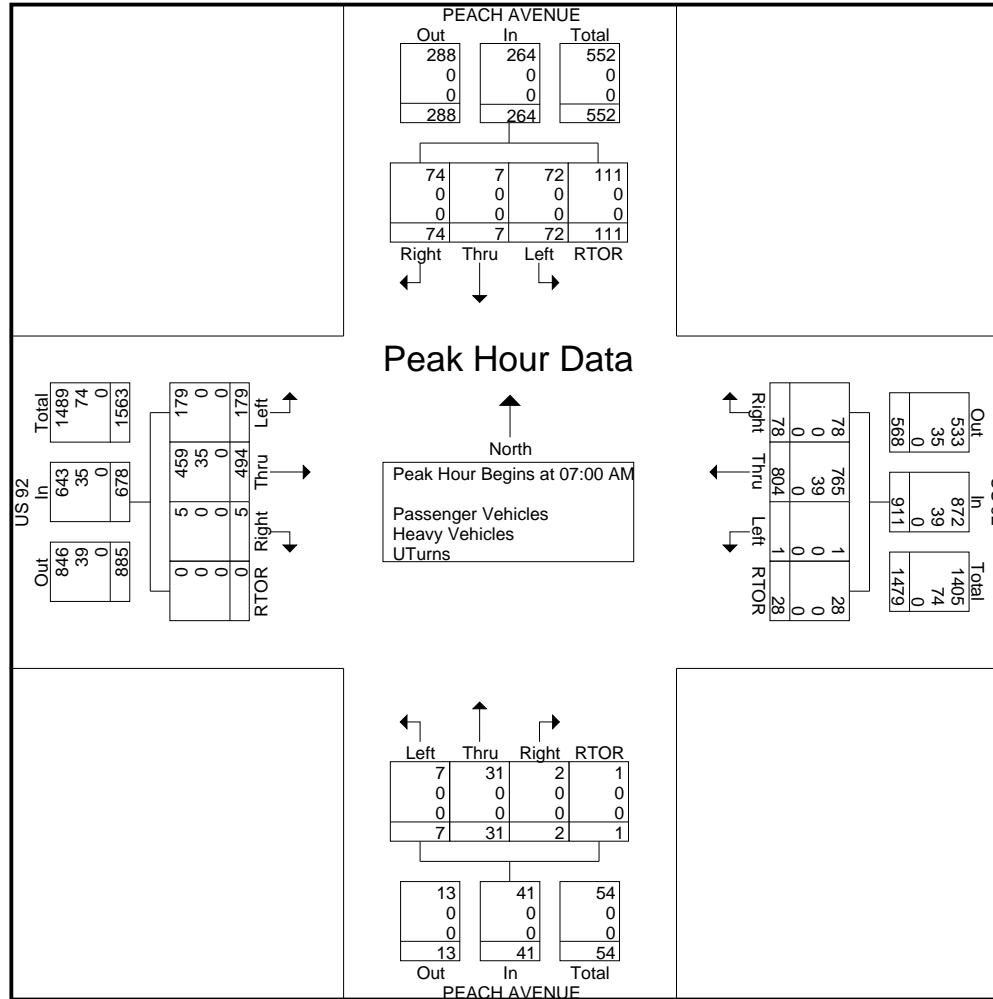
File Name : US92&Peach
 Site Code : 14035
 Start Date : 3/5/2015
 Page No : 3



Intersection Turning Movement Count

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

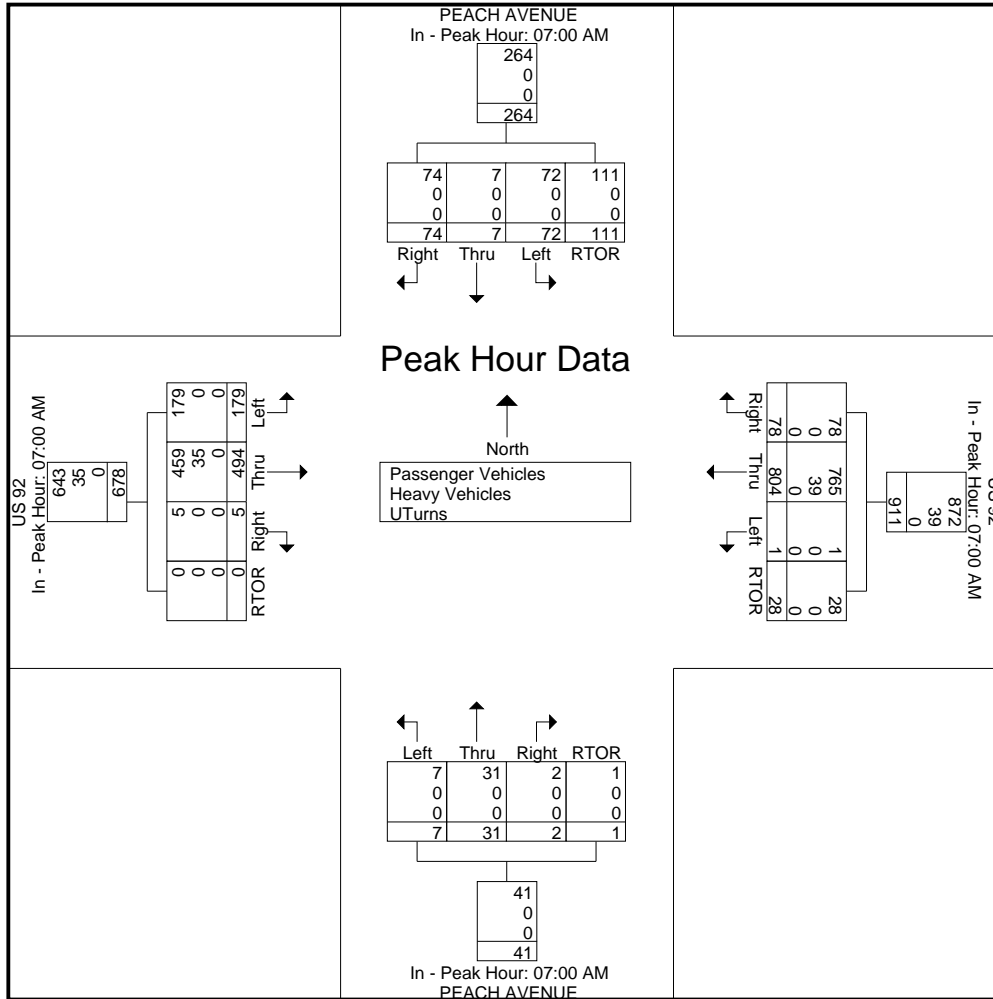
File Name : US92&Peach
 Site Code : 14035
 Start Date : 3/5/2015
 Page No : 5



Intersection Turning Movement Count

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

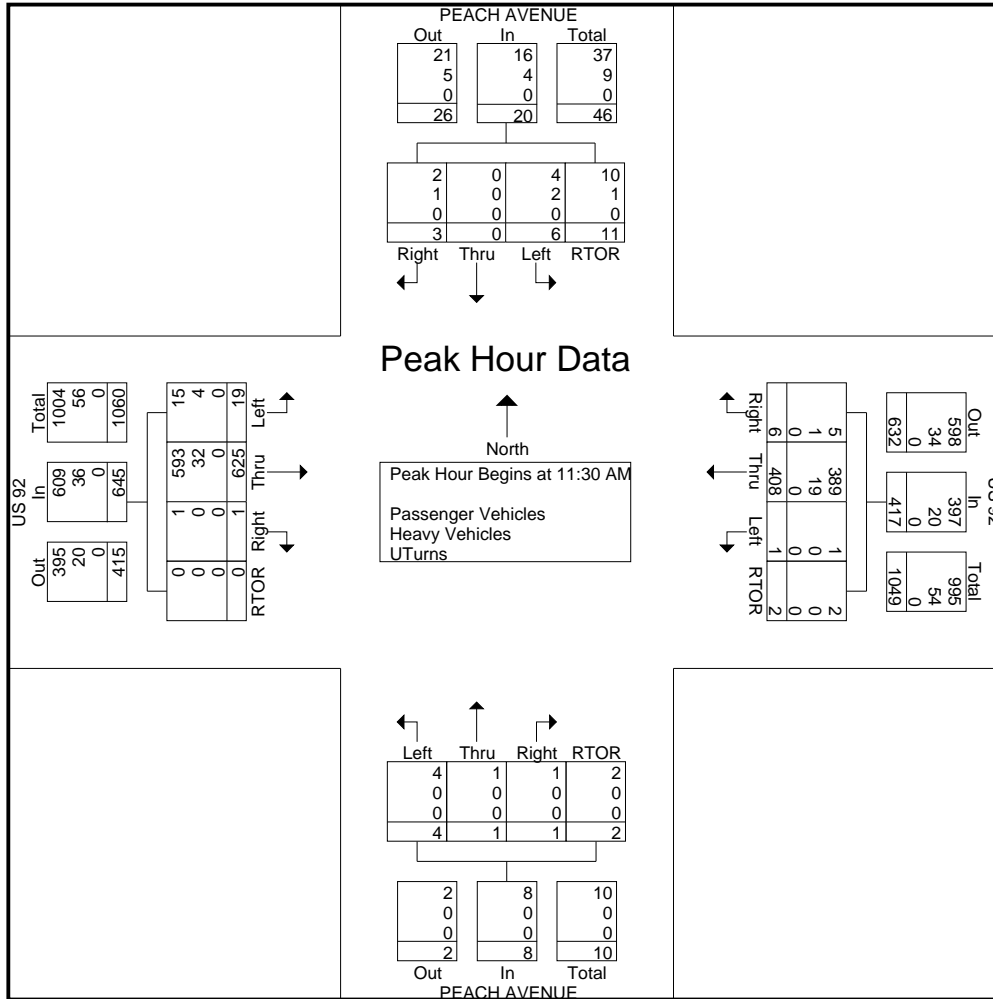
File Name : US92&Peach
 Site Code : 14035
 Start Date : 3/5/2015
 Page No : 7



Intersection Turning Movement Count

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

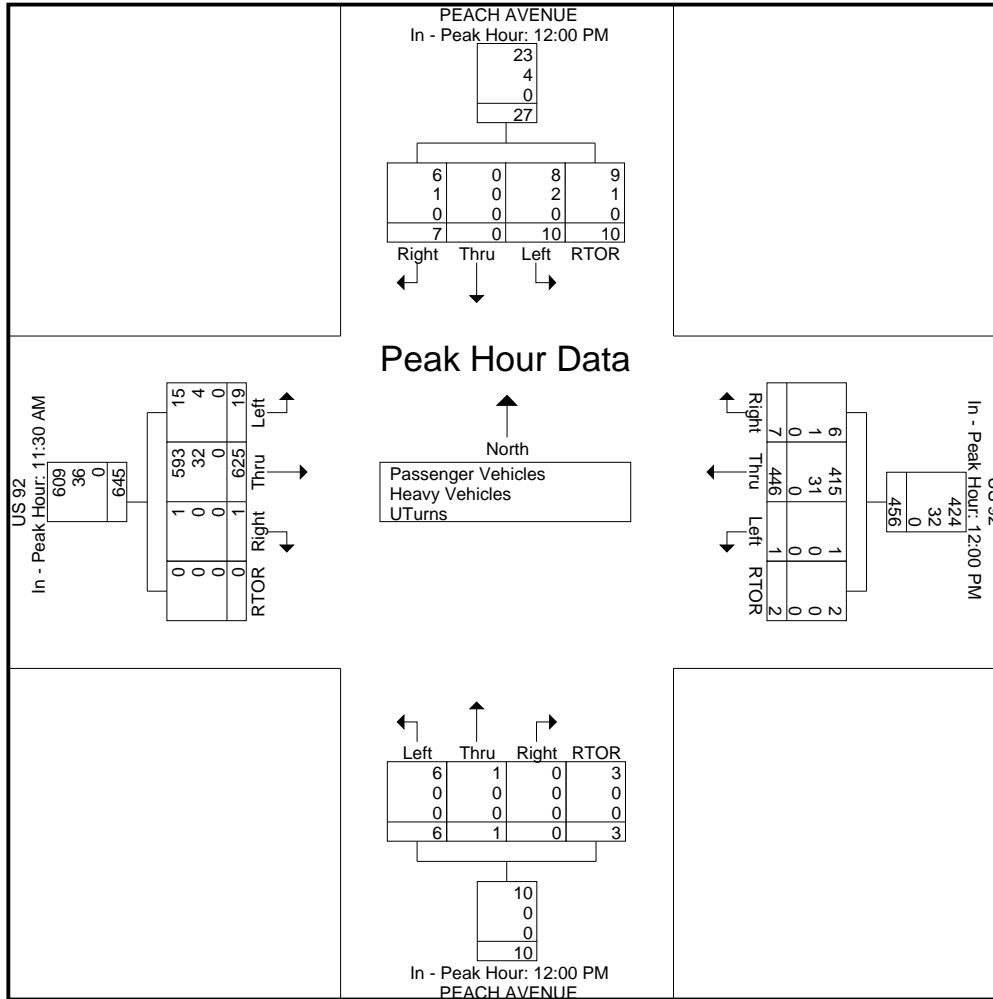
File Name : US92&Peach
 Site Code : 14035
 Start Date : 3/5/2015
 Page No : 9



Intersection Turning Movement Count

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

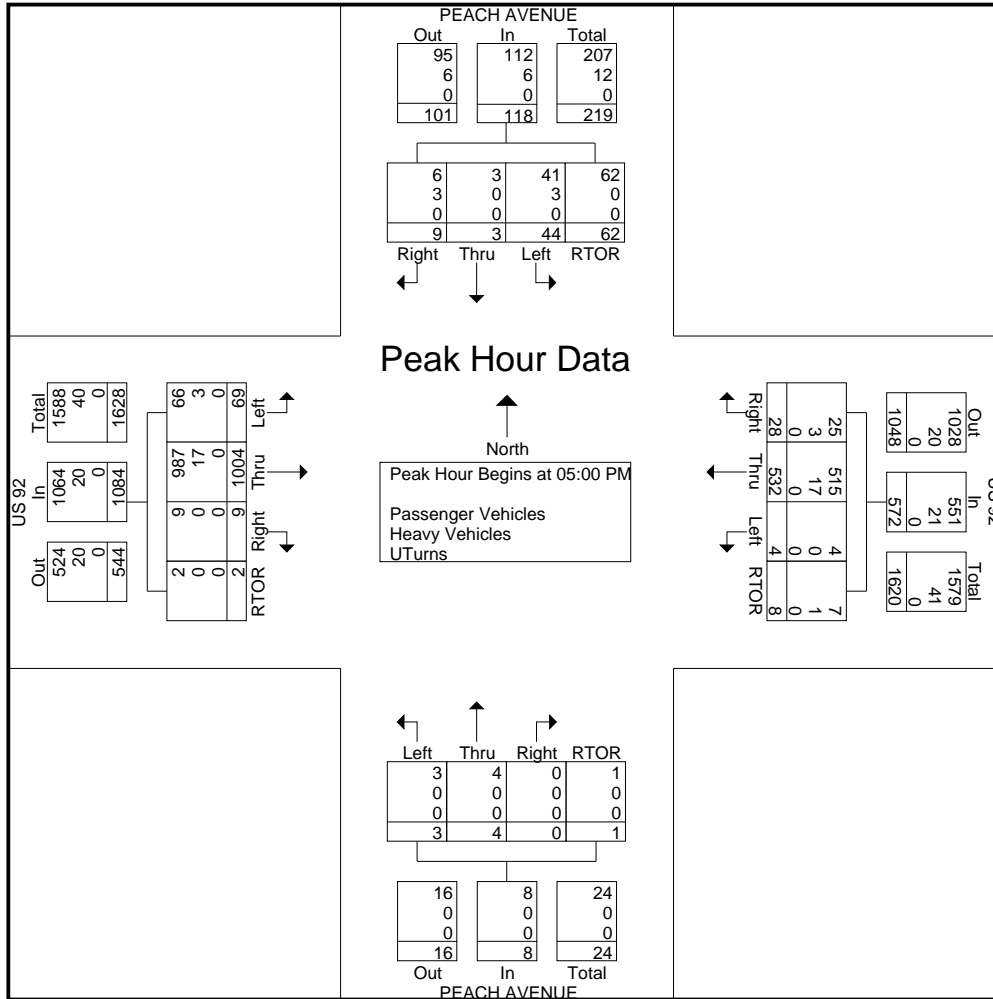
File Name : US92&Peach
 Site Code : 14035
 Start Date : 3/5/2015
 Page No : 11



Intersection Turning Movement Count

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

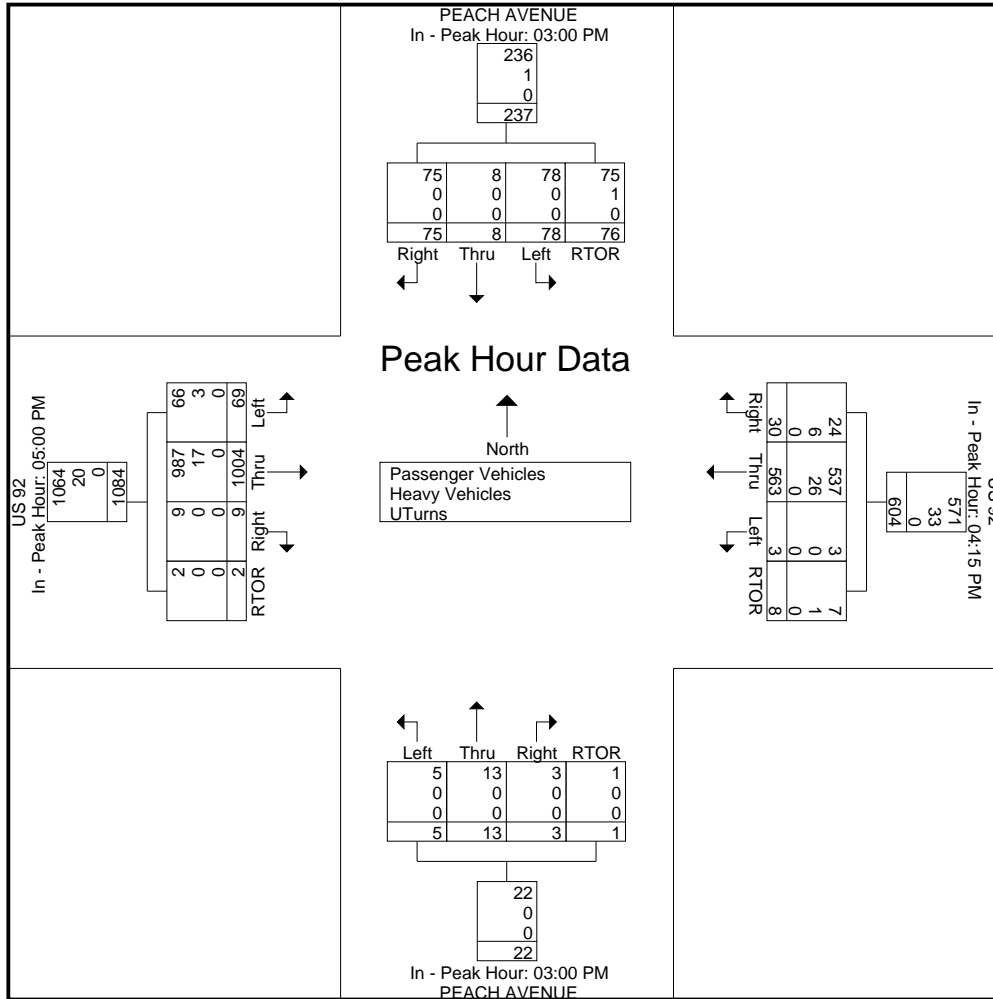
File Name : US92&Peach
 Site Code : 14035
 Start Date : 3/5/2015
 Page No : 13



Intersection Turning Movement Count

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

File Name : US92&Peach
 Site Code : 14035
 Start Date : 3/5/2015
 Page No : 15



Intersection Pedestrian & Bicycle Count

Date: 3/5/15

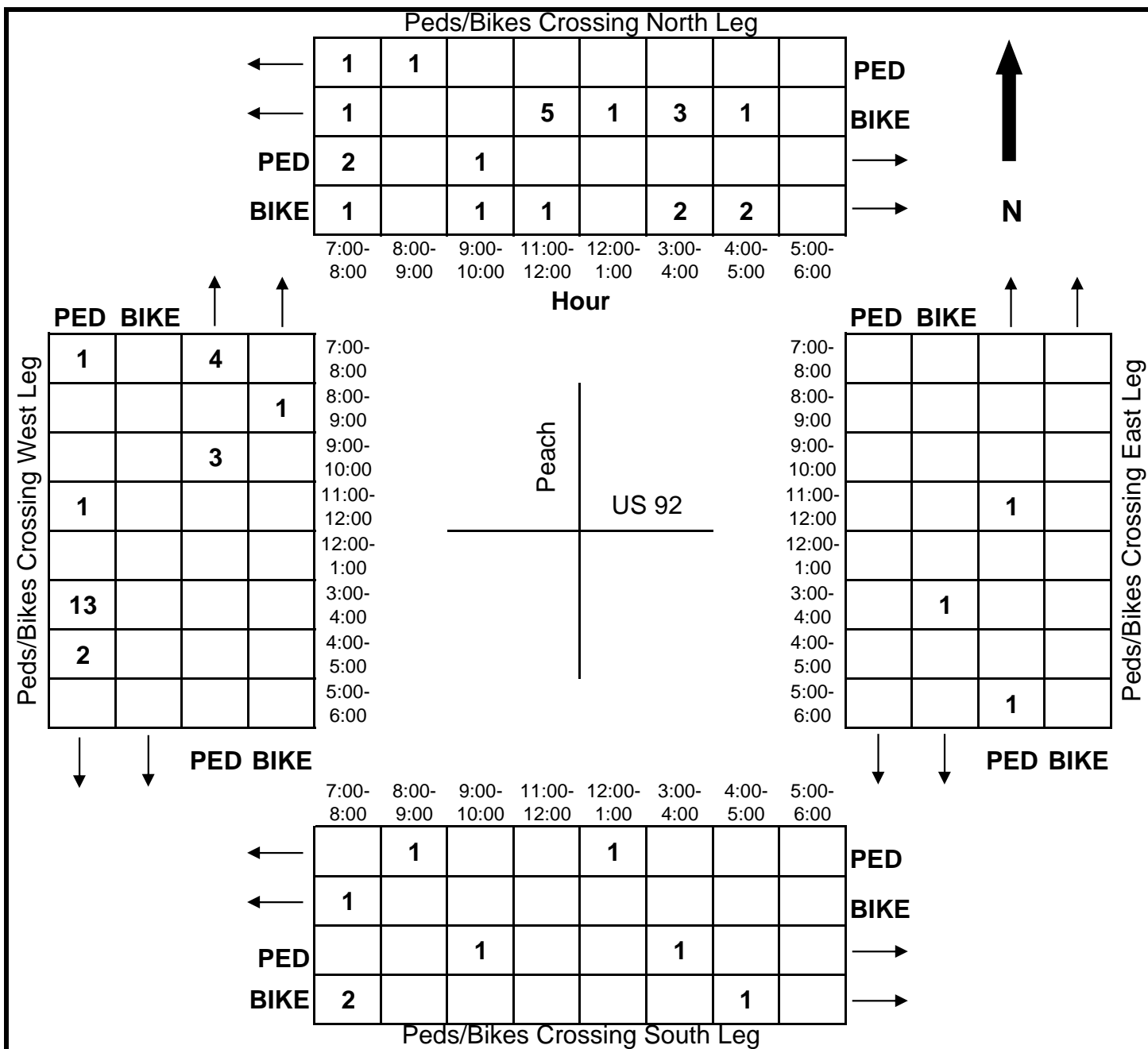
Day: Thursday

Count Times: 7-10am; 11am-1pm; 3-6pm

Weather: Clear

Intersection: US 92 at Peach Avenue

Comments: _____



Intersection Turning Movement Count

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

File Name : US92&Pine
 Site Code : 14035
 Start Date : 3/4/2015
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	PINE STREET Southbound					US 92 Westbound					PINE STREET Northbound					US 92 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	4	9	18	9	40	4	161	15	10	190	6	23	0	0	29	30	81	8	0	119	378
07:15 AM	32	17	25	3	77	5	176	31	27	239	10	30	9	3	52	57	108	8	0	173	541
07:30 AM	8	3	3	3	17	7	255	3	1	266	7	1	2	4	14	8	103	7	0	118	415
07:45 AM	0	0	0	1	1	5	195	3	1	204	12	0	2	0	14	6	123	10	0	139	358
Total	44	29	46	16	135	21	787	52	39	899	35	54	13	7	109	101	415	33	0	549	1692
08:00 AM	3	1	0	1	5	1	175	3	1	180	7	1	2	3	13	2	78	5	0	85	283
08:15 AM	3	0	0	0	3	5	157	4	1	167	3	1	1	4	9	1	100	6	0	107	286
08:30 AM	2	1	1	1	5	3	164	3	1	171	5	1	0	7	13	3	105	3	0	111	300
08:45 AM	1	0	1	0	2	7	156	9	0	172	7	0	0	6	13	2	95	3	0	100	287
Total	9	2	2	2	15	16	652	19	3	690	22	3	3	20	48	8	378	17	0	403	1156
09:00 AM	1	0	0	0	1	2	117	1	0	120	5	0	1	0	6	1	85	8	0	94	221
09:15 AM	1	0	0	0	1	4	116	0	0	120	1	1	1	3	6	1	95	2	0	98	225
09:30 AM	2	0	0	1	3	1	121	0	0	122	9	0	1	4	14	1	104	3	0	108	247
09:45 AM	1	0	0	0	1	1	87	0	0	88	3	1	1	3	8	4	86	4	0	94	191
Total	5	0	0	1	6	8	441	1	0	450	18	2	4	10	34	7	370	17	0	394	884
*** BREAK ***																					
11:00 AM	0	0	0	0	0	2	104	0	0	106	3	1	1	0	5	0	92	4	0	96	207
11:15 AM	3	3	1	0	7	4	98	4	0	106	5	0	2	3	10	1	80	3	0	84	207
11:30 AM	2	1	1	1	5	5	77	2	0	84	6	0	0	2	8	2	103	8	0	113	210
11:45 AM	1	1	0	2	4	4	92	1	1	98	10	0	2	3	15	0	96	5	0	101	218
Total	6	5	2	3	16	15	371	7	1	394	24	1	5	8	38	3	371	20	0	394	842
12:00 PM	0	0	0	0	0	6	114	0	0	120	9	0	1	3	13	2	132	10	1	145	278
12:15 PM	3	1	1	1	6	6	123	2	0	131	5	0	4	2	11	1	115	5	0	121	269
12:30 PM	1	0	0	3	4	2	101	2	2	107	4	2	1	3	10	0	112	6	0	118	239
12:45 PM	2	0	1	3	6	1	121	0	1	123	1	0	3	1	5	2	113	6	0	121	255
Total	6	1	2	7	16	15	459	4	3	481	19	2	9	9	39	5	472	27	1	505	1041
*** BREAK ***																					
03:00 PM	41	22	34	7	104	7	106	3	2	118	7	8	6	1	22	16	153	10	2	181	425
03:15 PM	11	11	15	3	40	11	125	5	1	142	6	1	1	0	8	6	197	9	0	212	402
03:30 PM	5	3	1	3	12	6	125	0	0	131	5	0	1	7	13	2	179	5	1	187	343
03:45 PM	4	4	2	2	12	4	93	3	0	100	7	2	3	5	17	2	179	6	0	187	316
Total	61	40	52	15	168	28	449	11	3	491	25	11	11	13	60	26	708	30	3	767	1486
04:00 PM	6	2	4	1	13	4	112	1	0	117	5	0	2	4	11	4	190	6	0	200	341
04:15 PM	3	2	2	3	10	8	145	1	0	154	4	0	4	11	19	2	203	6	0	211	394
04:30 PM	0	1	3	4	8	4	133	0	0	137	9	1	5	4	19	2	214	6	0	222	386
04:45 PM	5	0	3	9	17	3	110	0	0	113	1	0	2	8	11	1	233	7	0	241	382
Total	14	5	12	17	48	19	500	2	0	521	19	1	13	27	60	9	840	25	0	874	1503

Intersection Turning Movement Count

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

File Name : US92&Pine
 Site Code : 14035
 Start Date : 3/4/2015
 Page No : 2

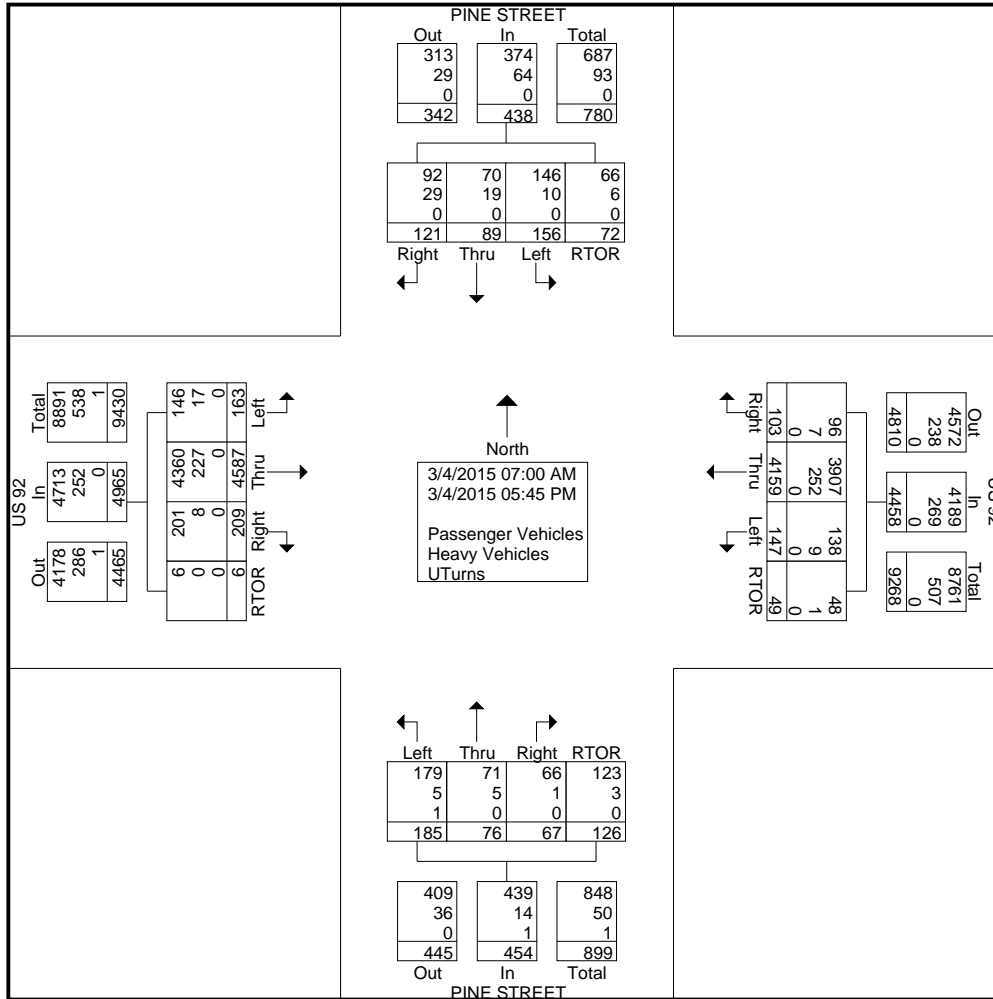
Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	PINE STREET Southbound					US 92 Westbound					PINE STREET Northbound					US 92 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
05:00 PM	2	4	3	1	10	5	132	4	0	141	5	1	3	6	15	1	232	7	1	241	407
05:15 PM	2	2	0	4	8	9	117	1	0	127	8	1	3	8	20	1	260	11	1	273	428
05:30 PM	0	0	1	1	2	6	124	0	0	130	8	0	2	9	19	2	275	8	0	285	436
05:45 PM	7	1	1	5	14	5	127	2	0	134	2	0	1	9	12	0	266	14	0	280	440
Total	11	7	5	11	34	25	500	7	0	532	23	2	9	32	66	4	1033	40	2	1079	1711
Grand Total	156	89	121	72	438	147	4159	103	49	4458	185	76	67	126	454	163	4587	209	6	4965	10315
Apprch %	35.6	20.3	27.6	16.4		3.3	93.3	2.3	1.1		40.7	16.7	14.8	27.8		3.3	92.4	4.2	0.1		
Total %	1.5	0.9	1.2	0.7	4.2	1.4	40.3	1	0.5	43.2	1.8	0.7	0.6	1.2	4.4	1.6	44.5	2	0.1	48.1	
Passenger Vehicles	146	70	92	66	374	138	3907	96	48	4189	179	71	66	123	439	146	4360	201	6	4713	9715
% Passenger Vehicles	93.6	78.7	76	91.7	85.4	93.9	93.9	93.2	98	94	96.8	93.4	98.5	97.6	96.7	89.6	95.1	96.2	100	94.9	94.2
Heavy Vehicles	10	19	29	6	64	9	252	7	1	269	5	5	1	3	14	17	227	8	0	252	599
% Heavy Vehicles	6.4	21.3	24	8.3	14.6	6.1	6.1	6.8	2	6	2.7	6.6	1.5	2.4	3.1	10.4	4.9	3.8	0	5.1	5.8
UTurns	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
% UTurns	0	0	0	0	0	0	0	0	0	0	0.5	0	0	0	0.2	0	0	0	0	0	0

Intersection Turning Movement Count

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

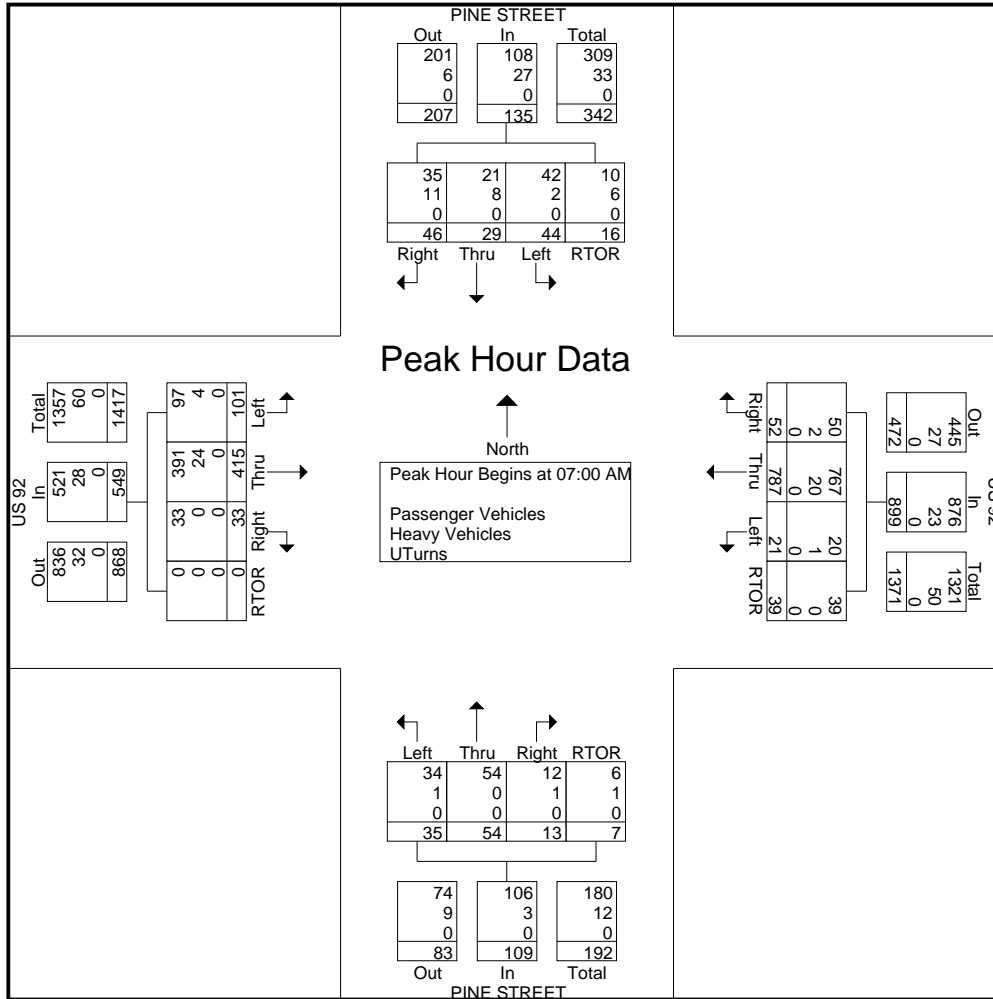
File Name : US92&Pine
 Site Code : 14035
 Start Date : 3/4/2015
 Page No : 3



Intersection Turning Movement Count

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

File Name : US92&Pine
 Site Code : 14035
 Start Date : 3/4/2015
 Page No : 5



Intersection Turning Movement Count

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

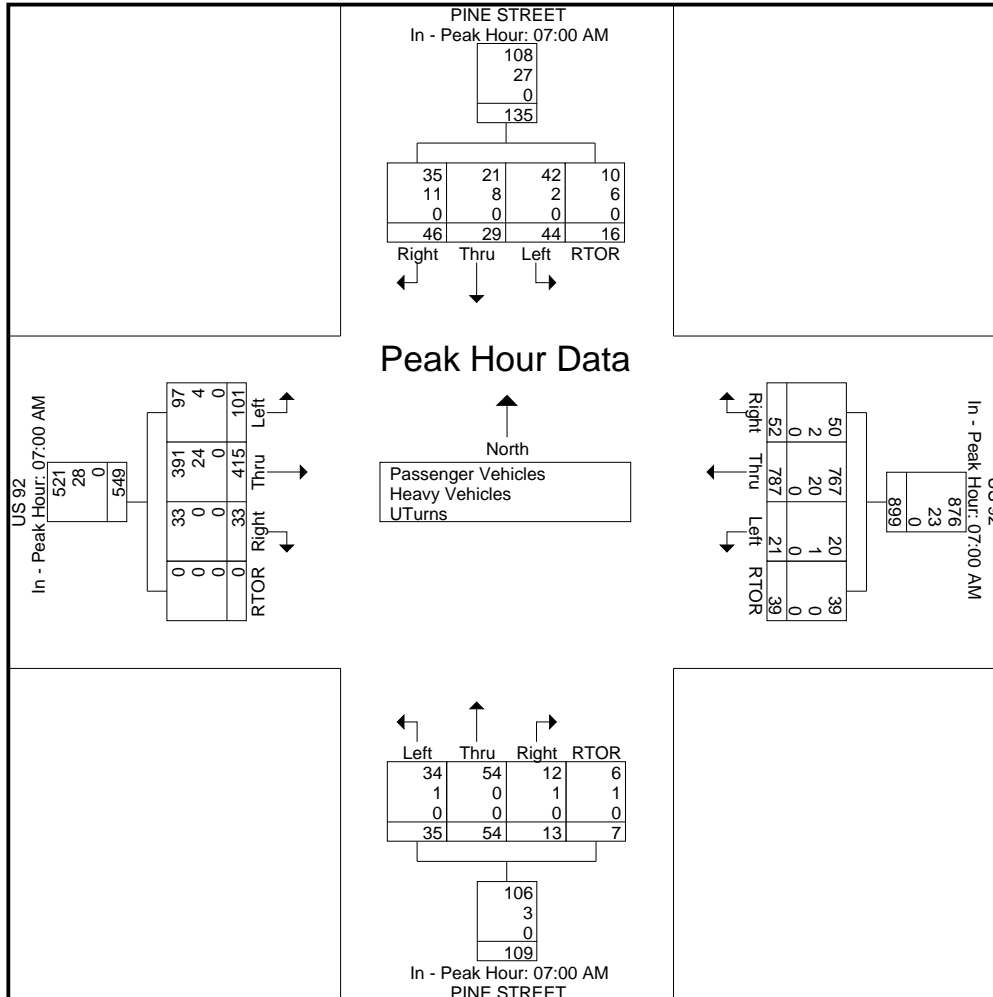
File Name : US92&Pine
 Site Code : 14035
 Start Date : 3/4/2015
 Page No : 6

Start Time	PINE STREET Southbound					US 92 Westbound					PINE STREET Northbound					US 92 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:00 AM					07:00 AM					07:00 AM					07:00 AM					
+0 mins.	4	9	18	9	40	4	161	15	10	190	6	23	0	0	29	30	81	8	0	119	
+15 mins.	32	17	25	3	77	5	176	31	27	239	10	30	9	3	52	57	108	8	0	173	
+30 mins.	8	3	3	3	17	7	255	3	1	266	7	1	2	4	14	8	103	7	0	118	
+45 mins.	0	0	0	1	1	5	195	3	1	204	12	0	2	0	14	6	123	10	0	139	
Total Volume	44	29	46	16	135	21	787	52	39	899	35	54	13	7	109	101	415	33	0	549	
% App. Total	32.6	21.5	34.1	11.9		2.3	87.5	5.8	4.3		32.1	49.5	11.9	6.4		18.4	75.6	6	0		
PHF	.344	.426	.460	.444	.438	.750	.772	.419	.361	.845	.729	.450	.361	.438	.524	.443	.843	.825	.000	.793	
Passenger Vehicles	42	21	35	10	108	20	767	50	39	876	34	54	12	6	106	97	391	33	0	521	
% Passenger Vehicles	95.5	72.4	76.1	62.5	80	95.2	97.5	96.2	100	97.4	97.1	100	92.3	85.7	97.2	96	94.2	100	0	94.9	
Heavy Vehicles	2	8	11	6	27	1	20	2	0	23	1	0	1	1	3	4	24	0	0	28	
% Heavy Vehicles	4.5	27.6	23.9	37.5	20	4.8	2.5	3.8	0	2.6	2.9	0	7.7	14.3	2.8	4	5.8	0	0	5.1	
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Intersection Turning Movement Count

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

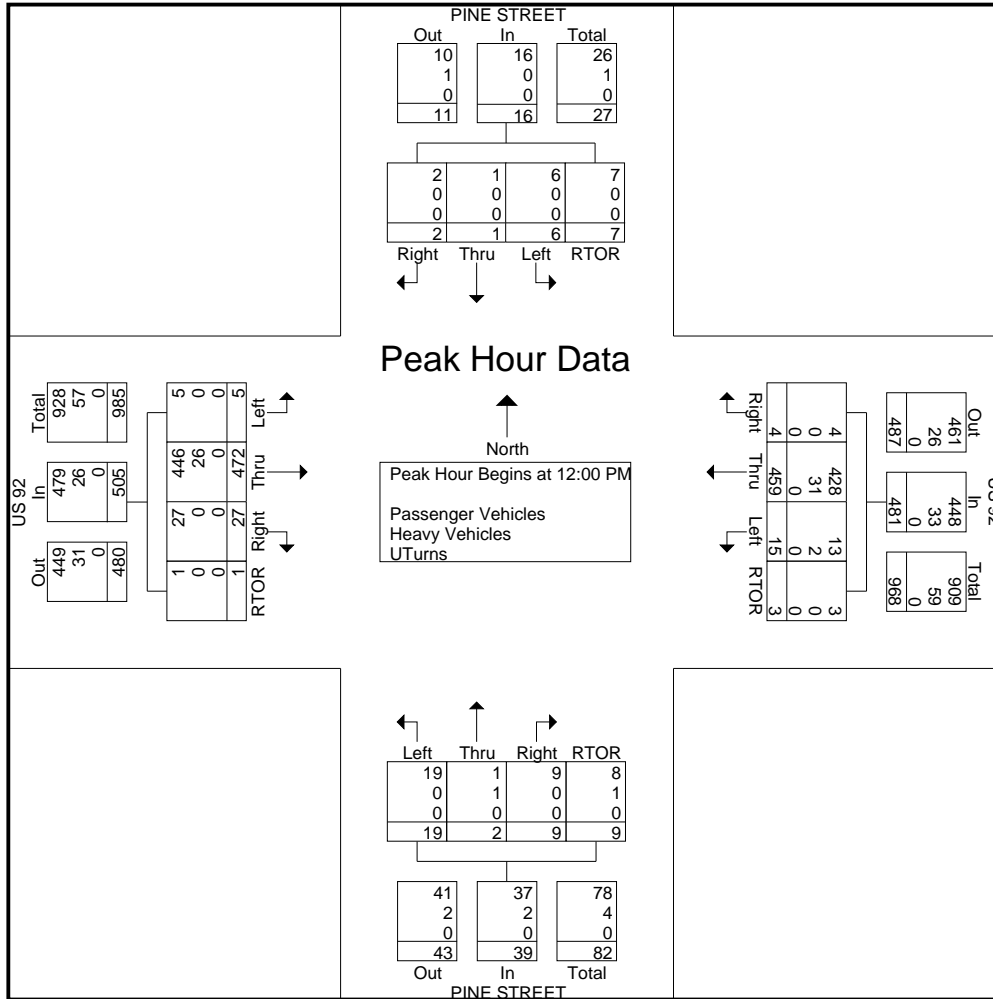
File Name : US92&Pine
 Site Code : 14035
 Start Date : 3/4/2015
 Page No : 7



Intersection Turning Movement Count

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

File Name : US92&Pine
 Site Code : 14035
 Start Date : 3/4/2015
 Page No : 9



Intersection Turning Movement Count

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

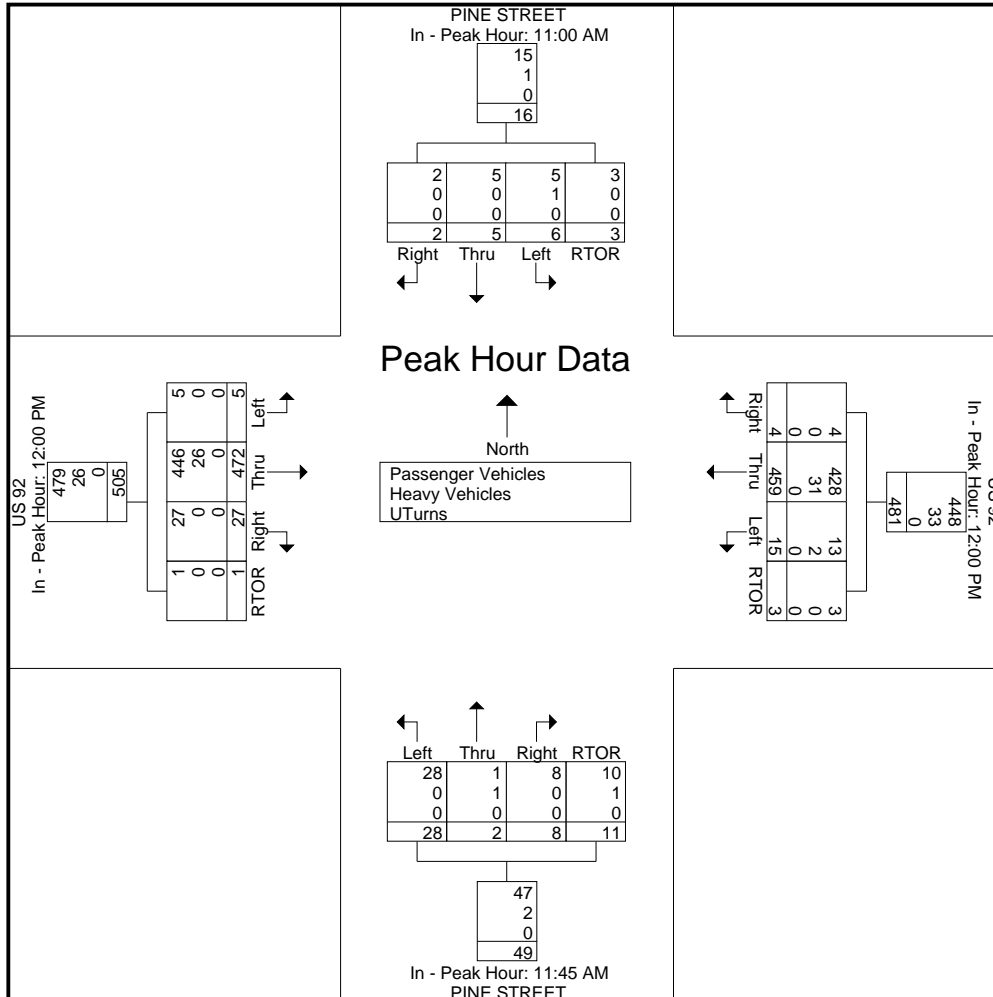
File Name : US92&Pine
 Site Code : 14035
 Start Date : 3/4/2015
 Page No : 10

Start Time	PINE STREET Southbound					US 92 Westbound					PINE STREET Northbound					US 92 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	11:00 AM					12:00 PM					11:45 AM					12:00 PM					
+0 mins.	0	0	0	0	0	6	114	0	0	120	10	0	2	3	15	2	132	10	1	145	
+15 mins.	3	3	1	0	7	6	123	2	0	131	9	0	1	3	13	1	115	5	0	121	
+30 mins.	2	1	1	1	5	2	101	2	2	107	5	0	4	2	11	0	112	6	0	118	
+45 mins.	1	1	0	2	4	1	121	0	1	123	4	2	1	3	10	2	113	6	0	121	
Total Volume	6	5	2	3	16	15	459	4	3	481	28	2	8	11	49	5	472	27	1	505	
% App. Total	37.5	31.2	12.5	18.8		3.1	95.4	0.8	0.6		57.1	4.1	16.3	22.4		1	93.5	5.3	0.2		
PHF	.500	.417	.500	.375	.571	.625	.933	.500	.375	.918	.700	.250	.500	.917	.817	.625	.894	.675	.250	.871	
Passenger Vehicles	5	5	2	3	15	13	428	4	3	448	28	1	8	10	47	5	446	27	1	479	
% Passenger Vehicles	83.3	100	100	100	93.8	86.7	93.2	100	100	93.1	100	50	100	90.9	95.9	100	94.5	100	100	94.9	
Heavy Vehicles	1	0	0	0	1	2	31	0	0	33	0	1	0	1	2	0	26	0	0	26	
% Heavy Vehicles	16.7	0	0	0	6.2	13.3	6.8	0	0	6.9	0	50	0	9.1	4.1	0	5.5	0	0	5.1	
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Intersection Turning Movement Count

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

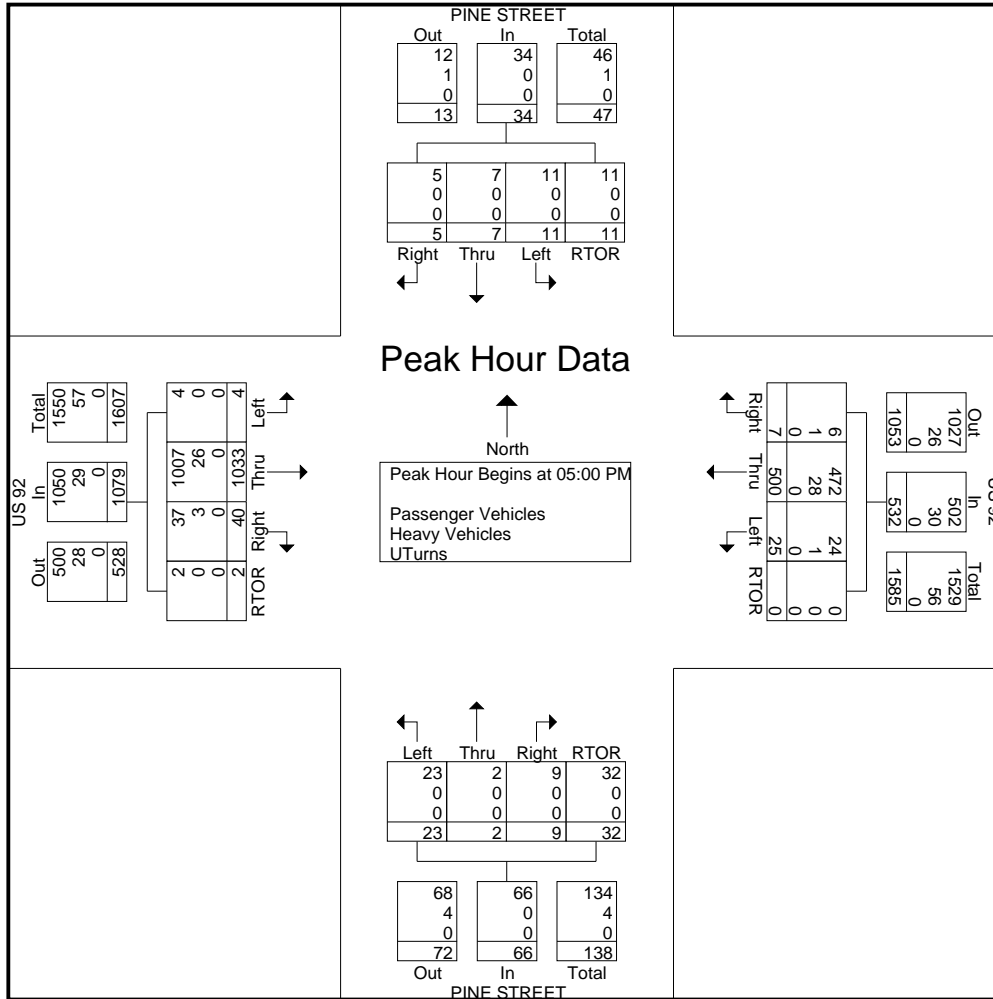
File Name : US92&Pine
 Site Code : 14035
 Start Date : 3/4/2015
 Page No : 11



Intersection Turning Movement Count

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

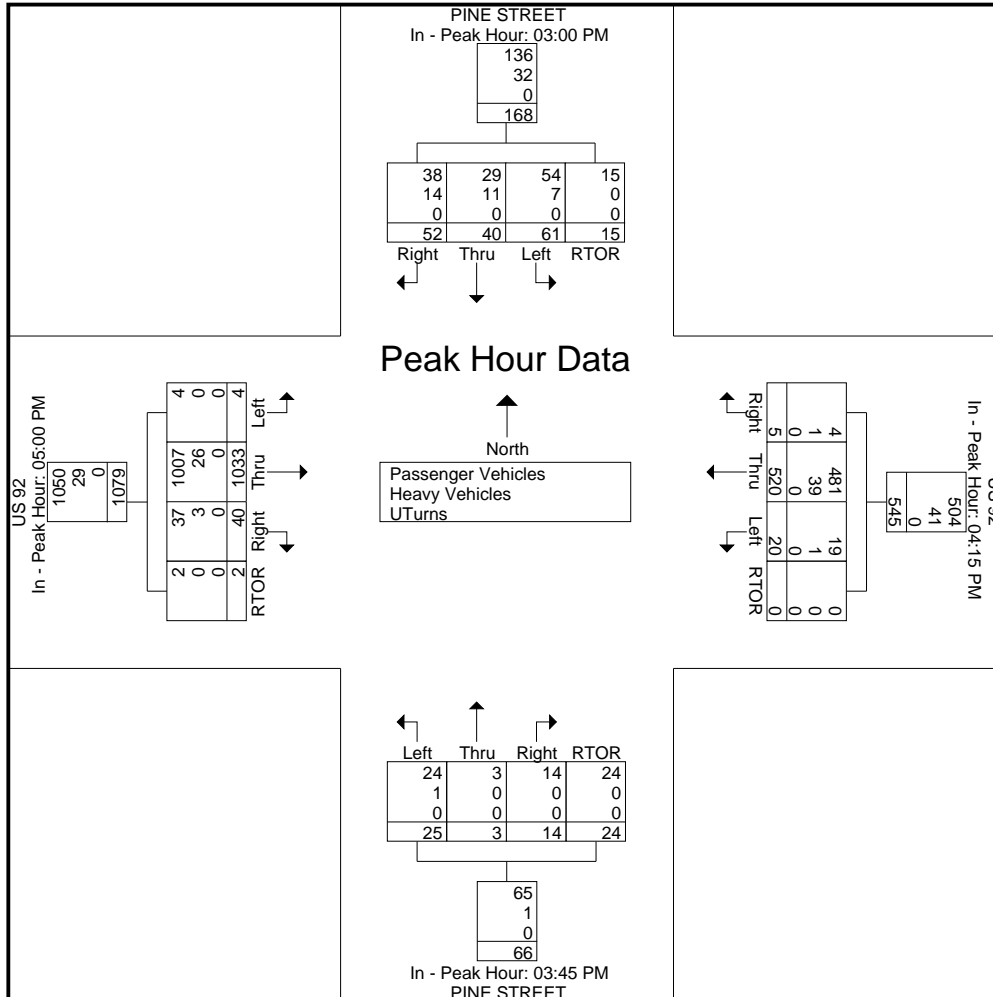
File Name : US92&Pine
 Site Code : 14035
 Start Date : 3/4/2015
 Page No : 13



Intersection Turning Movement Count

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

File Name : US92&Pine
 Site Code : 14035
 Start Date : 3/4/2015
 Page No : 15



Intersection Pedestrian & Bicycle Count

Date: 3/4/15

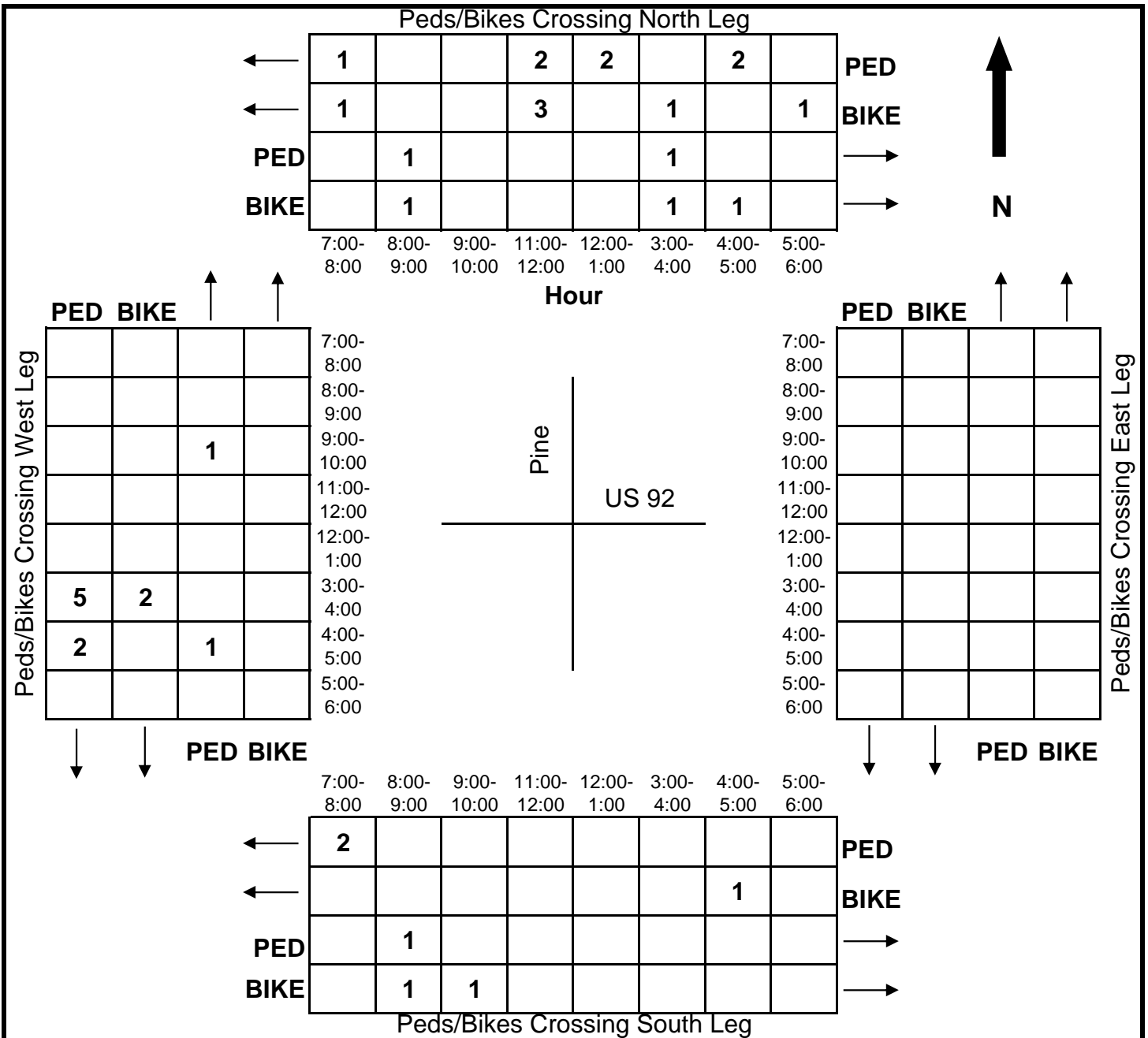
Day: Wednesday

Count Times: 7-10am; 11am-1pm; 3-6pm

Weather: Clear

Intersection: US 92 at Pine Street

Comments: _____



Intersection Turning Movement Count

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

File Name : US92&Parsons
 Site Code : 14035
 Start Date : 3/24/2015
 Page No : 1

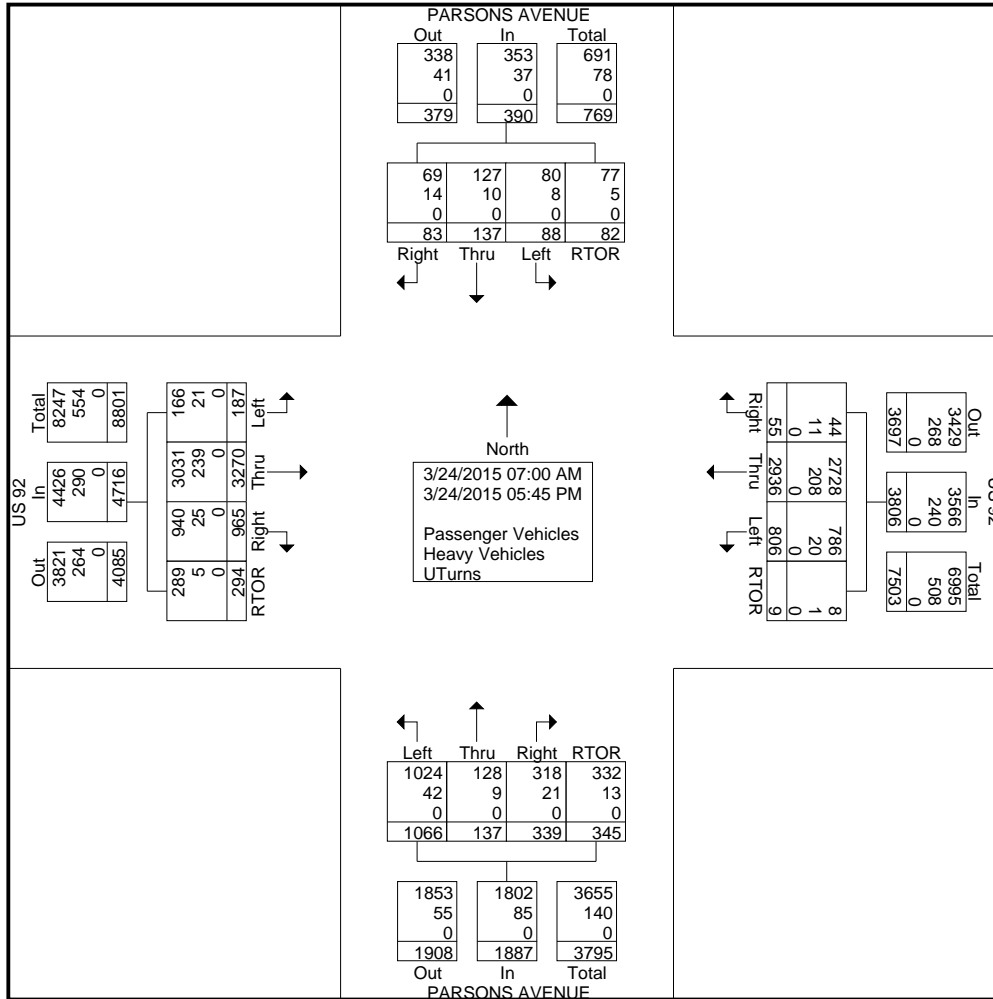
Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	PARSONS AVENUE Southbound					US 92 Westbound					PARSONS AVENUE Northbound					US 92 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	1	2	0	2	5	12	140	1	0	153	74	4	6	10	94	1	55	25	10	91	343
07:15 AM	2	5	3	2	12	23	163	4	0	190	58	3	8	11	80	7	74	27	11	119	401
07:30 AM	5	9	5	0	19	43	172	3	0	218	62	5	10	9	86	3	91	25	14	133	456
07:45 AM	3	1	2	3	9	40	175	3	0	218	55	2	12	16	85	1	109	22	8	140	452
Total	11	17	10	7	45	118	650	11	0	779	249	14	36	46	345	12	329	99	43	483	1652
08:00 AM	0	1	0	3	4	29	159	0	0	188	46	2	6	10	64	5	77	16	8	106	362
08:15 AM	0	2	2	0	4	28	147	3	1	179	21	2	10	14	47	6	67	23	5	101	331
08:30 AM	3	5	0	2	10	31	116	2	0	149	23	6	11	13	53	5	81	20	3	109	321
08:45 AM	2	3	1	0	6	36	121	2	0	159	39	7	14	9	69	12	67	23	5	107	341
Total	5	11	3	5	24	124	543	7	1	675	129	17	41	46	233	28	292	82	21	423	1355
09:00 AM	5	6	5	1	17	28	94	1	1	124	33	4	5	6	48	8	36	11	10	65	254
09:15 AM	0	3	5	3	11	19	75	0	0	94	24	4	6	16	50	10	51	20	6	87	242
09:30 AM	5	1	4	1	11	24	75	3	0	102	32	7	10	5	54	3	49	17	3	72	239
09:45 AM	2	3	3	2	10	20	57	0	0	77	23	1	2	3	29	6	65	23	7	101	217
Total	12	13	17	7	49	91	301	4	1	397	112	16	23	30	181	27	201	71	26	325	952
*** BREAK ***																					
11:00 AM	2	3	0	1	6	28	64	3	1	96	20	2	8	13	43	2	69	25	8	104	249
11:15 AM	3	4	1	1	9	21	51	0	2	74	21	7	6	5	39	4	64	17	4	89	211
11:30 AM	2	2	4	2	10	24	60	1	0	85	25	4	4	8	41	5	57	25	9	96	232
11:45 AM	1	7	2	0	10	19	65	2	0	86	26	5	12	12	55	6	57	19	9	91	242
Total	8	16	7	4	35	92	240	6	3	341	92	18	30	38	178	17	247	86	30	380	934
12:00 PM	1	5	3	2	11	17	69	2	0	88	30	4	11	6	51	3	65	16	14	98	248
12:15 PM	2	4	1	2	9	31	57	0	1	89	27	6	13	4	50	2	73	18	16	109	257
12:30 PM	4	3	2	3	12	19	58	0	0	77	24	7	10	7	48	5	59	25	15	104	241
12:45 PM	2	1	4	2	9	8	62	1	1	72	23	3	5	8	39	7	72	17	4	100	220
Total	9	13	10	9	41	75	246	3	2	326	104	20	39	25	188	17	269	76	49	411	966
*** BREAK ***																					
03:00 PM	2	6	0	3	11	25	79	1	0	105	39	5	9	8	61	7	128	43	12	190	367
03:15 PM	2	1	1	7	11	23	71	1	0	95	33	1	12	18	64	15	118	49	15	197	367
03:30 PM	5	3	2	3	13	26	72	1	0	99	24	6	13	11	54	8	121	52	4	185	351
03:45 PM	1	4	3	8	16	26	60	0	0	86	27	10	11	8	56	8	147	39	10	204	362
Total	10	14	6	21	51	100	282	3	0	385	123	22	45	45	235	38	514	183	41	776	1447
04:00 PM	5	12	7	4	28	29	68	5	0	102	35	3	22	18	78	10	159	27	7	203	411
04:15 PM	3	11	7	7	28	23	115	2	1	141	30	4	13	11	58	10	180	45	13	248	475
04:30 PM	7	8	3	5	23	26	103	1	1	131	35	6	12	13	66	7	155	42	10	214	434
04:45 PM	4	4	9	4	21	27	79	7	0	113	23	1	16	14	54	8	152	48	9	217	405
Total	19	35	26	20	100	105	365	15	2	487	123	14	63	56	256	35	646	162	39	882	1725

Intersection Turning Movement Count

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

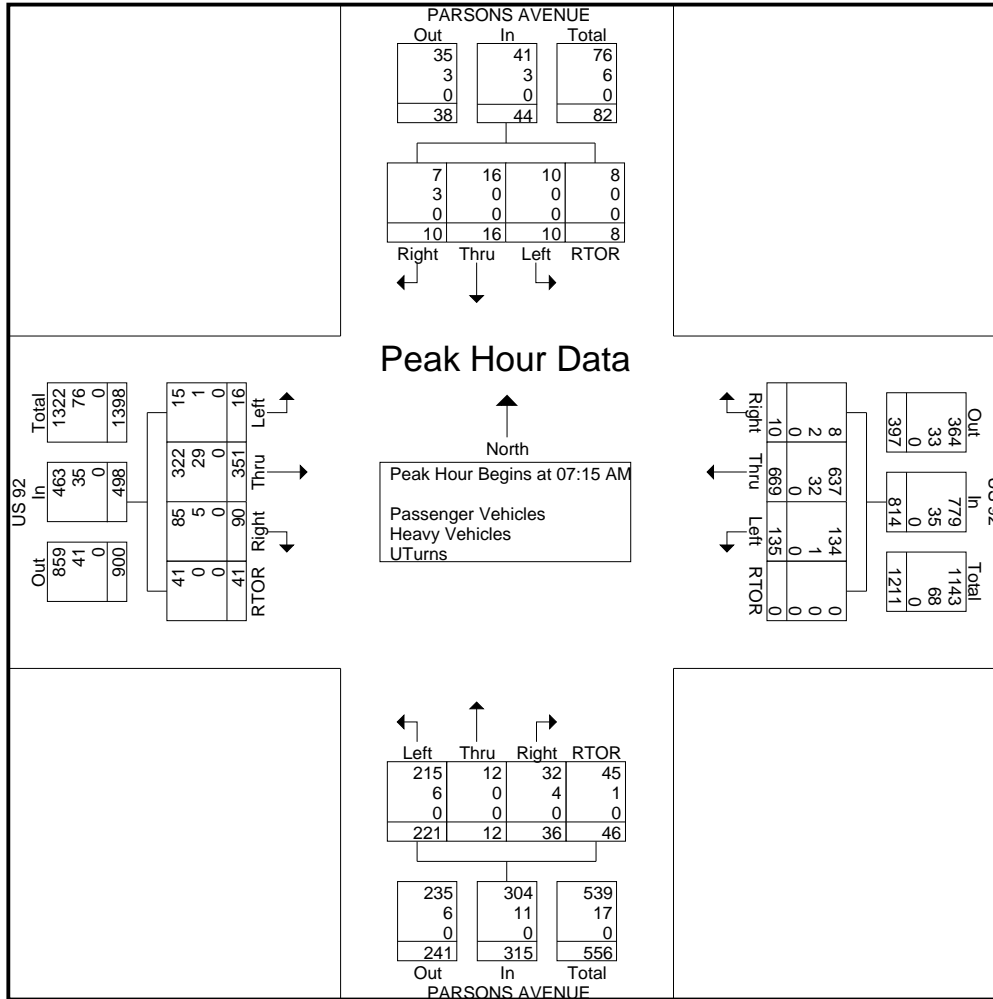
File Name : US92&Parsons
 Site Code : 14035
 Start Date : 3/24/2015
 Page No : 3



Intersection Turning Movement Count

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

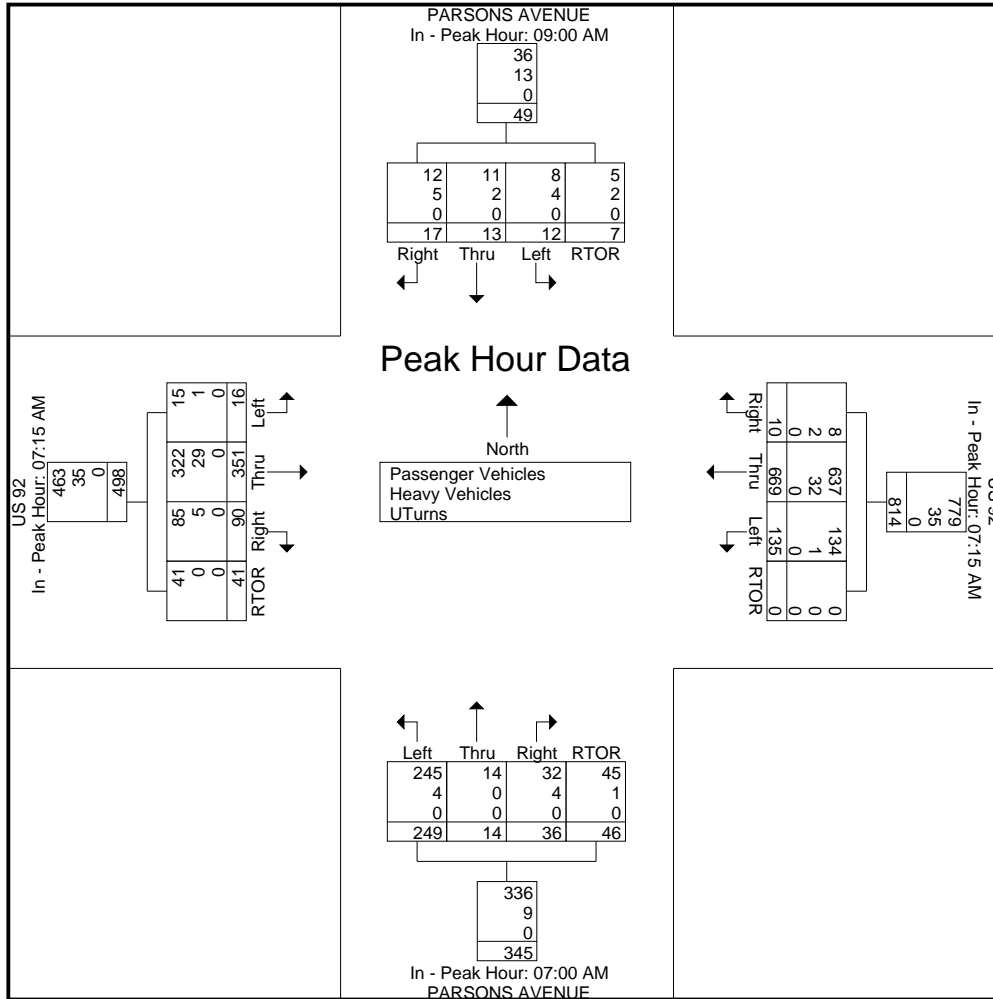
File Name : US92&Parsons
 Site Code : 14035
 Start Date : 3/24/2015
 Page No : 5



Intersection Turning Movement Count

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

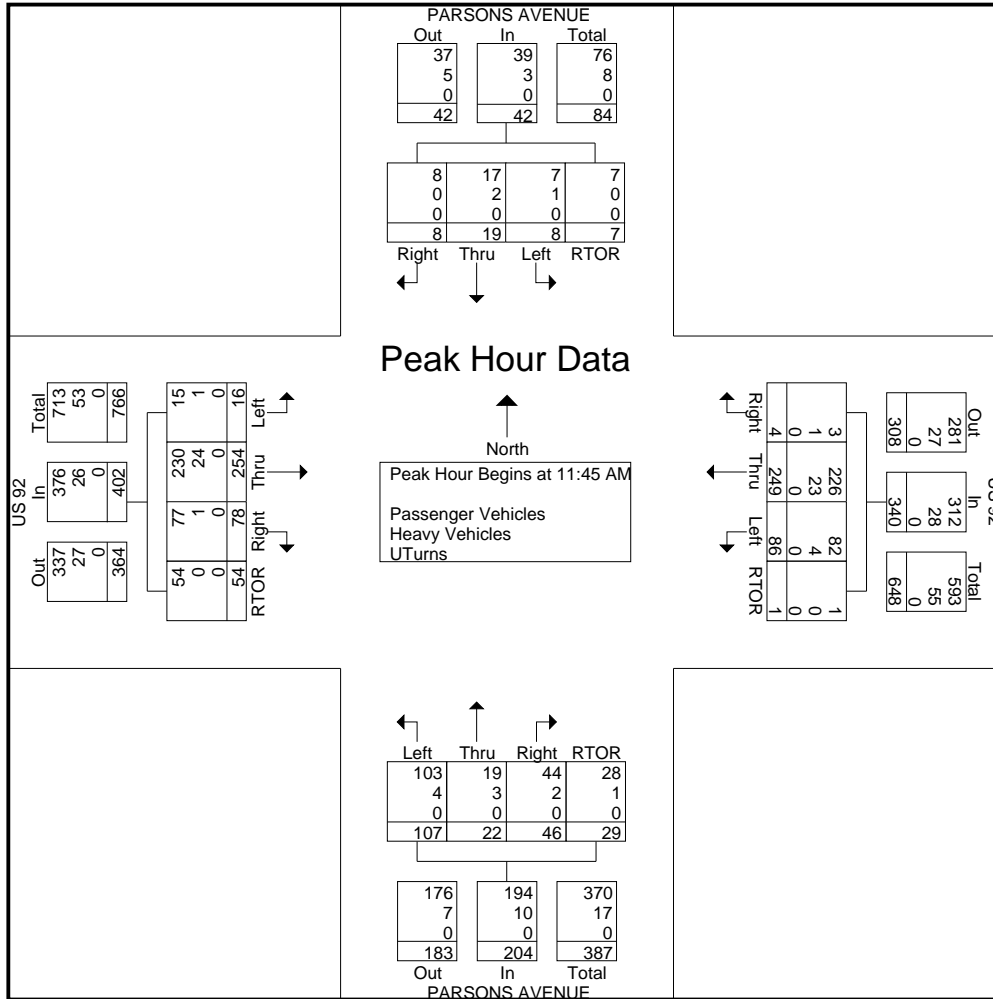
File Name : US92&Parsons
 Site Code : 14035
 Start Date : 3/24/2015
 Page No : 7



Intersection Turning Movement Count

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

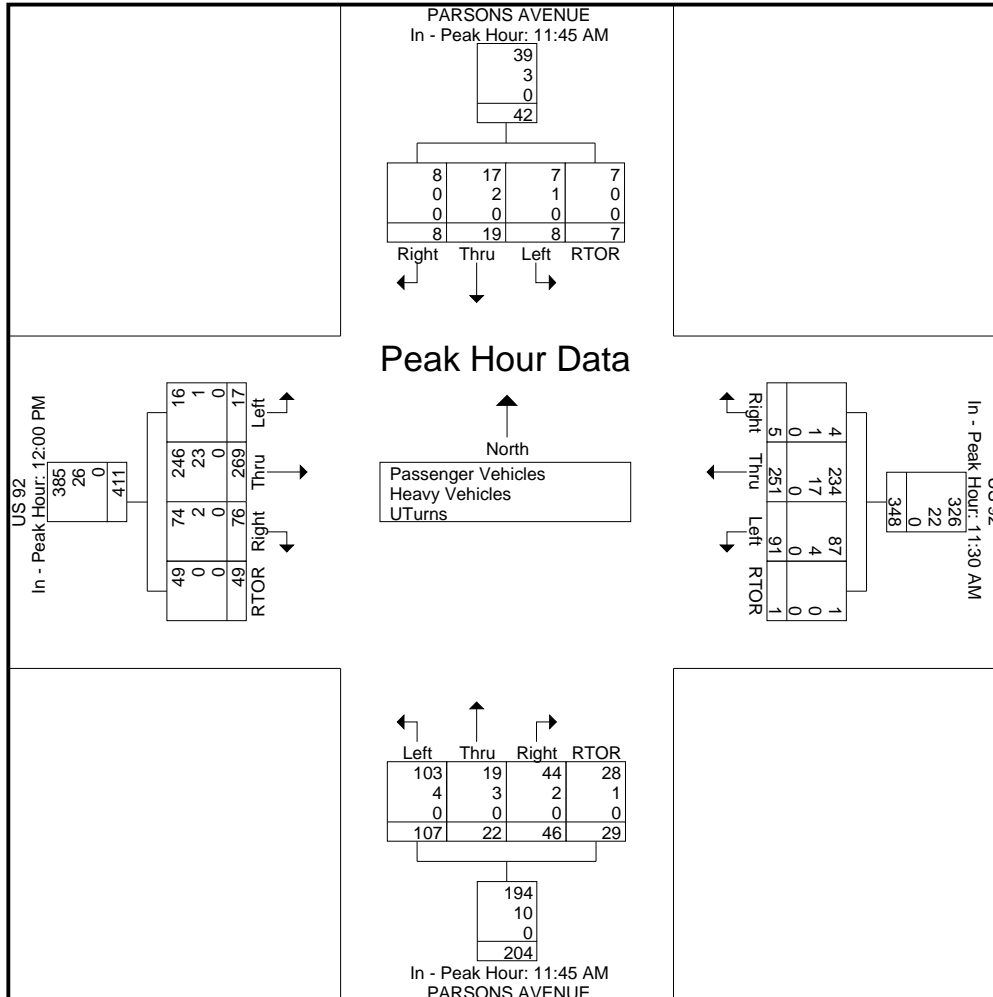
File Name : US92&Parsons
 Site Code : 14035
 Start Date : 3/24/2015
 Page No : 9



Intersection Turning Movement Count

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

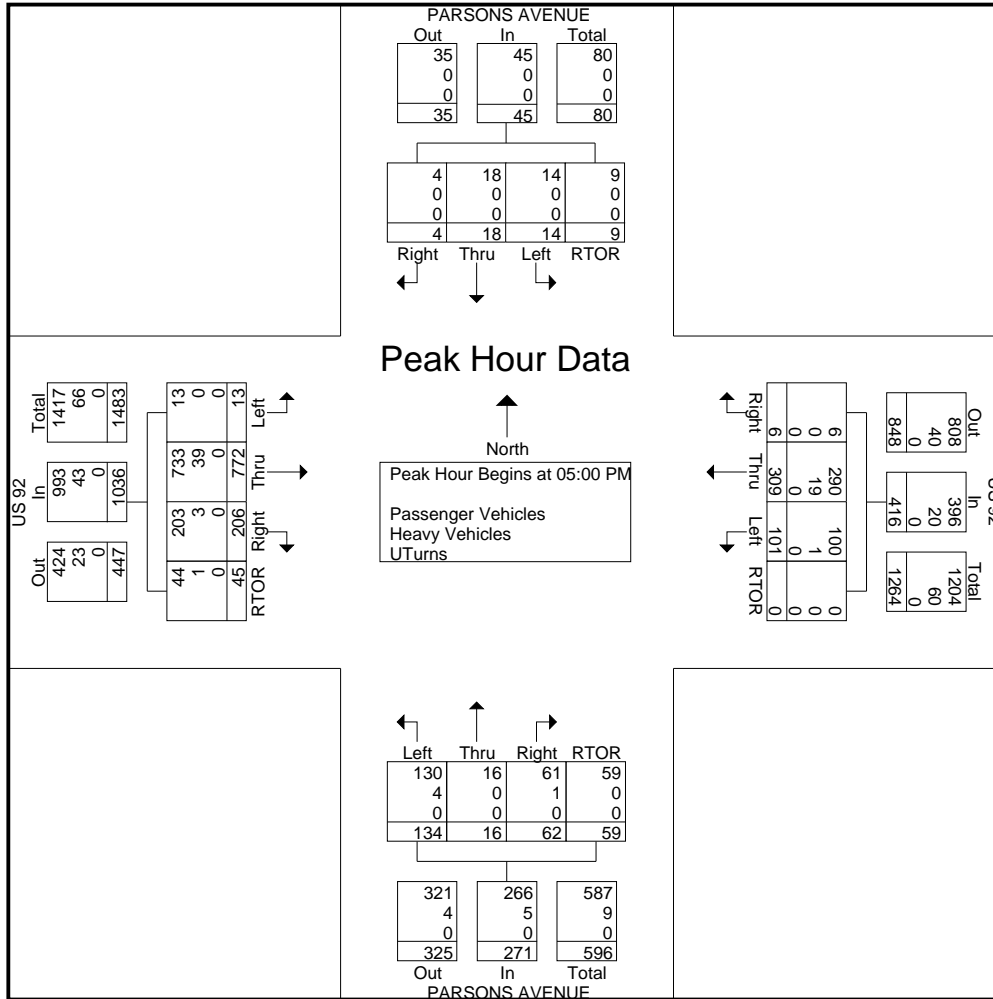
File Name : US92&Parsons
 Site Code : 14035
 Start Date : 3/24/2015
 Page No : 11



Intersection Turning Movement Count

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

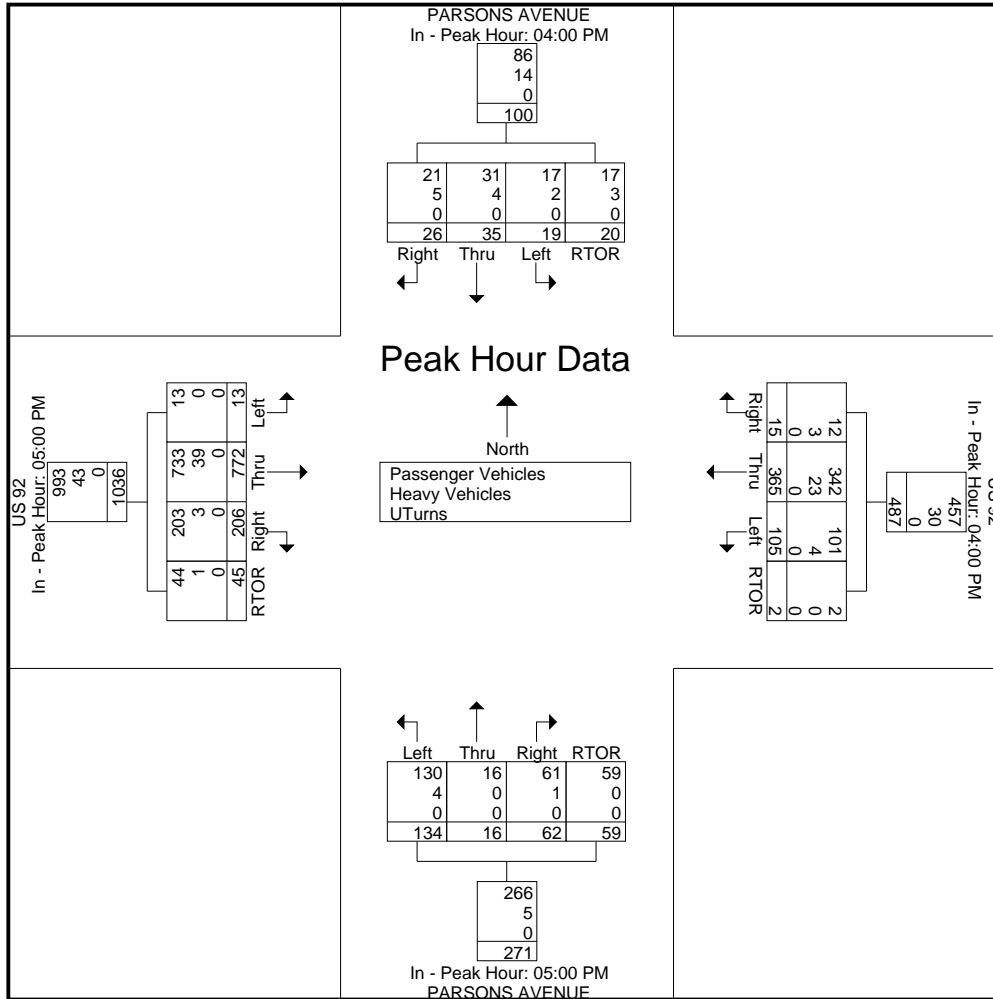
File Name : US92&Parsons
 Site Code : 14035
 Start Date : 3/24/2015
 Page No : 13



Intersection Turning Movement Count

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

File Name : US92&Parsons
 Site Code : 14035
 Start Date : 3/24/2015
 Page No : 15



Intersection Pedestrian & Bicycle Count

Date: 3/24/15

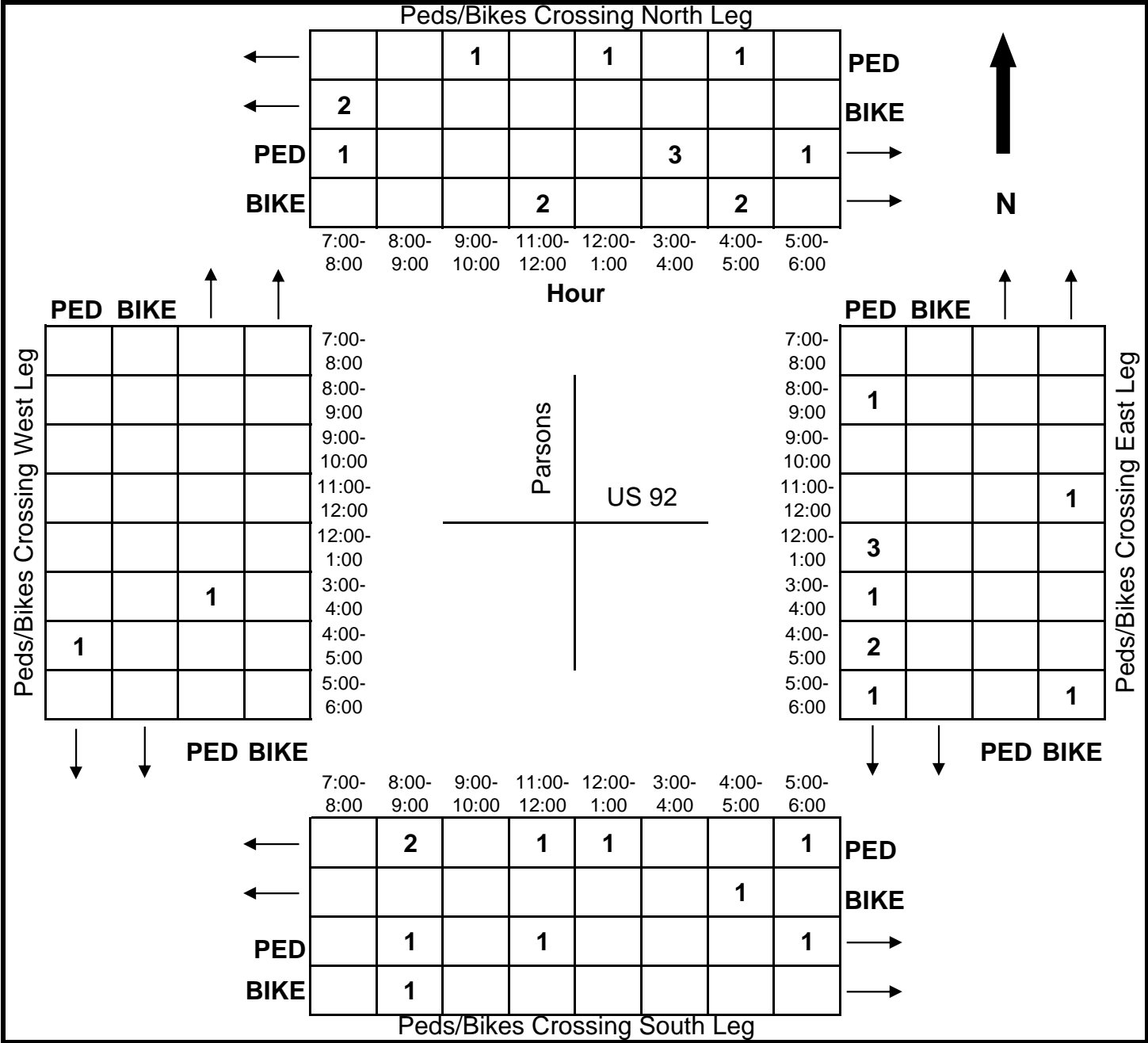
Day: Tuesday

Count Times: 7-10am; 11am-1pm; 3-6pm

Weather: Clear

Intersection: US 92 at Parsons Avenue

Comments: _____



Intersection Turning Movement Count

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

File Name : US92&Kingsway
 Site Code : 14035
 Start Date : 3/24/2015
 Page No : 1

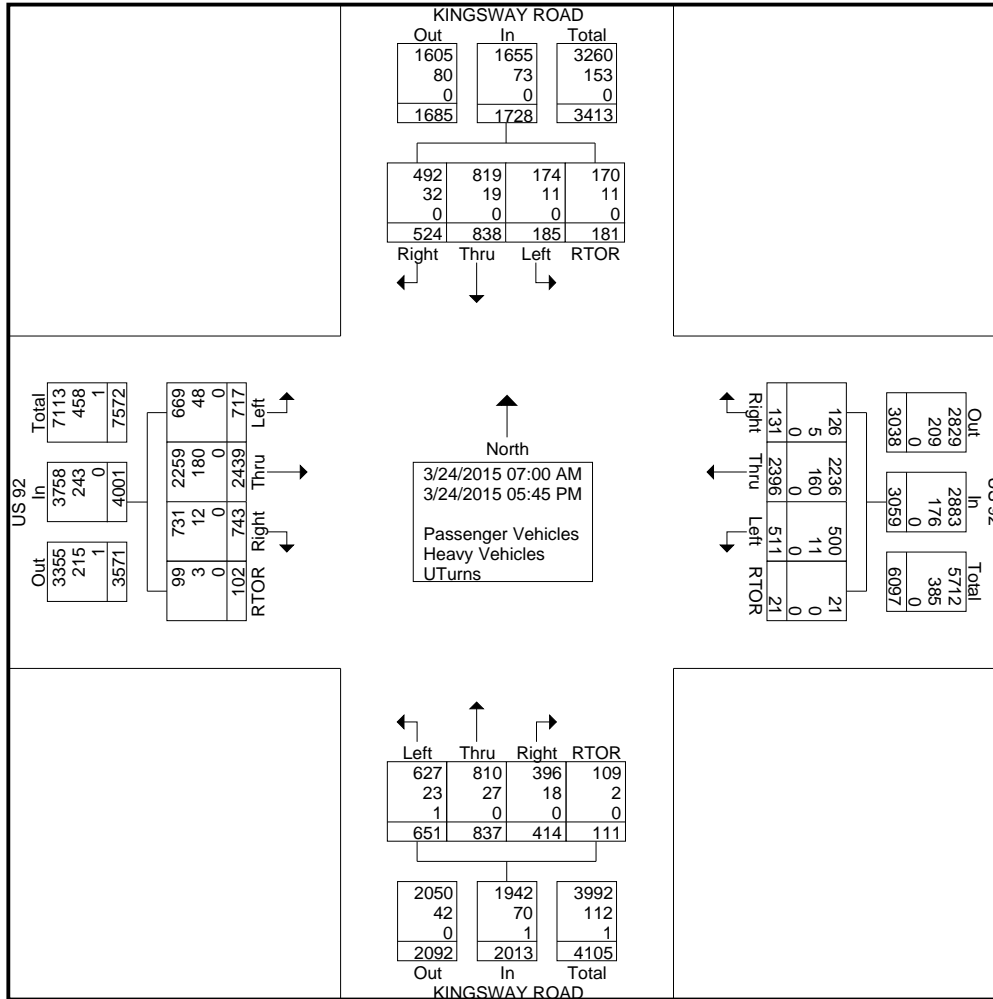
Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	KINGSWAY ROAD Southbound					US 92 Westbound					KINGSWAY ROAD Northbound					US 92 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	9	17	21	13	60	13	70	5	1	89	40	41	17	3	101	11	42	12	3	68	318
07:15 AM	8	17	21	11	57	14	112	9	0	135	38	25	11	1	75	16	64	25	1	106	373
07:30 AM	7	28	47	4	86	12	131	8	3	154	35	40	21	1	97	25	63	21	3	112	449
07:45 AM	3	28	26	7	64	18	138	9	1	166	28	44	18	3	93	32	90	21	1	144	467
Total	27	90	115	35	267	57	451	31	5	544	141	150	67	8	366	84	259	79	8	430	1607
08:00 AM	3	32	20	2	57	13	117	8	1	139	44	30	15	7	96	26	51	15	0	92	384
08:15 AM	4	28	21	3	56	12	120	10	0	142	25	30	15	1	71	18	65	14	0	97	366
08:30 AM	10	44	30	8	92	15	96	9	0	120	22	44	8	4	78	45	43	10	4	102	392
08:45 AM	10	34	40	9	93	6	90	5	1	102	17	44	10	1	72	47	48	11	2	108	375
Total	27	138	111	22	298	46	423	32	2	503	108	148	48	13	317	136	207	50	6	399	1517
09:00 AM	6	25	21	15	67	17	71	3	0	91	21	20	9	1	51	10	32	10	0	52	261
09:15 AM	0	16	3	2	21	8	60	3	2	73	19	9	10	2	40	16	40	10	2	68	202
09:30 AM	2	11	9	8	30	13	65	3	1	82	19	8	5	3	35	10	46	12	3	71	218
09:45 AM	2	16	3	3	24	4	46	1	0	51	18	14	7	2	41	8	50	9	4	71	187
Total	10	68	36	28	142	42	242	10	3	297	77	51	31	8	167	44	168	41	9	262	868
*** BREAK ***																					
11:00 AM	3	12	5	2	22	11	67	1	0	79	16	18	5	5	44	11	57	21	0	89	234
11:15 AM	4	16	7	8	35	17	52	2	1	72	9	18	12	2	41	16	49	10	2	77	225
11:30 AM	1	7	9	9	26	8	57	1	1	67	16	11	8	9	44	5	51	16	8	80	217
11:45 AM	2	21	7	11	41	17	51	0	0	68	20	9	7	7	43	15	48	12	2	77	229
Total	10	56	28	30	124	53	227	4	2	286	61	56	32	23	172	47	205	59	12	323	905
12:00 PM	0	10	4	6	20	10	59	1	2	72	18	18	13	5	54	13	51	17	4	85	231
12:15 PM	4	10	10	4	28	24	60	2	1	87	13	14	13	5	45	9	58	13	6	86	246
12:30 PM	5	10	6	4	25	19	55	4	1	79	12	15	11	6	44	13	44	9	9	75	223
12:45 PM	5	11	4	2	22	16	49	1	0	66	18	24	14	7	63	13	49	18	5	85	236
Total	14	41	24	16	95	69	223	8	4	304	61	71	51	23	206	48	202	57	24	331	936
*** BREAK ***																					
03:00 PM	6	15	11	7	39	17	64	2	0	83	22	26	6	0	54	30	69	33	4	136	312
03:15 PM	6	23	10	5	44	25	64	5	1	95	15	25	23	3	66	26	85	37	8	156	361
03:30 PM	4	24	13	4	45	18	71	6	1	96	12	24	16	2	54	33	67	34	5	139	334
03:45 PM	4	23	8	5	40	21	57	8	0	86	14	33	27	3	77	31	95	35	4	165	368
Total	20	85	42	21	168	81	256	21	2	360	63	108	72	8	251	120	316	139	21	596	1375
04:00 PM	4	38	20	4	66	17	63	2	1	83	13	34	16	1	64	36	111	27	5	179	392
04:15 PM	18	66	46	1	131	14	82	5	0	101	22	31	17	0	70	27	117	31	1	176	478
04:30 PM	16	54	29	4	103	27	81	2	0	110	15	36	13	1	65	28	165	39	0	232	510
04:45 PM	9	37	18	4	68	12	69	6	0	87	17	34	19	3	73	28	122	33	3	186	414
Total	47	195	113	13	368	70	295	15	1	381	67	135	65	5	272	119	515	130	9	773	1794

Intersection Turning Movement Count

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

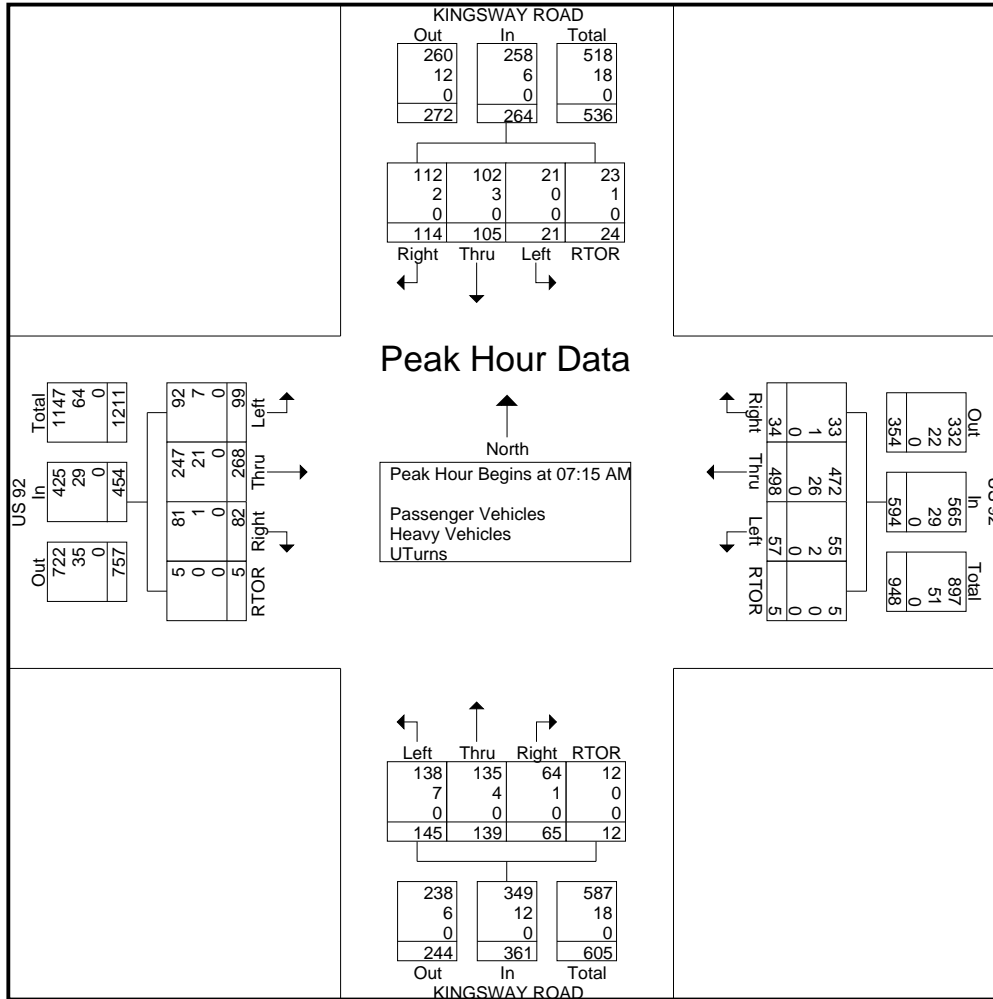
File Name : US92&Kingsway
 Site Code : 14035
 Start Date : 3/24/2015
 Page No : 3



Intersection Turning Movement Count

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

File Name : US92&Kingsway
 Site Code : 14035
 Start Date : 3/24/2015
 Page No : 5



Intersection Turning Movement Count

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

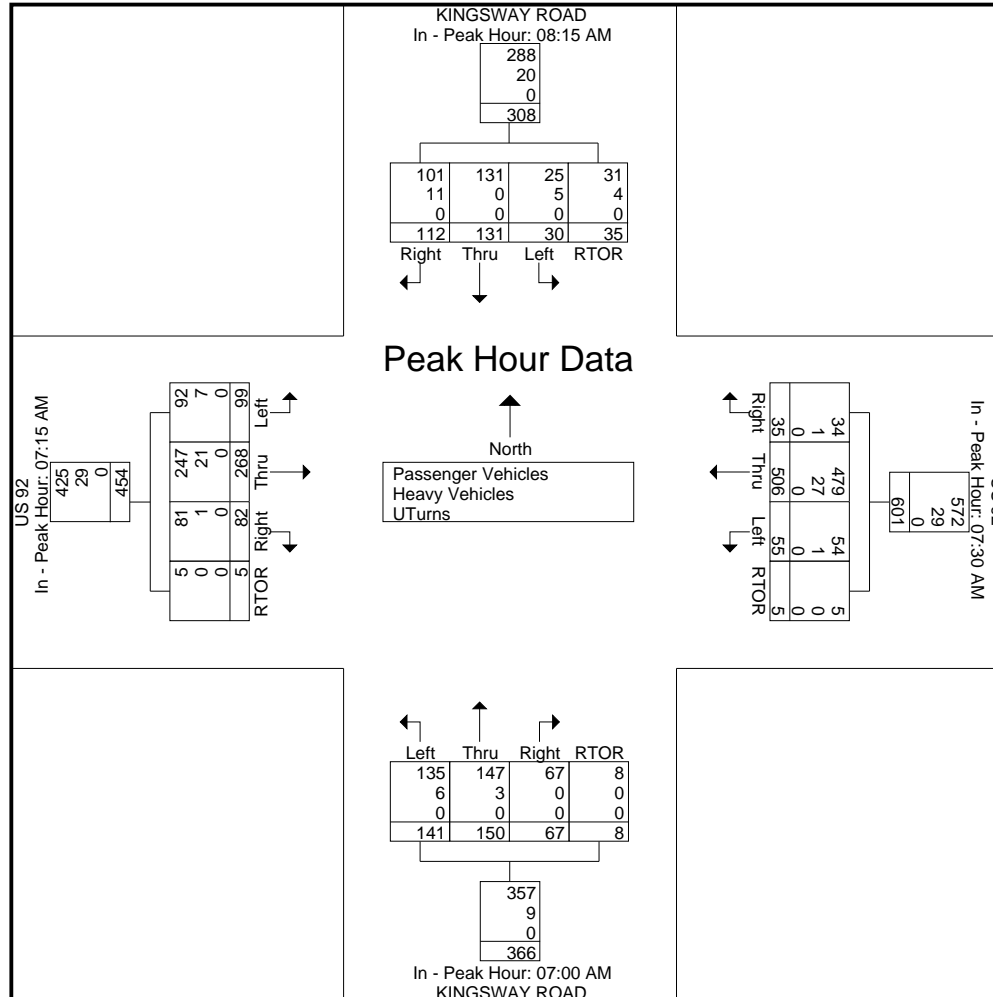
File Name : US92&Kingsway
 Site Code : 14035
 Start Date : 3/24/2015
 Page No : 6

Start Time	KINGSWAY ROAD Southbound					US 92 Westbound					KINGSWAY ROAD Northbound					US 92 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	08:15 AM					07:30 AM					07:00 AM					07:15 AM					
+0 mins.	4	28	21	3	56	12	131	8	3	154	40	41	17	3	101	16	64	25	1	106	
+15 mins.	10	44	30	8	92	18	138	9	1	166	38	25	11	1	75	25	63	21	3	112	
+30 mins.	10	34	40	9	93	13	117	8	1	139	35	40	21	1	97	32	90	21	1	144	
+45 mins.	6	25	21	15	67	12	120	10	0	142	28	44	18	3	93	26	51	15	0	92	
Total Volume	30	131	112	35	308	55	506	35	5	601	141	150	67	8	366	99	268	82	5	454	
% App. Total	9.7	42.5	36.4	11.4		9.2	84.2	5.8	0.8		38.5	41	18.3	2.2		21.8	59	18.1	1.1		
PHF	.750	.744	.700	.583	.828	.764	.917	.875	.417	.905	.881	.852	.798	.667	.906	.773	.744	.820	.417	.788	
Passenger Vehicles	25	131	101	31	288	54	479	34	5	572	135	147	67	8	357	92	247	81	5	425	
% Passenger Vehicles	83.3	100	90.2	88.6	93.5	98.2	94.7	97.1	100	95.2	95.7	98	100	100	97.5	92.9	92.2	98.8	100	93.6	
Heavy Vehicles	5	0	11	4	20	1	27	1	0	29	6	3	0	0	9	7	21	1	0	29	
% Heavy Vehicles	16.7	0	9.8	11.4	6.5	1.8	5.3	2.9	0	4.8	4.3	2	0	0	2.5	7.1	7.8	1.2	0	6.4	
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

Intersection Turning Movement Count

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

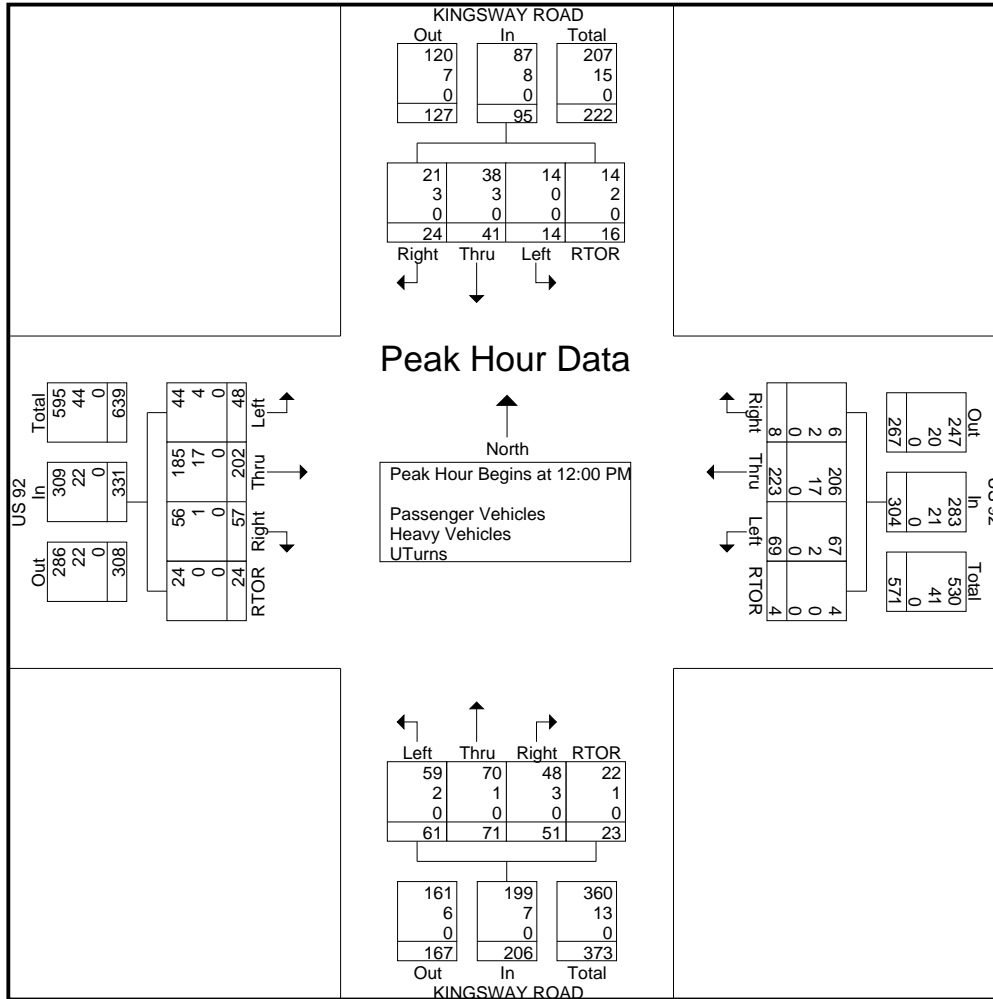
File Name : US92&Kingsway
 Site Code : 14035
 Start Date : 3/24/2015
 Page No : 7



Intersection Turning Movement Count

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

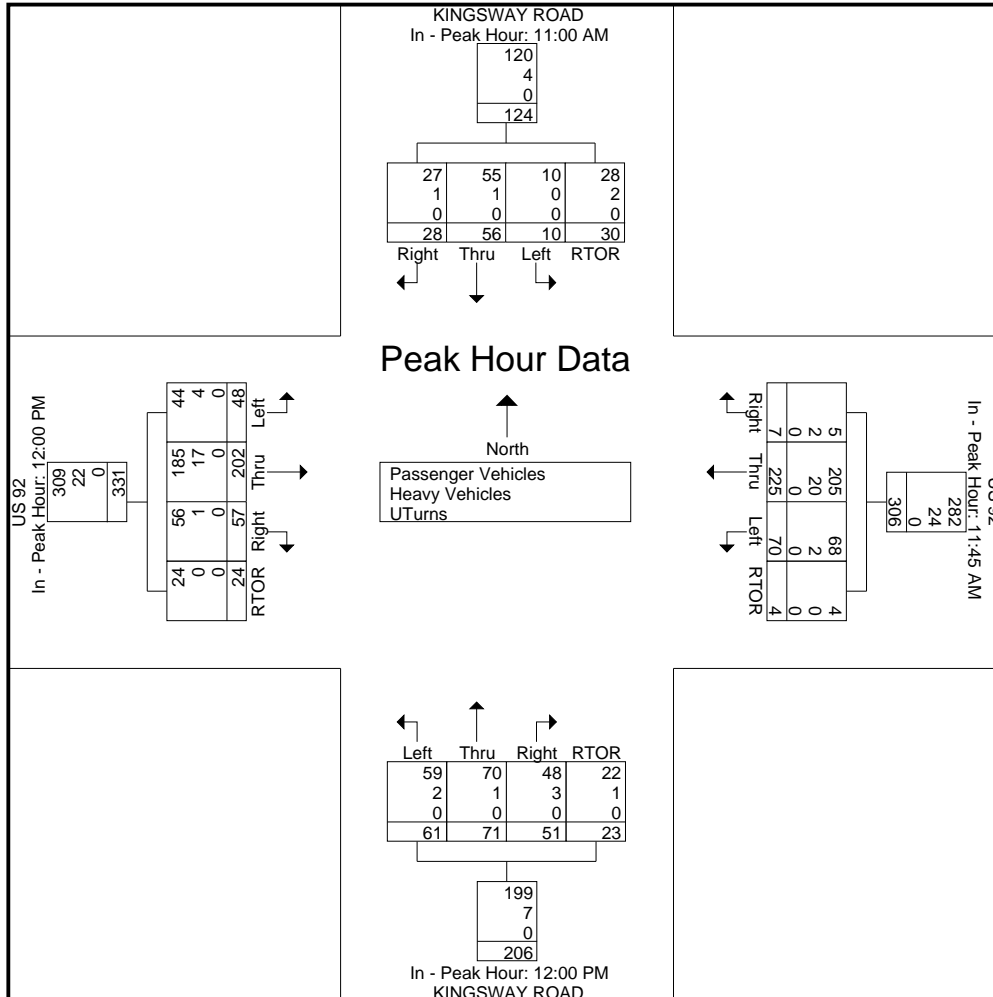
File Name : US92&Kingsway
 Site Code : 14035
 Start Date : 3/24/2015
 Page No : 9



Intersection Turning Movement Count

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

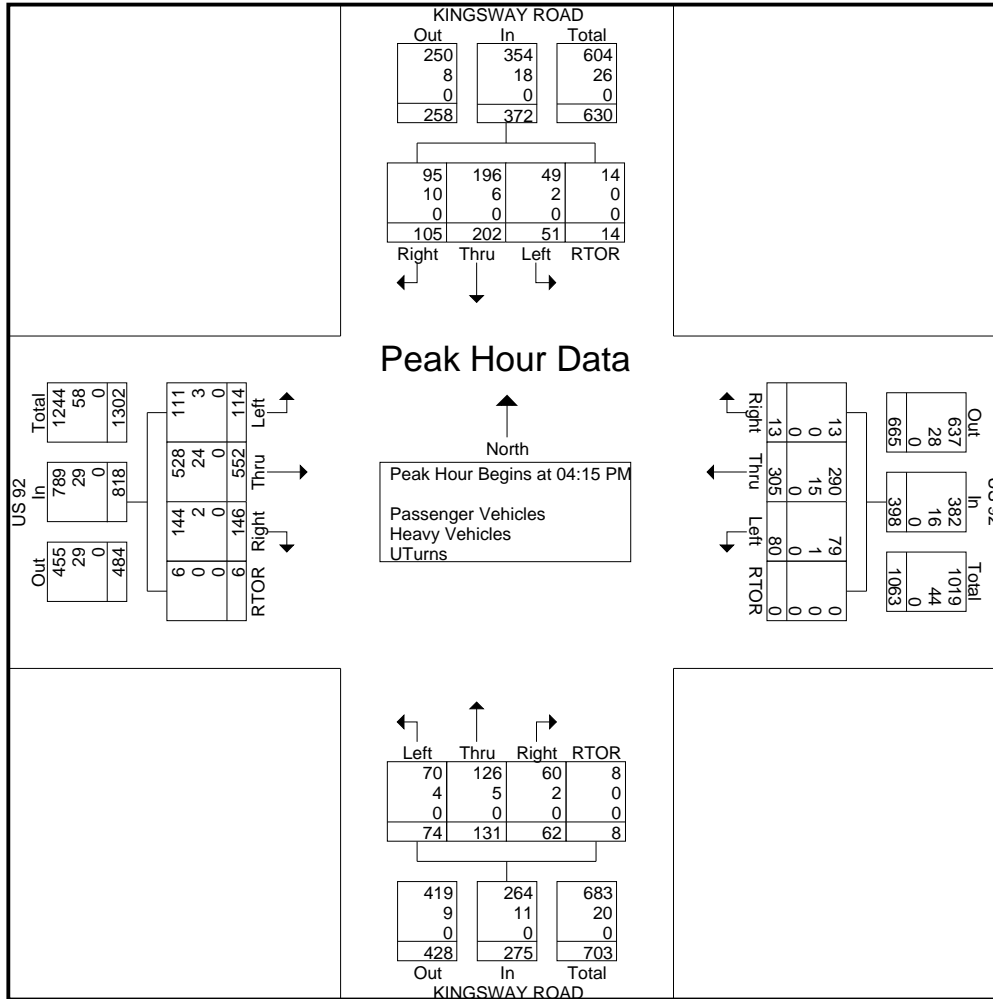
File Name : US92&Kingsway
 Site Code : 14035
 Start Date : 3/24/2015
 Page No : 11



Intersection Turning Movement Count

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

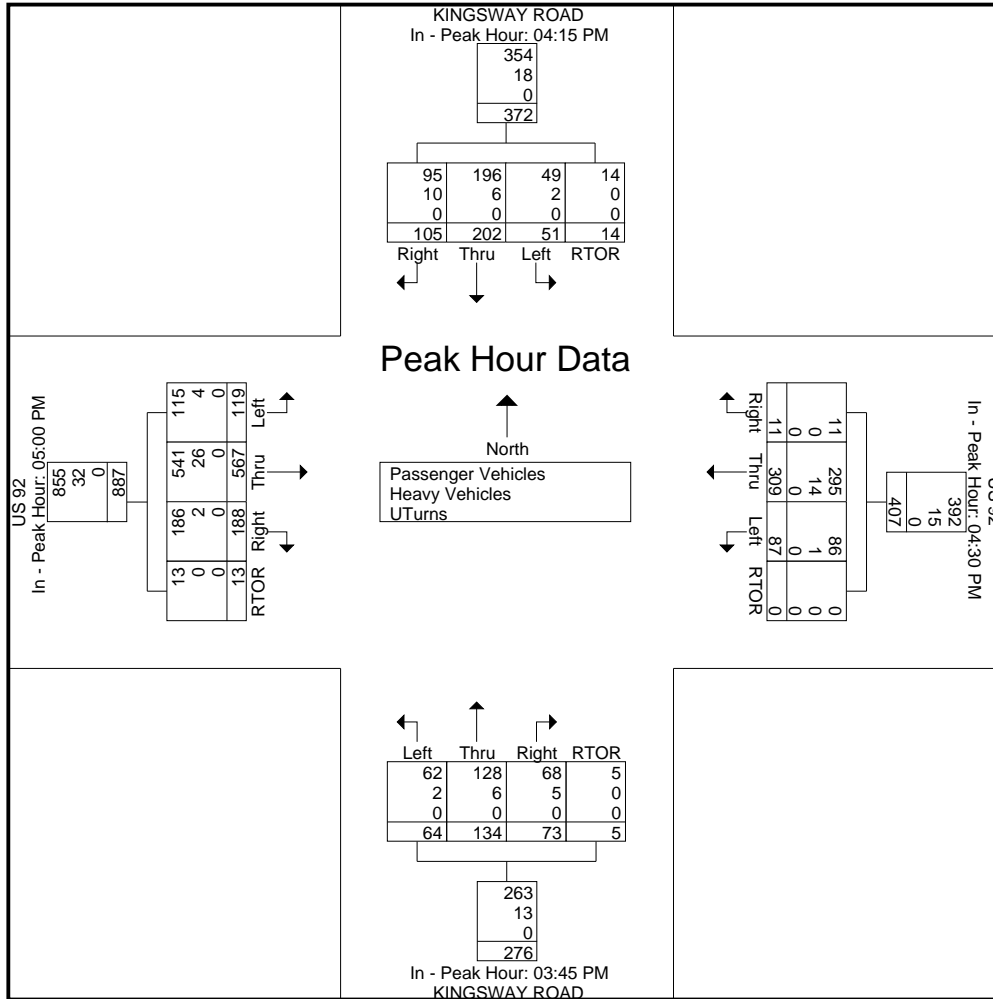
File Name : US92&Kingsway
 Site Code : 14035
 Start Date : 3/24/2015
 Page No : 13



Intersection Turning Movement Count

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

File Name : US92&Kingsway
 Site Code : 14035
 Start Date : 3/24/2015
 Page No : 15



Intersection Pedestrian & Bicycle Count

Date: 3/24/15

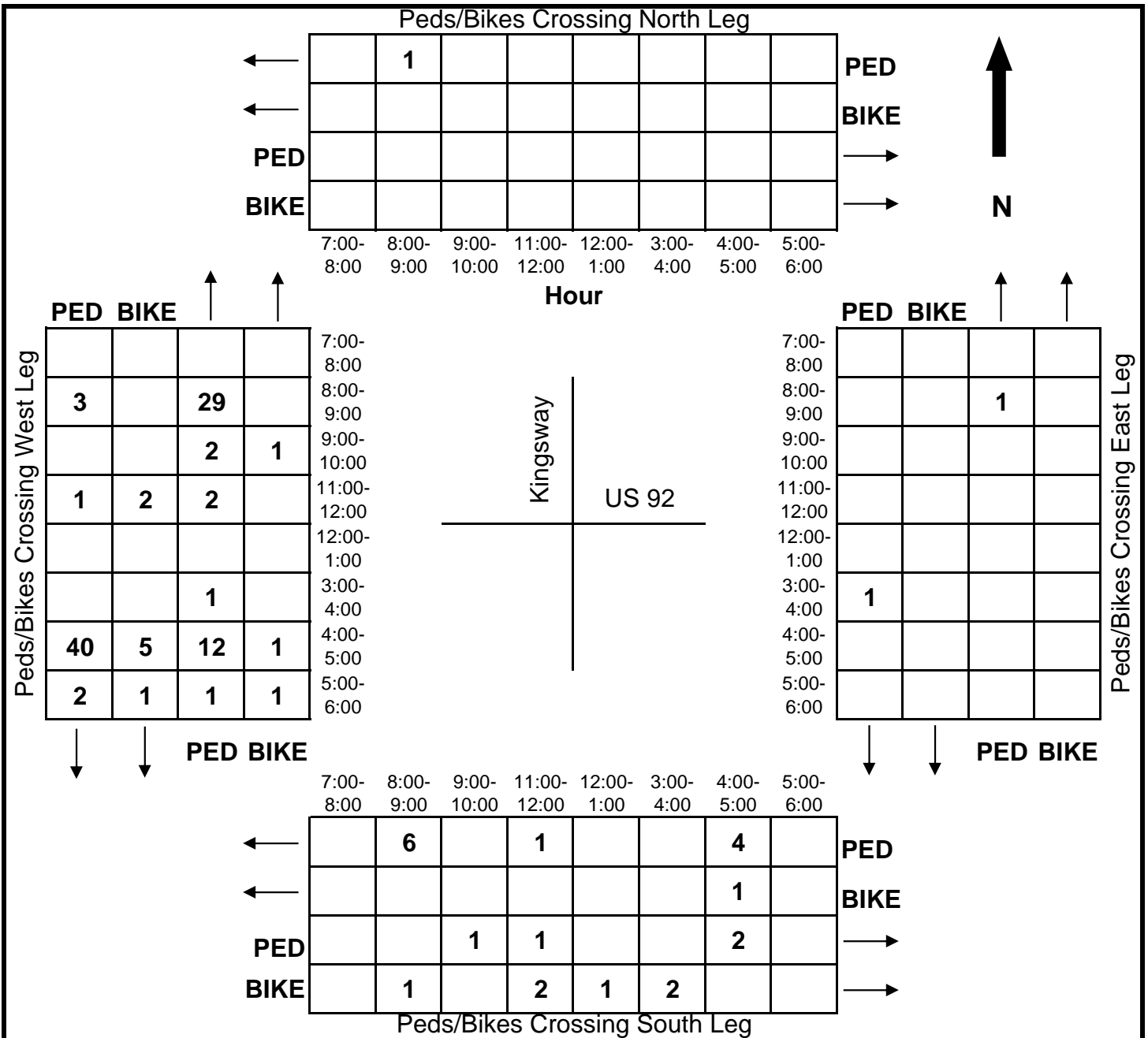
Day: Tuesday

Count Times: 7-10am; 11am-1pm; 3-6pm

Weather: Clear

Intersection: US 92 at Kingsway Road

Comments: _____



Intersection Turning Movement Count

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

File Name : US92&McIntosh
 Site Code : 14035
 Start Date : 3/24/2015
 Page No : 1

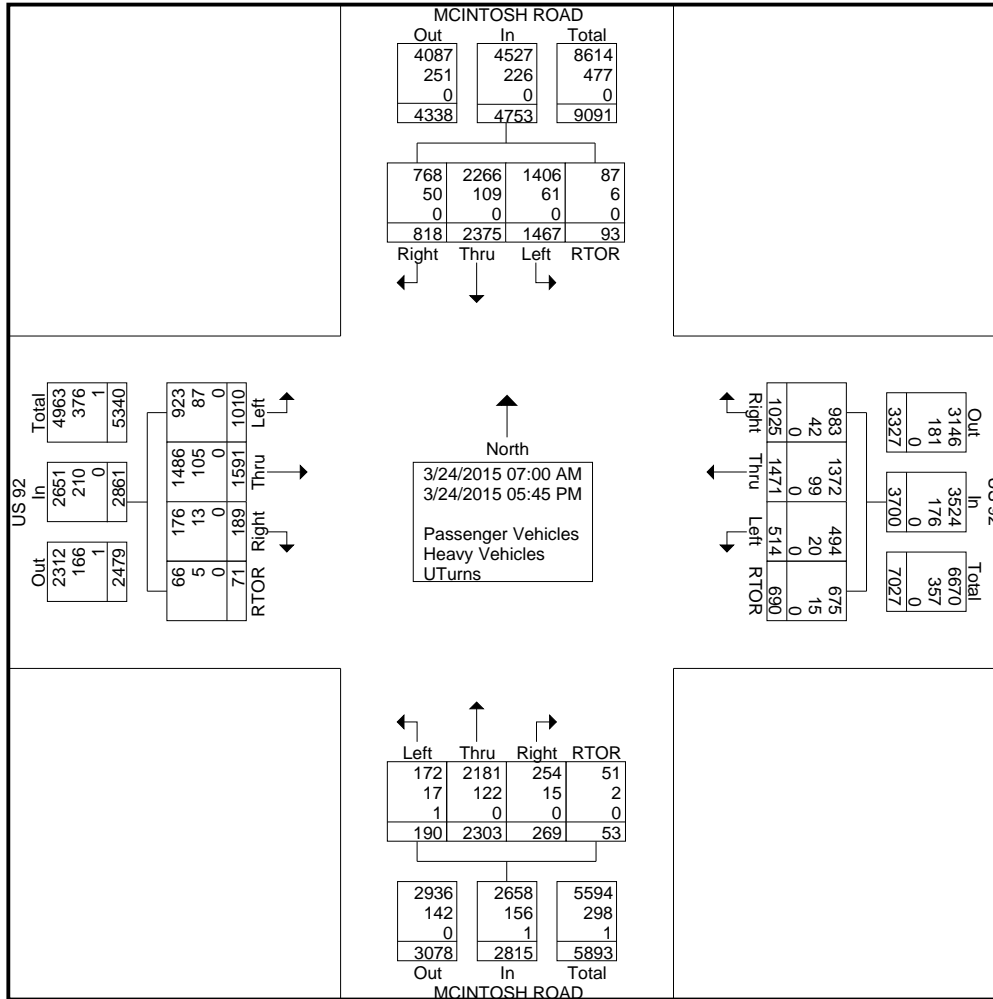
Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	MCINTOSH ROAD Southbound					US 92 Westbound					MCINTOSH ROAD Northbound					US 92 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	76	67	19	3	165	16	31	50	31	128	3	87	30	6	126	36	47	3	2	88	507
07:15 AM	69	50	33	2	154	25	55	62	27	169	10	111	13	0	134	30	86	8	2	126	583
07:30 AM	68	81	58	0	207	25	77	64	24	190	4	109	15	2	130	39	54	6	1	100	627
07:45 AM	56	55	33	1	145	29	88	83	37	237	11	105	6	4	126	53	58	5	0	116	624
Total	269	253	143	6	671	95	251	259	119	724	28	412	64	12	516	158	245	22	5	430	2341
08:00 AM	44	66	25	3	138	30	88	74	38	230	12	91	12	1	116	40	49	5	0	94	578
08:15 AM	47	75	20	2	144	22	71	38	22	153	6	99	4	3	112	43	38	6	4	91	500
08:30 AM	26	63	37	3	129	20	38	27	14	99	9	86	5	2	102	27	31	1	2	61	391
08:45 AM	22	52	23	2	99	9	40	22	13	84	9	80	3	0	92	34	35	8	0	77	352
Total	139	256	105	10	510	81	237	161	87	566	36	356	24	6	422	144	153	20	6	323	1821
09:00 AM	30	34	19	1	84	7	41	18	11	77	7	56	2	1	66	27	25	0	1	53	280
09:15 AM	21	53	21	6	101	12	35	19	19	85	3	58	6	0	67	14	20	1	2	37	290
09:30 AM	22	67	14	3	106	5	24	17	11	57	2	41	3	1	47	22	29	3	1	55	265
09:45 AM	17	42	10	5	74	6	22	17	9	54	3	64	4	0	71	24	25	5	1	55	254
Total	90	196	64	15	365	30	122	71	50	273	15	219	15	2	251	87	99	9	5	200	1089
*** BREAK ***																					
11:00 AM	25	51	13	9	98	11	33	11	18	73	2	57	5	0	64	27	35	5	4	71	306
11:15 AM	29	51	13	7	100	8	32	9	12	61	0	54	7	3	64	21	41	4	0	66	291
11:30 AM	25	55	15	2	97	11	33	13	17	74	7	75	5	2	89	28	29	5	6	68	328
11:45 AM	33	70	22	3	128	10	30	17	12	69	4	51	8	1	64	26	21	0	4	51	312
Total	112	227	63	21	423	40	128	50	59	277	13	237	25	6	281	102	126	14	14	256	1237
12:00 PM	38	69	22	3	132	6	34	23	15	78	5	64	3	0	72	36	20	3	1	60	342
12:15 PM	28	64	27	3	122	8	37	19	15	79	10	43	1	4	58	31	39	3	3	76	335
12:30 PM	28	57	23	2	110	10	33	13	16	72	6	56	6	3	71	23	22	9	3	57	310
12:45 PM	30	66	20	5	121	10	24	15	13	62	7	54	7	0	68	22	33	3	2	60	311
Total	124	256	92	13	485	34	128	70	59	291	28	217	17	7	269	112	114	18	9	253	1298
*** BREAK ***																					
03:00 PM	58	73	30	5	166	28	59	37	33	157	7	77	15	2	101	24	43	7	5	79	503
03:15 PM	62	88	23	4	177	41	75	85	32	233	9	61	8	1	79	32	58	7	2	99	588
03:30 PM	81	104	34	1	220	26	54	54	32	166	8	88	9	3	108	26	46	6	3	81	575
03:45 PM	78	88	18	2	186	20	47	44	29	140	5	68	19	1	93	33	51	8	1	93	512
Total	279	353	105	12	749	115	235	220	126	696	29	294	51	7	381	115	198	28	11	352	2178
04:00 PM	57	96	29	1	183	23	45	40	31	139	5	73	4	2	84	29	73	9	4	115	521
04:15 PM	36	87	27	0	150	17	53	34	24	128	5	87	13	0	105	32	69	5	2	108	491
04:30 PM	48	84	42	6	180	12	51	31	27	121	4	62	12	1	79	45	101	10	1	157	537
04:45 PM	56	110	32	4	202	10	42	21	29	102	5	78	9	1	93	33	84	14	1	132	529
Total	197	377	130	11	715	62	191	126	111	490	19	300	38	4	361	139	327	38	8	512	2078

Intersection Turning Movement Count

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

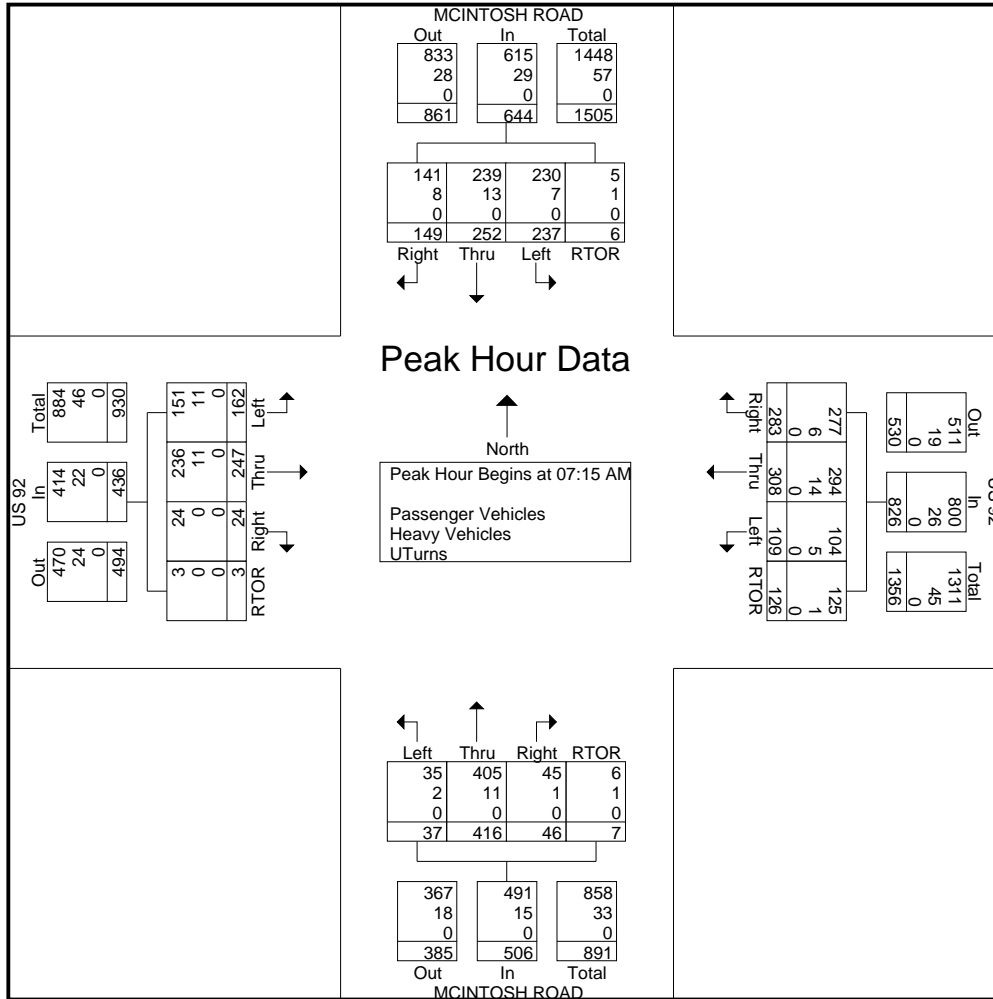
File Name : US92&McIntosh
 Site Code : 14035
 Start Date : 3/24/2015
 Page No : 3



Intersection Turning Movement Count

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

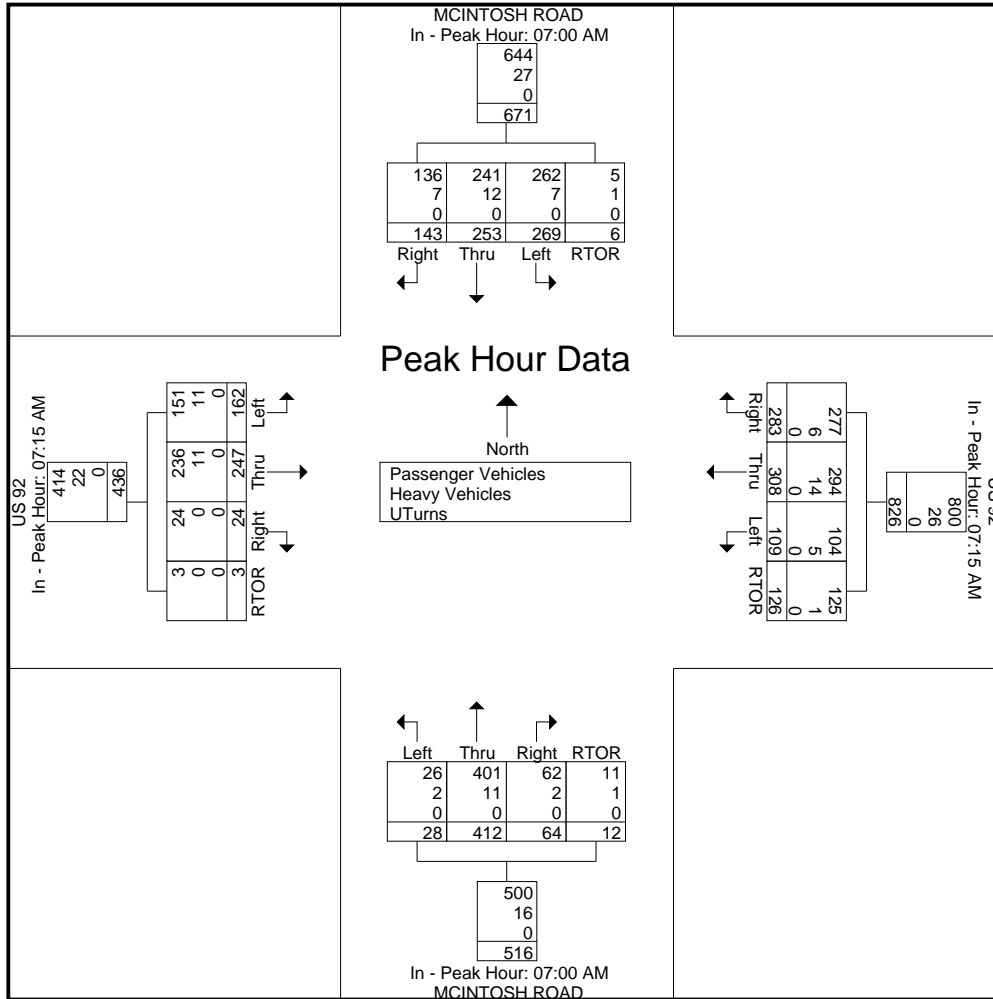
File Name : US92&McIntosh
 Site Code : 14035
 Start Date : 3/24/2015
 Page No : 5



Intersection Turning Movement Count

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

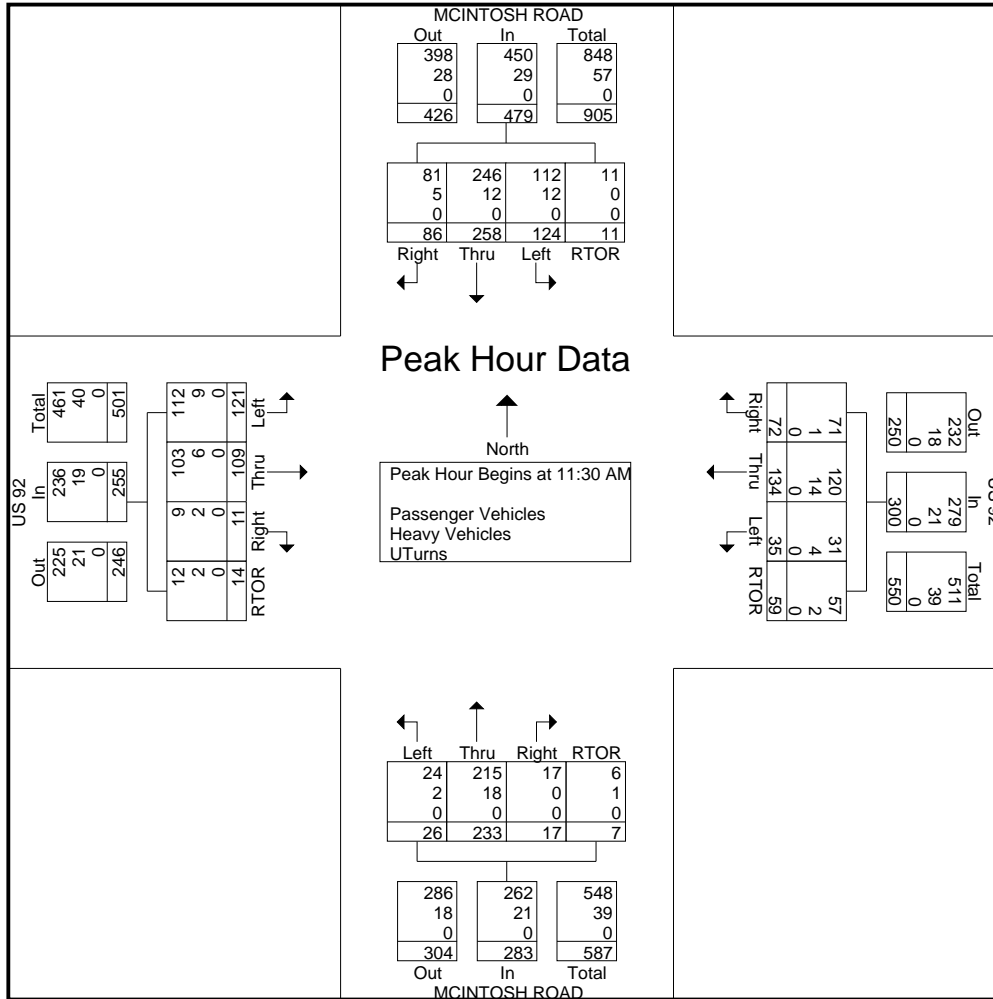
File Name : US92&McIntosh
 Site Code : 14035
 Start Date : 3/24/2015
 Page No : 7



Intersection Turning Movement Count

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

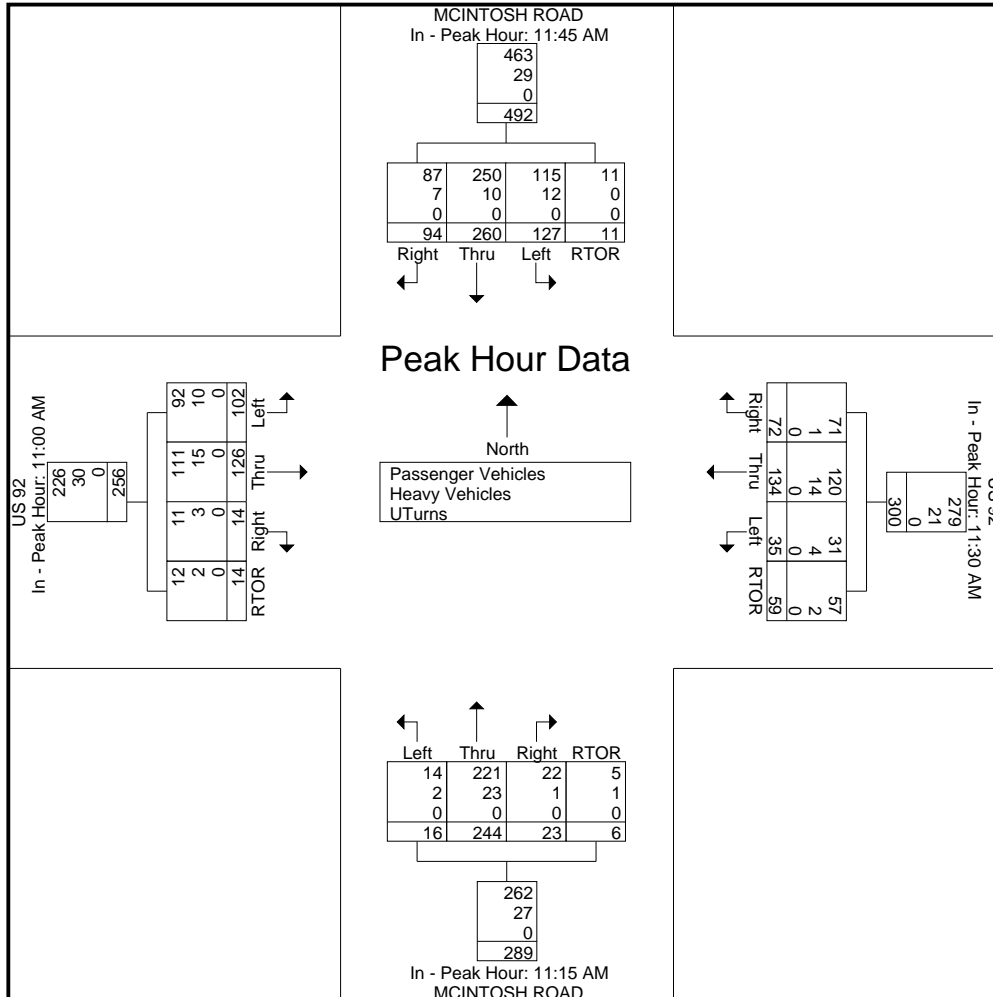
File Name : US92&McIntosh
 Site Code : 14035
 Start Date : 3/24/2015
 Page No : 9



Intersection Turning Movement Count

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

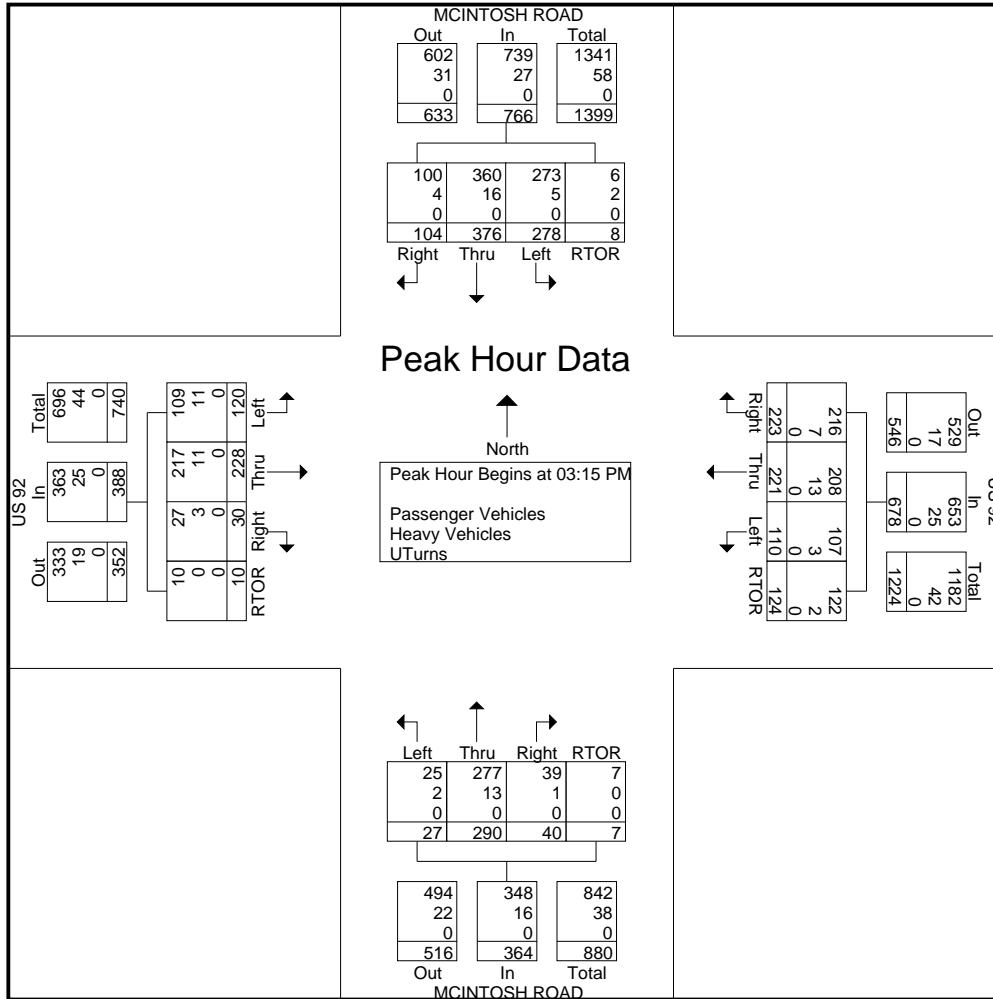
File Name : US92&McIntosh
 Site Code : 14035
 Start Date : 3/24/2015
 Page No : 11



Intersection Turning Movement Count

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

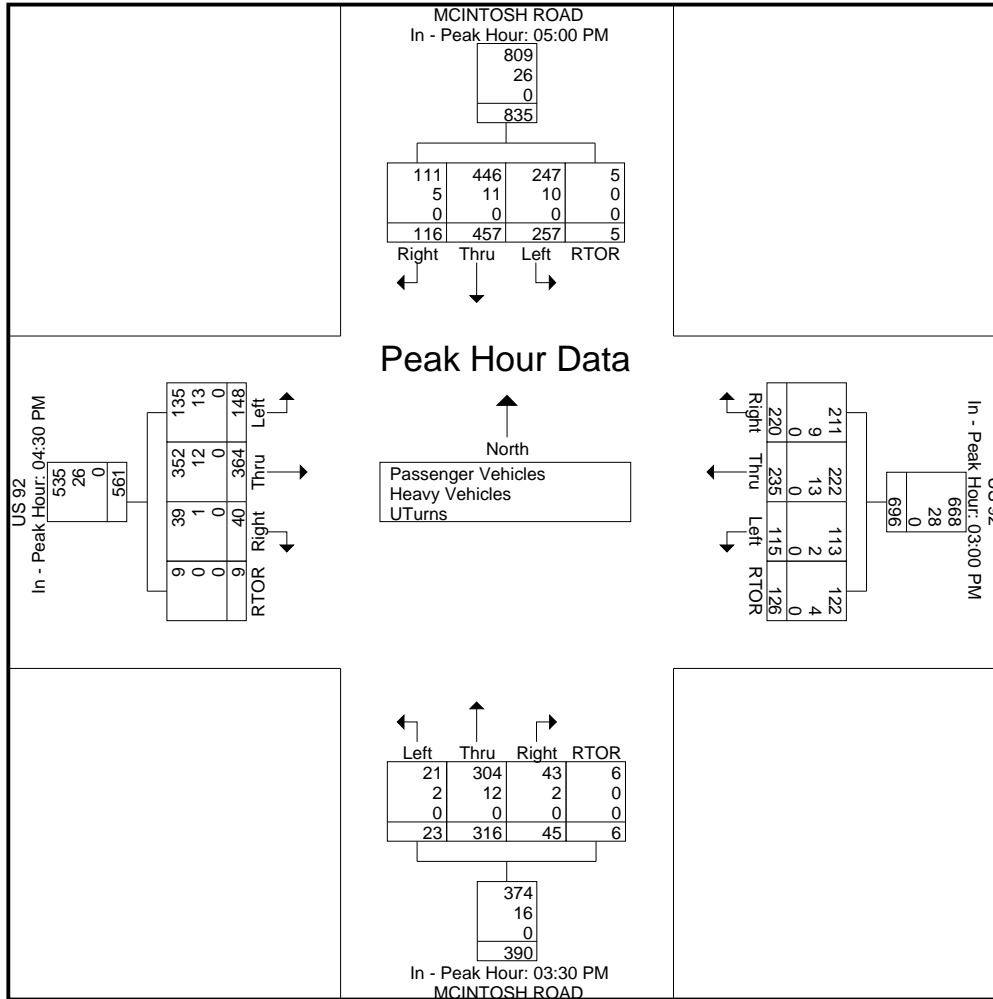
File Name : US92&McIntosh
 Site Code : 14035
 Start Date : 3/24/2015
 Page No : 13



Intersection Turning Movement Count

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

File Name : US92&McIntosh
 Site Code : 14035
 Start Date : 3/24/2015
 Page No : 15



Intersection Pedestrian & Bicycle Count

Date: 3/24/15

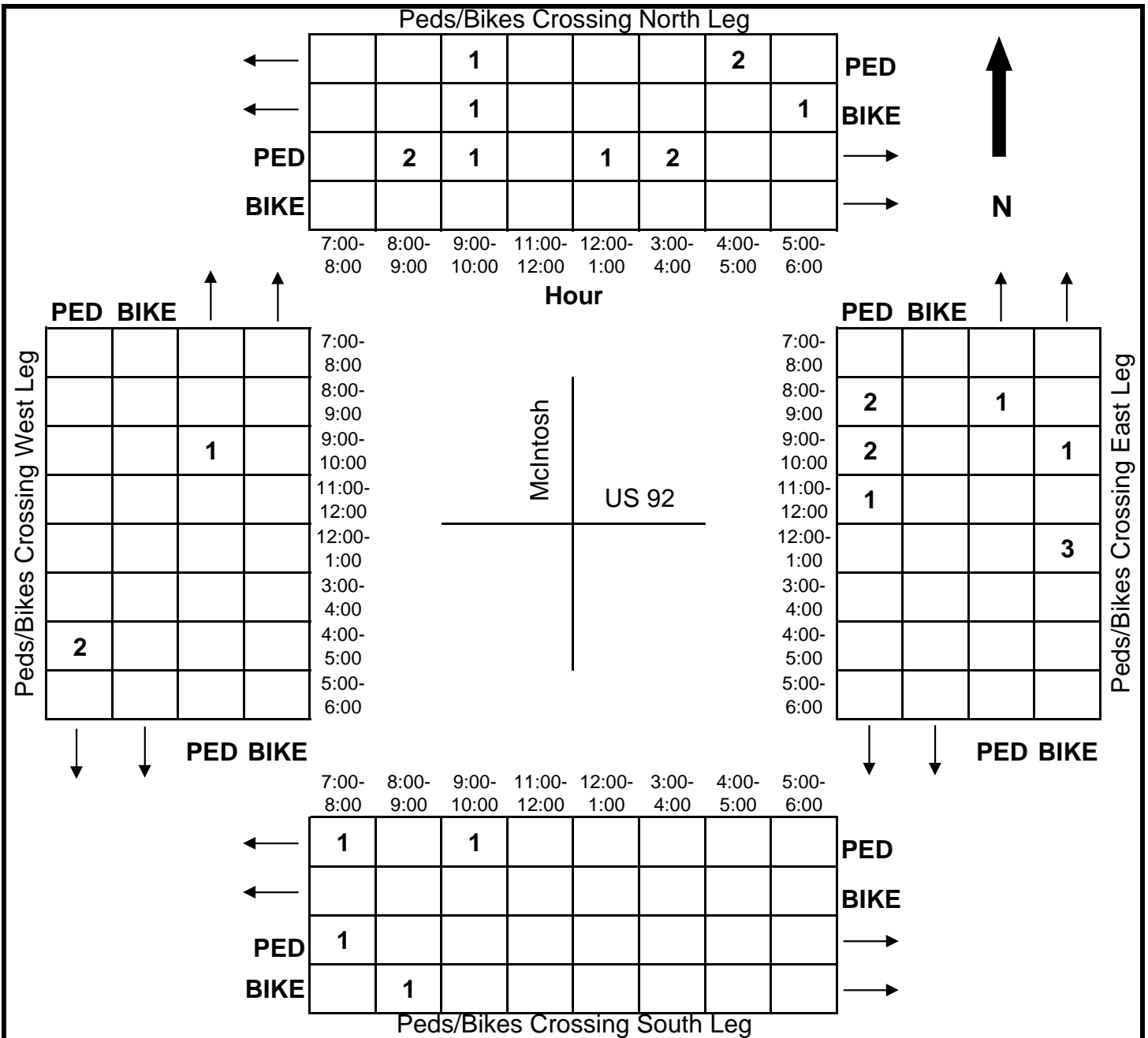
Day: Tuesday

Count Times: 7-10am; 11am-1pm; 3-6pm

Weather: Clear

Intersection: US 92 at McIntosh Road

Comments: _____



Intersection Turning Movement Count

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

File Name : US92&Gallagher
 Site Code : 14035
 Start Date : 3/24/2015
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	GALLAGHER ROAD Southbound					US 92 Westbound					GALLAGHER ROAD Northbound					US 92 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	41	22	53	21	137	3	48	69	51	171	8	59	1	0	68	117	23	3	0	143	519
07:15 AM	39	25	52	26	142	6	72	65	46	189	10	71	3	0	84	133	35	3	2	173	588
07:30 AM	53	34	69	9	165	6	114	19	25	164	14	28	4	1	47	65	42	9	1	117	493
07:45 AM	32	26	49	10	117	12	150	9	20	191	24	22	3	1	50	52	46	6	1	105	463
Total	165	107	223	66	561	27	384	162	142	715	56	180	11	2	249	367	146	21	4	538	2063
08:00 AM	7	6	23	9	45	8	158	16	11	193	18	6	4	1	29	21	72	11	0	104	371
08:15 AM	7	3	3	1	14	10	117	10	4	141	10	10	5	3	28	18	73	5	1	97	280
08:30 AM	6	2	1	10	19	8	82	5	1	96	11	0	1	2	14	10	52	8	0	70	199
08:45 AM	5	1	3	2	11	3	57	3	1	64	9	4	2	2	17	8	39	8	1	56	148
Total	25	12	30	22	89	29	414	34	17	494	48	20	12	8	88	57	236	32	2	327	998
09:00 AM	3	2	2	4	11	3	65	5	1	74	11	3	0	4	18	16	40	7	0	63	166
09:15 AM	3	1	3	3	10	5	64	4	0	73	6	1	3	1	11	8	32	3	2	45	139
09:30 AM	5	0	2	3	10	1	49	4	0	54	8	2	1	3	14	6	43	3	1	53	131
09:45 AM	3	0	2	1	6	3	43	4	0	50	6	0	0	1	7	3	38	1	0	42	105
Total	14	3	9	11	37	12	221	17	1	251	31	6	4	9	50	33	153	14	3	203	541
*** BREAK ***																					
11:00 AM	5	2	1	9	17	12	52	4	0	68	7	2	4	1	14	7	59	4	0	70	169
11:15 AM	2	1	4	6	13	8	49	3	1	61	4	2	1	2	9	8	63	4	0	75	158
11:30 AM	7	0	6	7	20	7	54	2	0	63	5	3	1	0	9	3	58	5	2	68	160
11:45 AM	5	5	4	4	18	6	55	6	2	69	9	3	1	2	15	7	52	4	0	63	165
Total	19	8	15	26	68	33	210	15	3	261	25	10	7	5	47	25	232	17	2	276	652
12:00 PM	7	1	0	3	11	3	53	3	0	59	16	4	5	3	28	4	58	4	3	69	167
12:15 PM	14	3	10	2	29	5	50	1	0	56	10	3	2	1	16	6	63	4	0	73	174
12:30 PM	6	1	4	2	13	0	58	2	2	62	6	2	0	3	11	4	45	8	0	57	143
12:45 PM	4	1	3	3	11	4	52	6	0	62	4	1	1	2	8	0	58	6	0	64	145
Total	31	6	17	10	64	12	213	12	2	239	36	10	8	9	63	14	224	22	3	263	629
*** BREAK ***																					
03:00 PM	107	49	76	31	263	3	63	8	12	86	9	8	3	0	20	28	62	8	3	101	470
03:15 PM	91	41	103	25	260	12	62	5	13	92	6	11	7	2	26	30	75	6	1	112	490
03:30 PM	24	22	40	15	101	6	77	7	8	98	15	6	4	2	27	31	84	11	4	130	356
03:45 PM	26	18	36	14	94	2	82	4	10	98	5	13	7	6	31	24	90	12	0	126	349
Total	248	130	255	85	718	23	284	24	43	374	35	38	21	10	104	113	311	37	8	469	1665
04:00 PM	21	16	17	10	64	8	65	1	3	77	11	0	6	1	18	14	112	12	1	139	298
04:15 PM	18	16	21	13	68	5	77	3	3	88	13	10	8	4	35	14	96	7	3	120	311
04:30 PM	18	13	17	10	58	6	63	6	5	80	16	8	12	0	36	16	126	10	2	154	328
04:45 PM	14	6	6	7	33	5	64	7	1	77	14	9	5	3	31	15	119	7	1	142	283
Total	71	51	61	40	223	24	269	17	12	322	54	27	31	8	120	59	453	36	7	555	1220

Intersection Turning Movement Count

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

File Name : US92&Gallagher
 Site Code : 14035
 Start Date : 3/24/2015
 Page No : 2

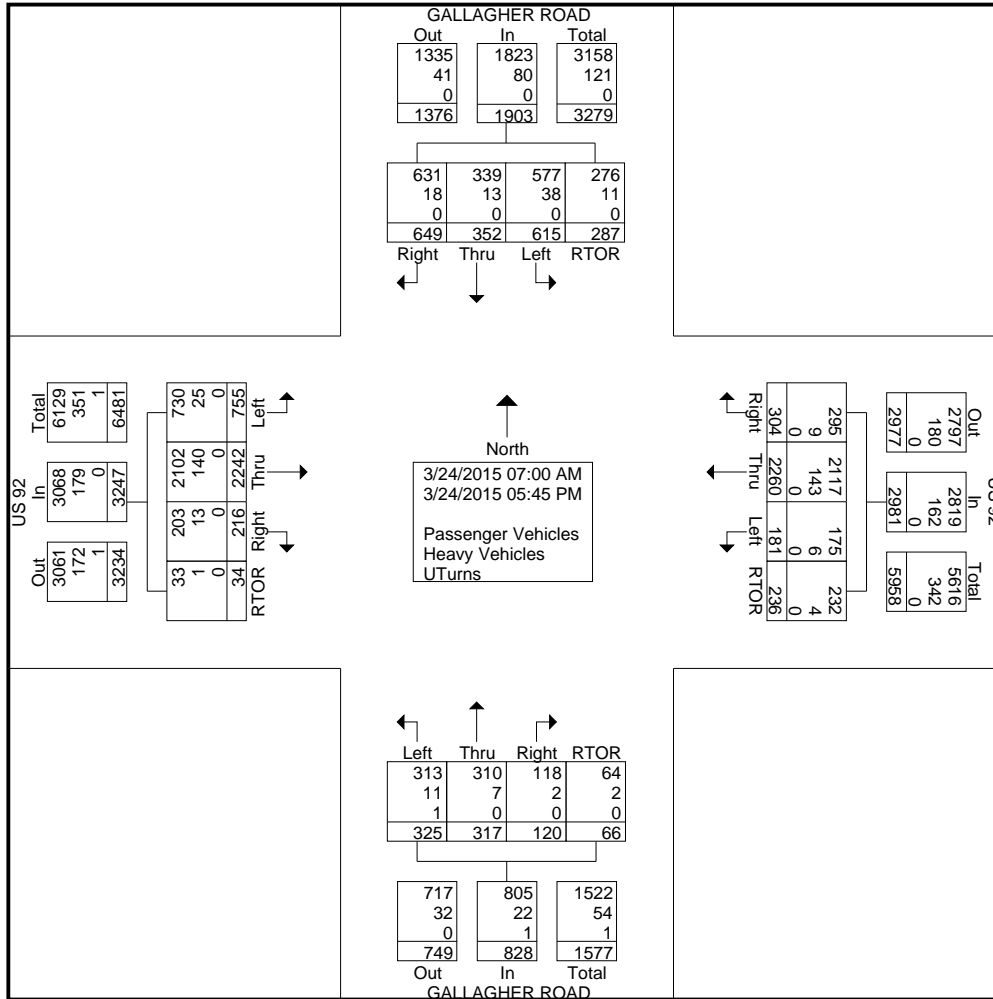
Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	GALLAGHER ROAD Southbound					US 92 Westbound					GALLAGHER ROAD Northbound					US 92 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
05:00 PM	5	11	15	5	36	7	72	3	3	85	12	5	5	3	25	8	124	8	2	142	288
05:15 PM	9	7	5	5	26	5	58	4	2	69	11	7	9	5	32	19	138	12	2	171	298
05:30 PM	13	9	3	9	34	5	76	5	7	93	10	6	5	3	24	25	127	9	0	161	312
05:45 PM	15	8	16	8	47	4	59	11	4	78	7	8	7	4	26	35	98	8	1	142	293
Total	42	35	39	27	143	21	265	23	16	325	40	26	26	15	107	87	487	37	5	616	1191
Grand Total	615	352	649	287	1903	181	2260	304	236	2981	325	317	120	66	828	755	2242	216	34	3247	8959
Apprch %	32.3	18.5	34.1	15.1		6.1	75.8	10.2	7.9		39.3	38.3	14.5	8		23.3	69	6.7	1		
Total %	6.9	3.9	7.2	3.2	21.2	2	25.2	3.4	2.6	33.3	3.6	3.5	1.3	0.7	9.2	8.4	25	2.4	0.4	36.2	
Passenger Vehicles	577	339	631	276	1823	175	2117	295	232	2819	313	310	118	64	805	730	2102	203	33	3068	8515
% Passenger Vehicles	93.8	96.3	97.2	96.2	95.8	96.7	93.7	97	98.3	94.6	96.3	97.8	98.3	97	97.2	96.7	93.8	94	97.1	94.5	95
Heavy Vehicles	38	13	18	11	80	6	143	9	4	162	11	7	2	2	22	25	140	13	1	179	443
% Heavy Vehicles	6.2	3.7	2.8	3.8	4.2	3.3	6.3	3	1.7	5.4	3.4	2.2	1.7	3	2.7	3.3	6.2	6	2.9	5.5	4.9
UTurns	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
% UTurns	0	0	0	0	0	0	0	0	0	0	0.3	0	0	0	0.1	0	0	0	0	0	0

Intersection Turning Movement Count

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

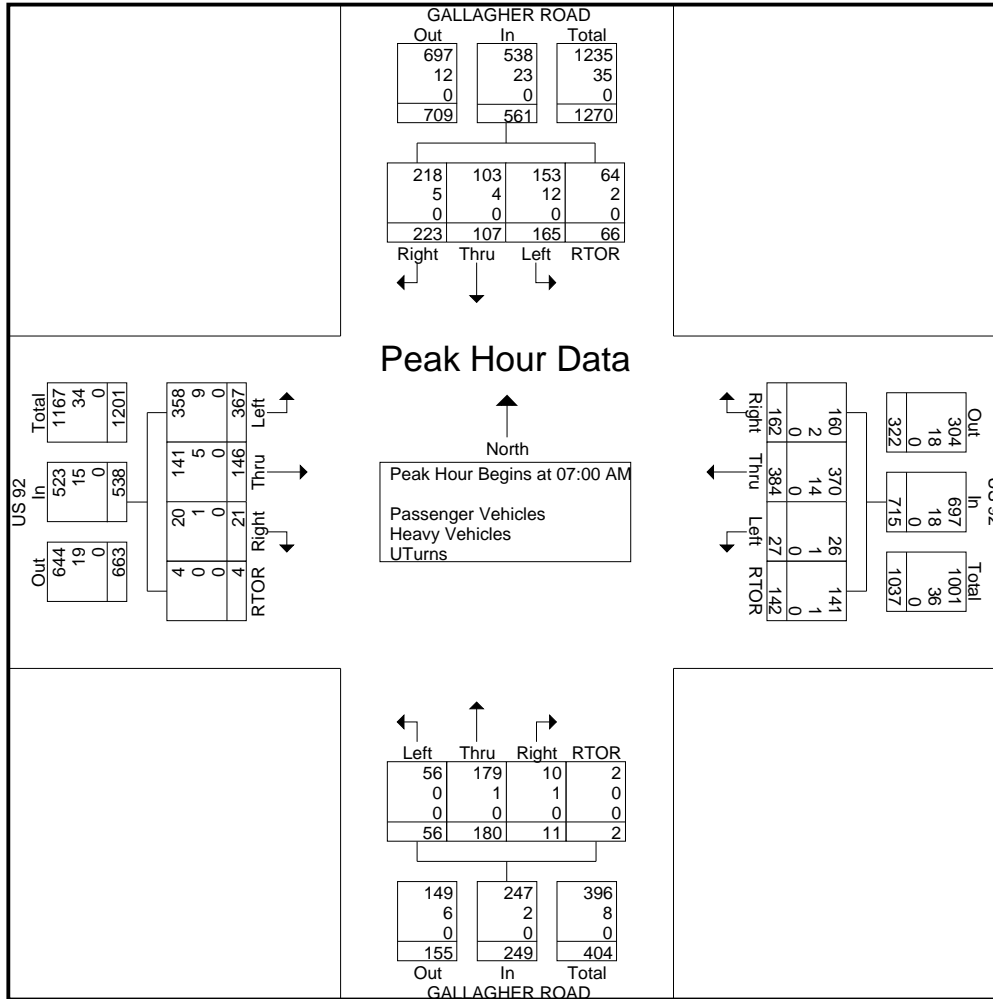
File Name : US92&Gallagher
 Site Code : 14035
 Start Date : 3/24/2015
 Page No : 3



Intersection Turning Movement Count

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

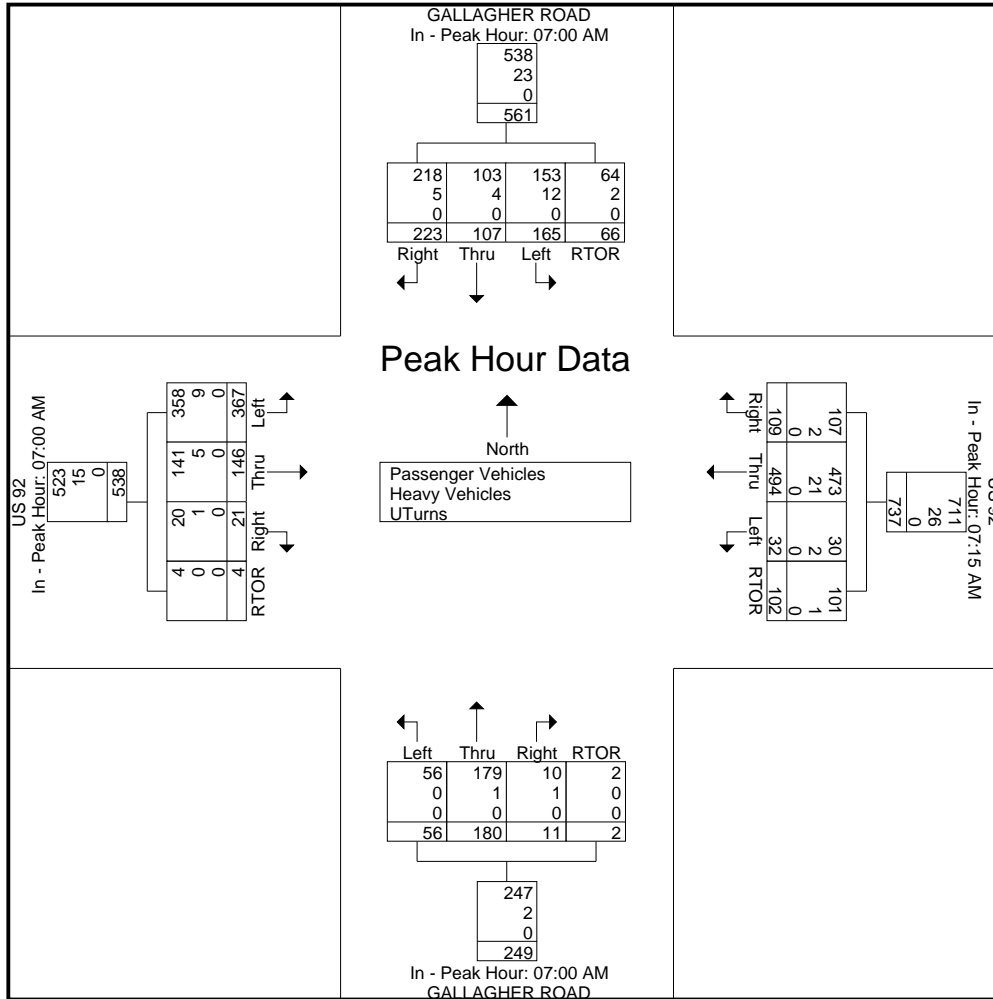
File Name : US92&Gallagher
 Site Code : 14035
 Start Date : 3/24/2015
 Page No : 5



Intersection Turning Movement Count

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

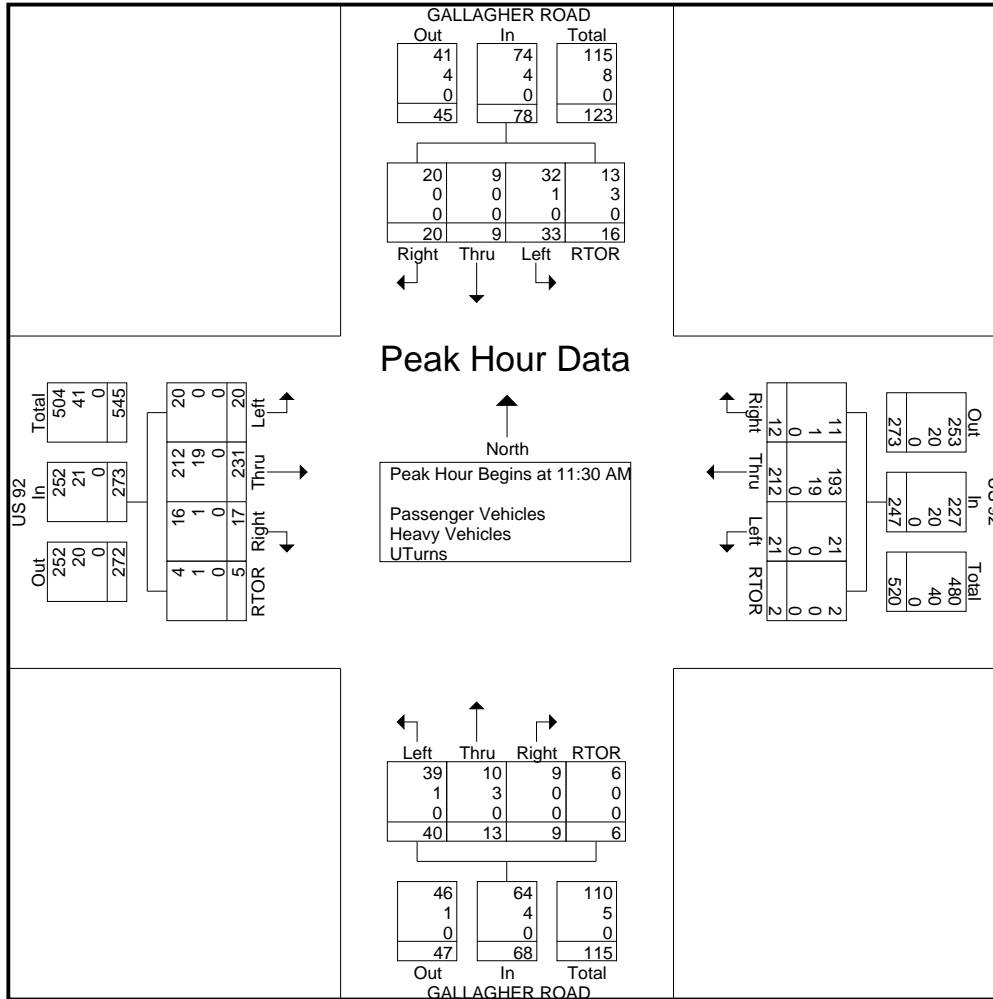
File Name : US92&Gallagher
 Site Code : 14035
 Start Date : 3/24/2015
 Page No : 7



Intersection Turning Movement Count

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

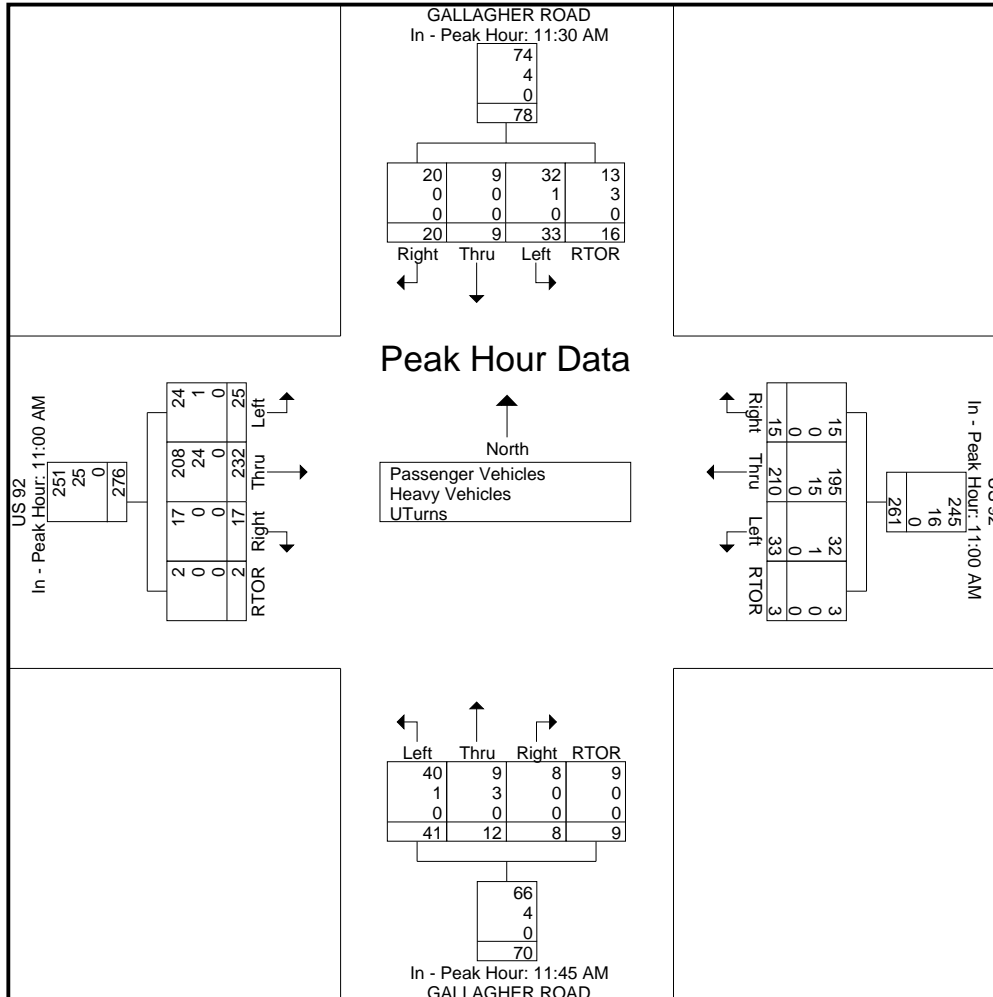
File Name : US92&Gallagher
 Site Code : 14035
 Start Date : 3/24/2015
 Page No : 9



Intersection Turning Movement Count

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

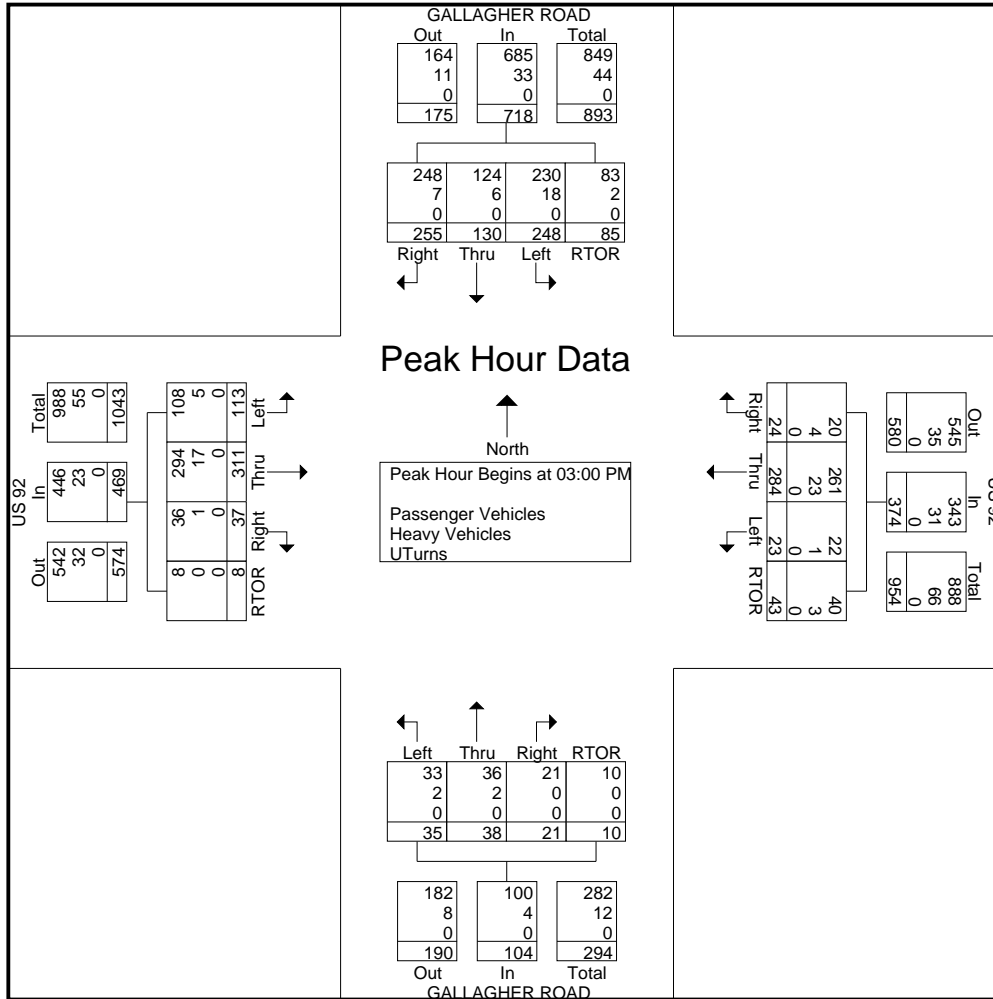
File Name : US92&Gallagher
 Site Code : 14035
 Start Date : 3/24/2015
 Page No : 11



Intersection Turning Movement Count

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

File Name : US92&Gallagher
 Site Code : 14035
 Start Date : 3/24/2015
 Page No : 13



Intersection Turning Movement Count

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

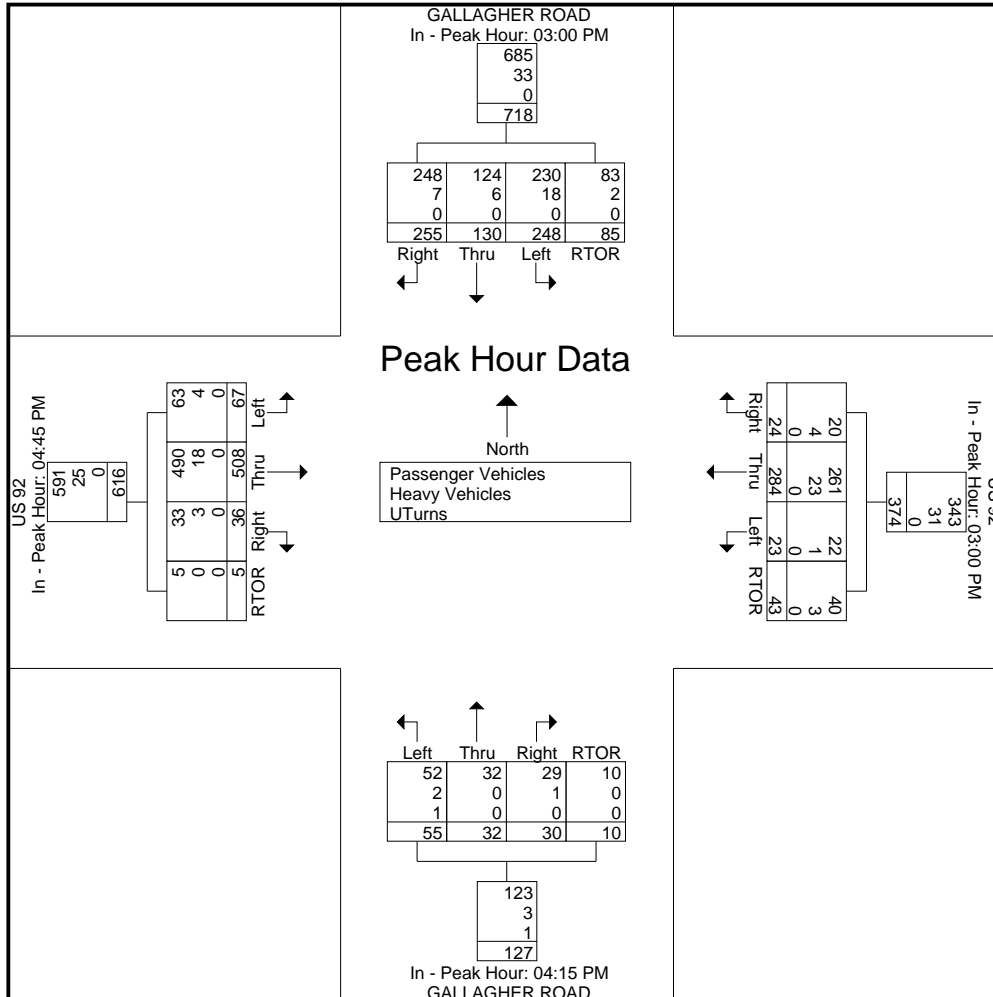
File Name : US92&Gallagher
 Site Code : 14035
 Start Date : 3/24/2015
 Page No : 14

Start Time	GALLAGHER ROAD Southbound					US 92 Westbound					GALLAGHER ROAD Northbound					US 92 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	03:00 PM					03:00 PM					04:15 PM					04:45 PM					
+0 mins.	107	49	76	31	263	3	63	8	12	86	13	10	8	4	35	15	119	7	1	142	
+15 mins.	91	41	103	25	260	12	62	5	13	92	16	8	12	0	36	8	124	8	2	142	
+30 mins.	24	22	40	15	101	6	77	7	8	98	14	9	5	3	31	19	138	12	2	171	
+45 mins.	26	18	36	14	94	2	82	4	10	98	12	5	5	3	25	25	127	9	0	161	
Total Volume	248	130	255	85	718	23	284	24	43	374	55	32	30	10	127	67	508	36	5	616	
% App. Total	34.5	18.1	35.5	11.8		6.1	75.9	6.4	11.5		43.3	25.2	23.6	7.9		10.9	82.5	5.8	0.8		
PHF	.579	.663	.619	.685	.683	.479	.866	.750	.827	.954	.859	.800	.625	.625	.882	.670	.920	.750	.625	.901	
Passenger Vehicles	230	124	248	83	685	22	261	20	40	343	52	32	29	10	123	63	490	33	5	591	
% Passenger Vehicles	92.7	95.4	97.3	97.6	95.4	95.7	91.9	83.3	93	91.7	94.5	100	96.7	100	96.9	94	96.5	91.7	100	95.9	
Heavy Vehicles	18	6	7	2	33	1	23	4	3	31	2	0	1	0	3	4	18	3	0	25	
% Heavy Vehicles	7.3	4.6	2.7	2.4	4.6	4.3	8.1	16.7	7	8.3	3.6	0	3.3	0	2.4	6	3.5	8.3	0	4.1	
UTurns	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	
% UTurns	0	0	0	0	0	0	0	0	0	0	1.8	0	0	0	0.8	0	0	0	0	0	

Intersection Turning Movement Count

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

File Name : US92&Gallagher
 Site Code : 14035
 Start Date : 3/24/2015
 Page No : 15



Intersection Pedestrian & Bicycle Count

Date: 3/24/15

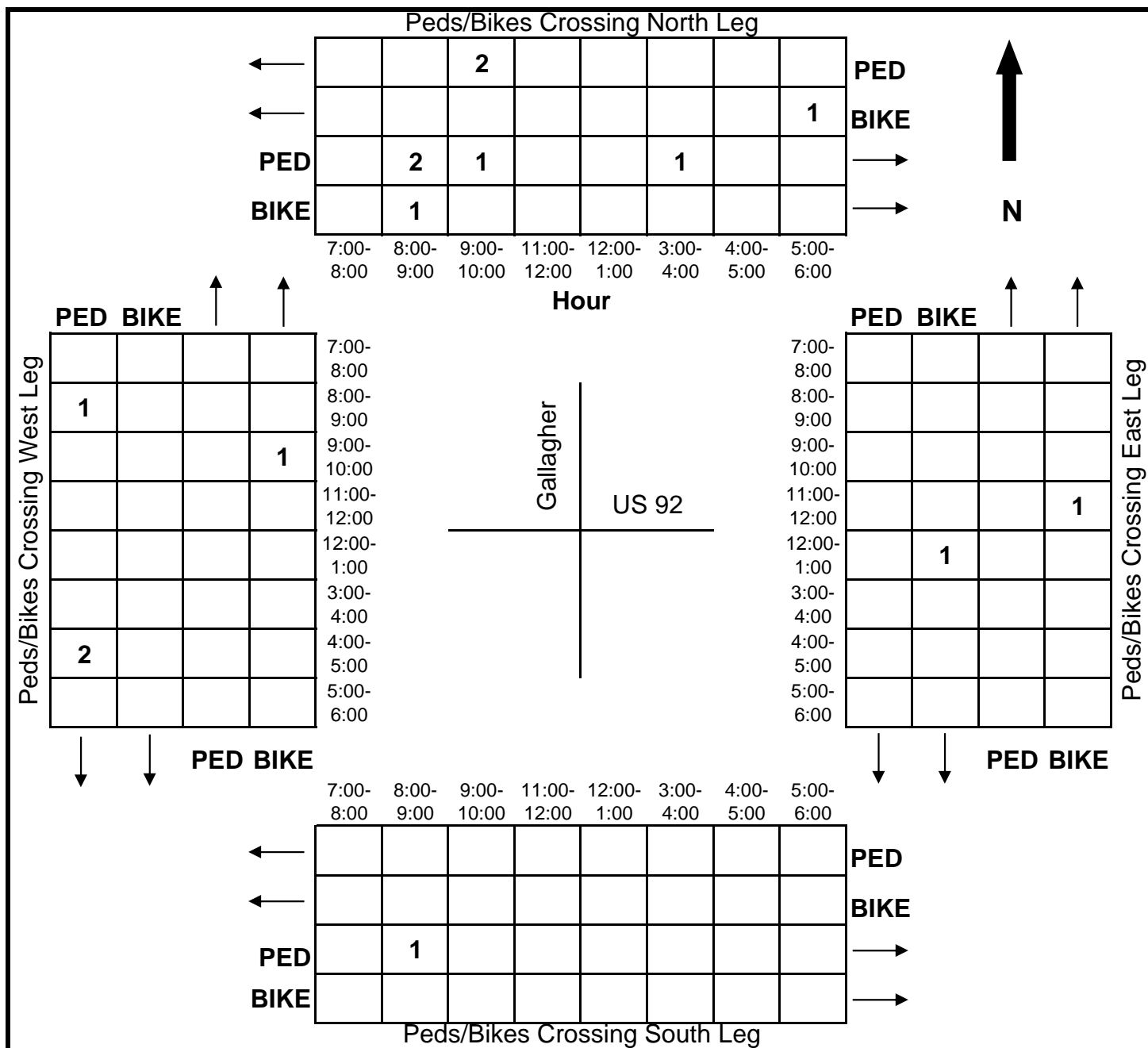
Day: Tuesday

Count Times: 7-10am; 11am-1pm; 3-6pm

Weather: Clear

Intersection: US 92 at Gallagher Road

Comments: _____



Intersection Turning Movement Count

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

File Name : US92&BranchForbes
 Site Code : 14035
 Start Date : 3/24/2015
 Page No : 1

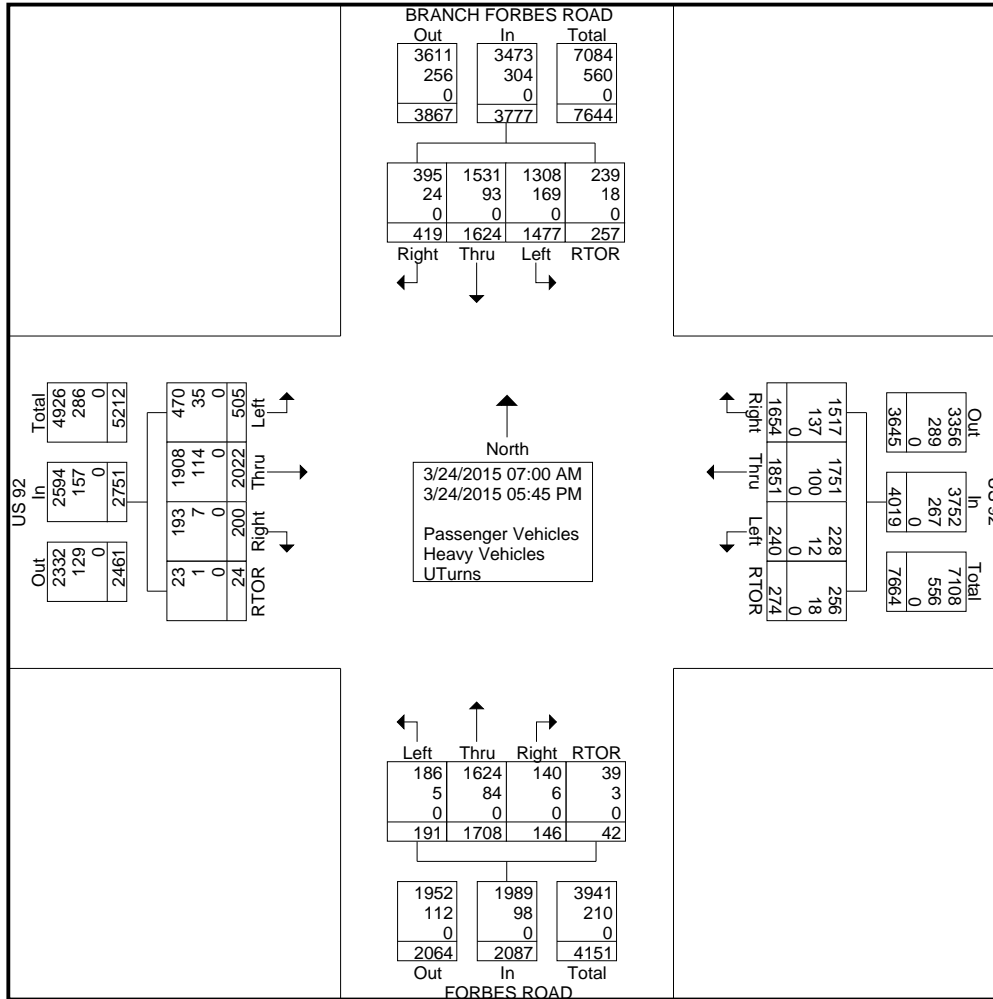
Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	BRANCH FORBES ROAD Southbound					US 92 Westbound					FORBES ROAD Northbound					US 92 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	26	60	19	6	111	5	65	93	11	174	14	92	8	2	116	12	52	15	0	79	480
07:15 AM	29	63	13	13	118	11	71	89	10	181	11	114	5	0	130	20	50	6	0	76	505
07:30 AM	26	49	37	18	130	3	63	91	16	173	10	104	4	0	118	16	64	9	1	90	511
07:45 AM	48	83	55	19	205	7	73	68	4	152	13	101	2	2	118	26	45	7	1	79	554
Total	129	255	124	56	564	26	272	341	41	680	48	411	19	4	482	74	211	37	2	324	2050
08:00 AM	32	53	27	15	127	7	74	60	4	145	5	97	3	0	105	14	66	5	1	86	463
08:15 AM	44	44	11	14	113	4	52	42	9	107	5	64	5	2	76	16	53	5	0	74	370
08:30 AM	28	33	10	7	78	5	48	44	9	106	5	53	1	1	60	14	47	7	0	68	312
08:45 AM	31	33	7	10	81	7	50	42	5	104	2	38	1	2	43	9	52	3	1	65	293
Total	135	163	55	46	399	23	224	188	27	462	17	252	10	5	284	53	218	20	2	293	1438
09:00 AM	32	27	10	5	74	1	34	30	7	72	5	39	6	4	54	15	36	3	2	56	256
09:15 AM	24	25	5	8	62	3	37	36	4	80	7	33	2	3	45	12	33	4	0	49	236
09:30 AM	29	26	7	3	65	13	31	36	14	94	2	46	4	0	52	10	43	1	1	55	266
09:45 AM	29	27	5	1	62	1	49	40	7	97	1	37	1	1	40	12	38	1	0	51	250
Total	114	105	27	17	263	18	151	142	32	343	15	155	13	8	191	49	150	9	3	211	1008
*** BREAK ***																					
11:00 AM	33	24	8	3	68	4	59	41	10	114	2	31	4	3	40	10	64	6	2	82	304
11:15 AM	47	31	12	7	97	10	32	31	7	80	2	35	3	0	40	15	60	6	1	82	299
11:30 AM	39	23	8	4	74	4	48	28	9	89	5	30	7	1	43	15	55	5	2	77	283
11:45 AM	39	37	9	6	91	7	54	34	7	102	3	36	6	2	47	17	41	2	1	61	301
Total	158	115	37	20	330	25	193	134	33	385	12	132	20	6	170	57	220	19	6	302	1187
12:00 PM	47	34	6	3	90	10	41	46	12	109	3	43	3	1	50	14	43	6	0	63	312
12:15 PM	48	29	10	7	94	11	44	41	14	110	1	35	1	1	38	5	45	3	1	54	296
12:30 PM	39	32	10	8	89	6	49	58	5	118	7	41	5	1	54	14	53	2	1	70	331
12:45 PM	47	38	10	2	97	8	41	42	7	98	4	39	6	2	51	15	51	3	0	69	315
Total	181	133	36	20	370	35	175	187	38	435	15	158	15	5	193	48	192	14	2	256	1254
*** BREAK ***																					
03:00 PM	58	45	12	6	121	7	65	59	8	139	6	41	5	1	53	12	76	11	1	100	413
03:15 PM	61	40	9	5	115	6	64	50	10	130	10	37	5	1	53	26	77	8	2	113	411
03:30 PM	72	69	24	10	175	5	74	73	16	168	5	52	3	2	62	13	77	7	0	97	502
03:45 PM	53	56	7	14	130	9	78	43	4	134	8	53	4	3	68	25	74	3	2	104	436
Total	244	210	52	35	541	27	281	225	38	571	29	183	17	7	236	76	304	29	5	414	1762
04:00 PM	62	94	7	5	168	11	70	61	4	146	4	51	5	1	61	20	99	8	1	128	503
04:15 PM	61	80	13	8	162	14	66	64	7	151	13	45	7	0	65	12	84	8	0	104	482
04:30 PM	44	56	10	6	116	9	82	71	7	169	6	58	5	0	69	15	82	13	1	111	465
04:45 PM	78	92	15	8	193	7	63	44	6	120	8	54	10	1	73	21	105	8	0	134	520
Total	245	322	45	27	639	41	281	240	24	586	31	208	27	2	268	68	370	37	2	477	1970

Intersection Turning Movement Count

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

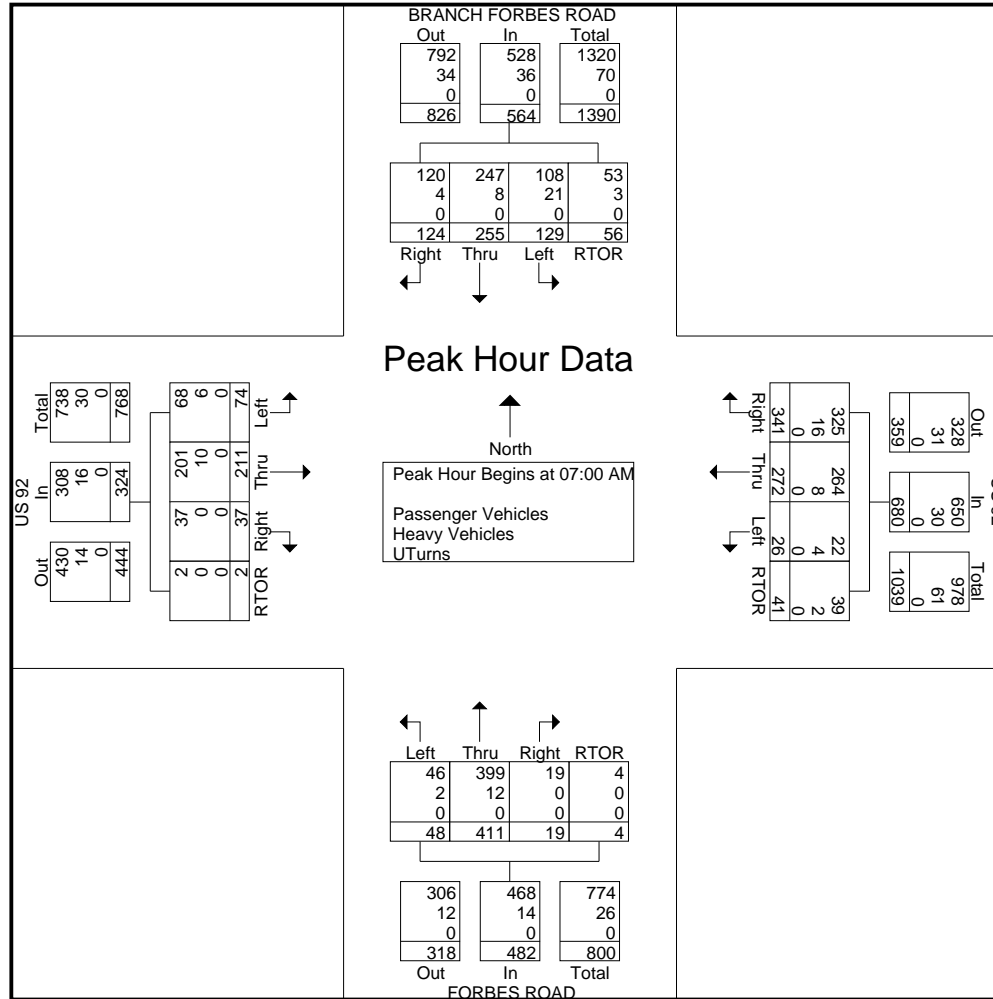
File Name : US92&BranchForbes
 Site Code : 14035
 Start Date : 3/24/2015
 Page No : 3



Intersection Turning Movement Count

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

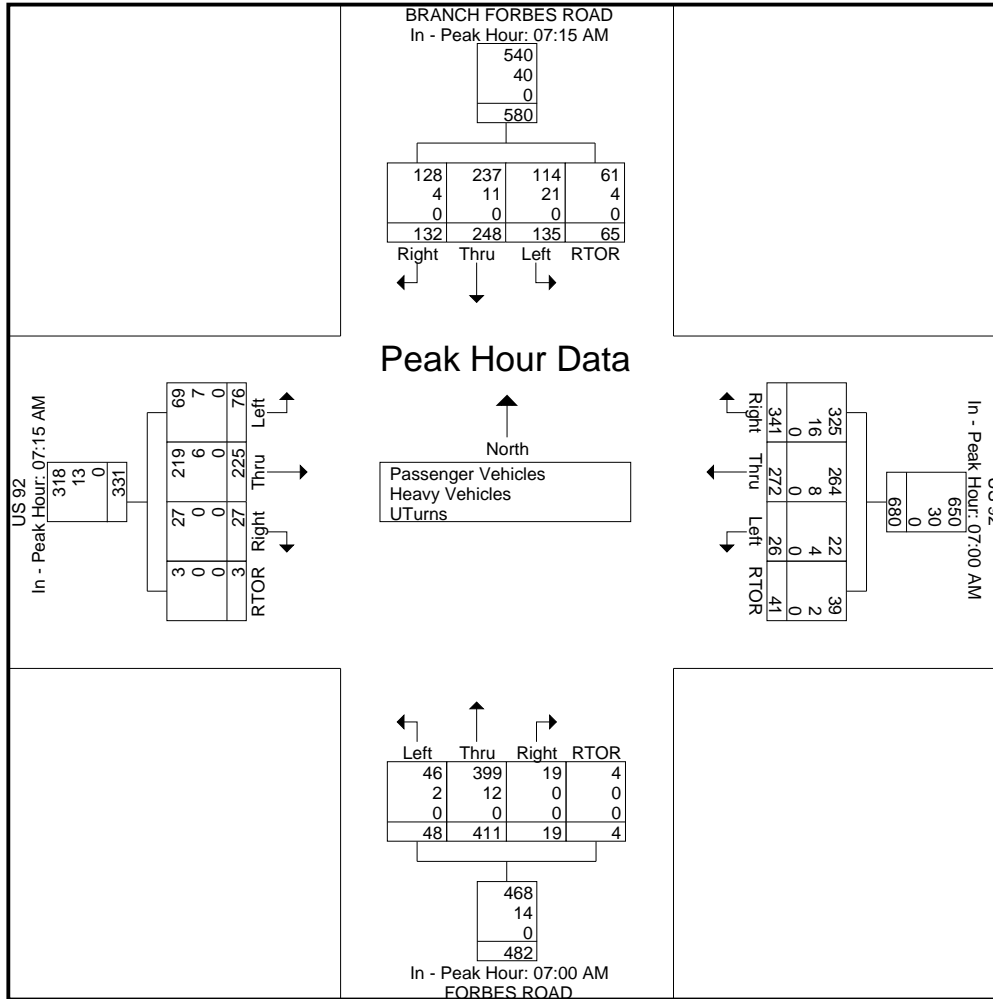
File Name : US92&BranchForbes
 Site Code : 14035
 Start Date : 3/24/2015
 Page No : 5



Intersection Turning Movement Count

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

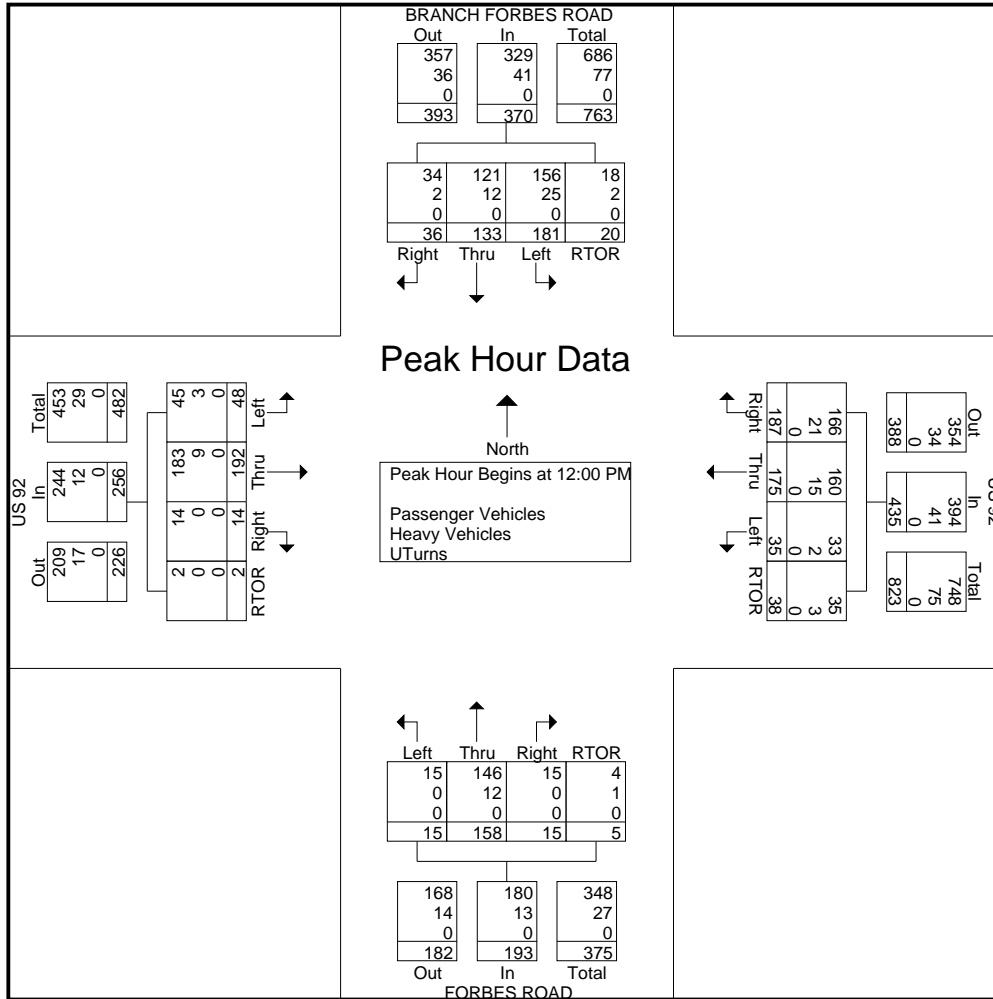
File Name : US92&BranchForbes
 Site Code : 14035
 Start Date : 3/24/2015
 Page No : 7



Intersection Turning Movement Count

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

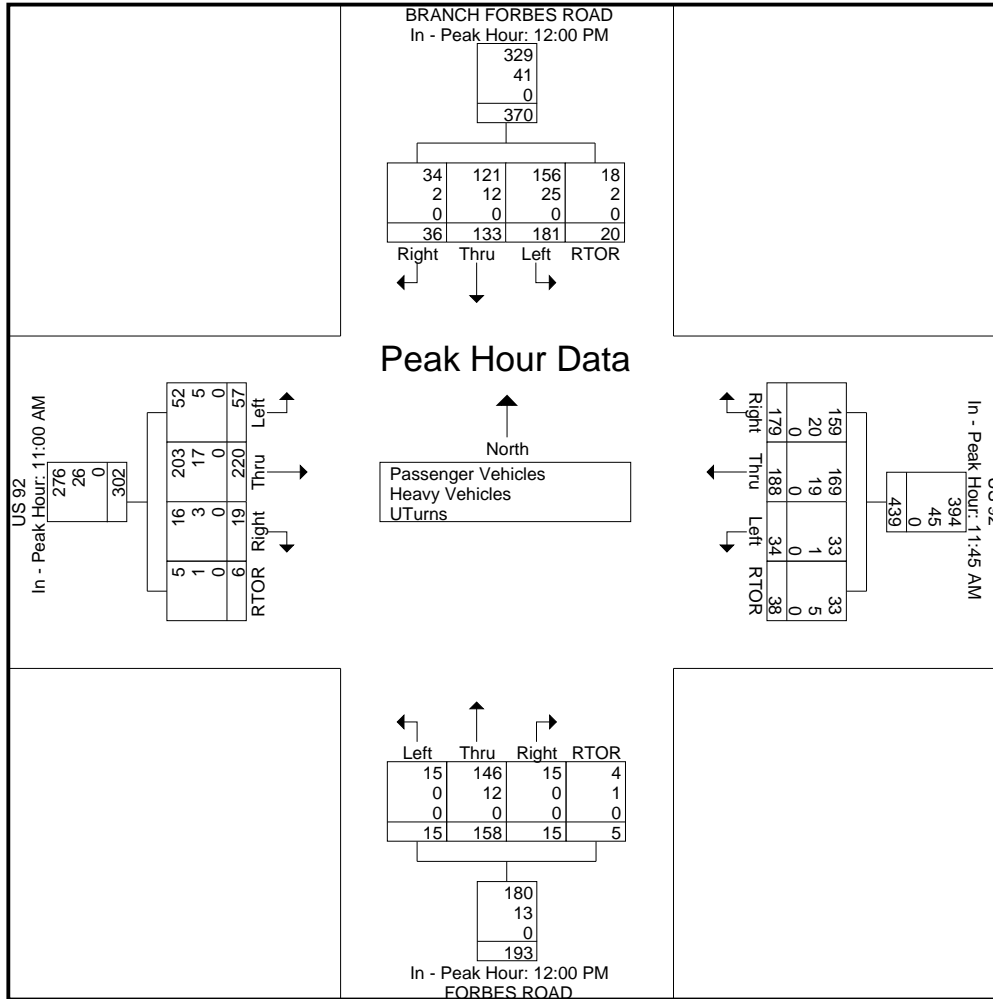
File Name : US92&BranchForbes
 Site Code : 14035
 Start Date : 3/24/2015
 Page No : 9



Intersection Turning Movement Count

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

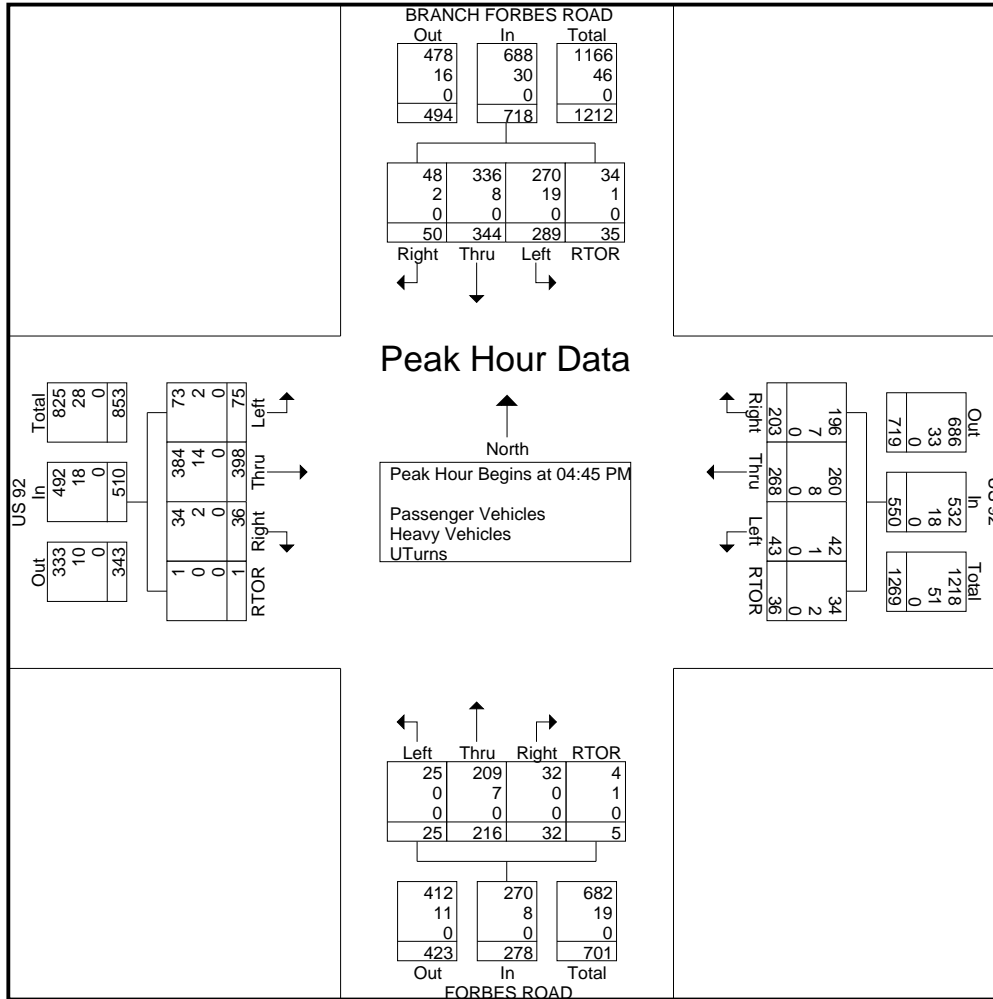
File Name : US92&BranchForbes
 Site Code : 14035
 Start Date : 3/24/2015
 Page No : 11



Intersection Turning Movement Count

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

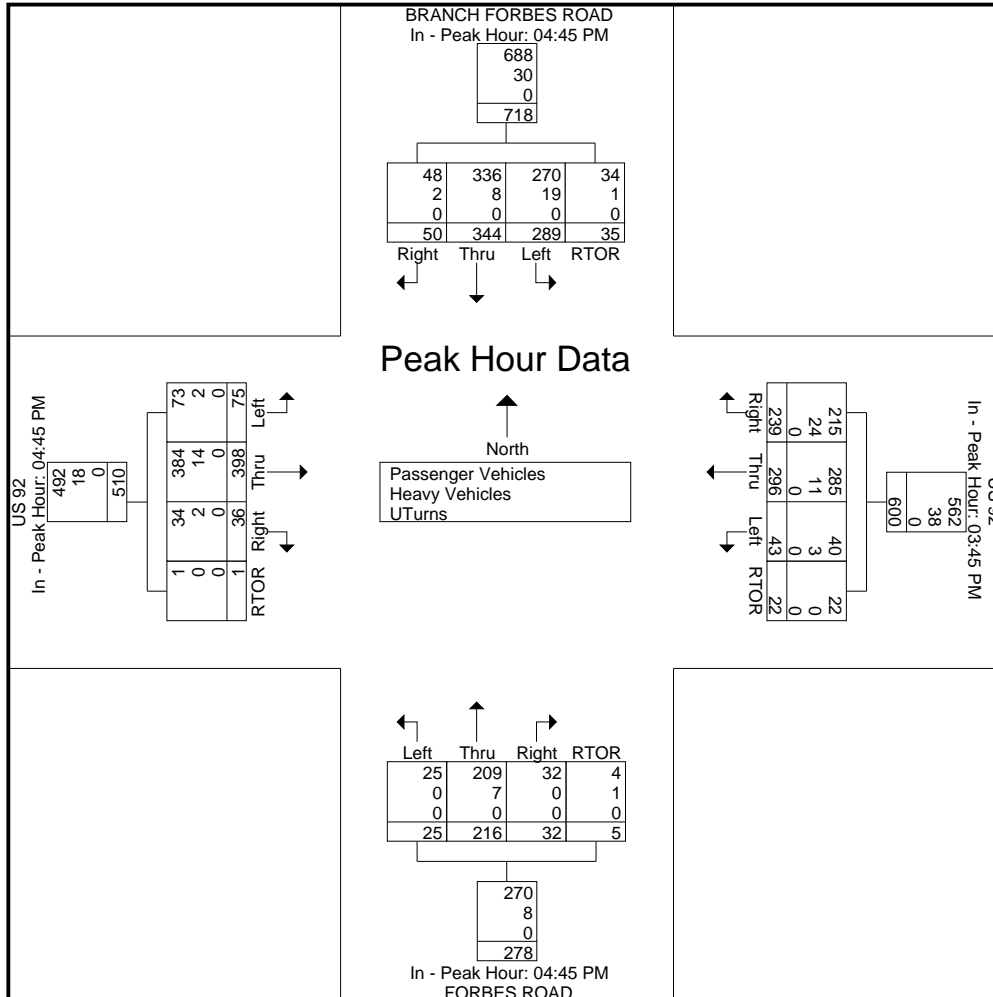
File Name : US92&BranchForbes
 Site Code : 14035
 Start Date : 3/24/2015
 Page No : 13



Intersection Turning Movement Count

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

File Name : US92&BranchForbes
 Site Code : 14035
 Start Date : 3/24/2015
 Page No : 15



Intersection Pedestrian & Bicycle Count

Date: 3/24/15

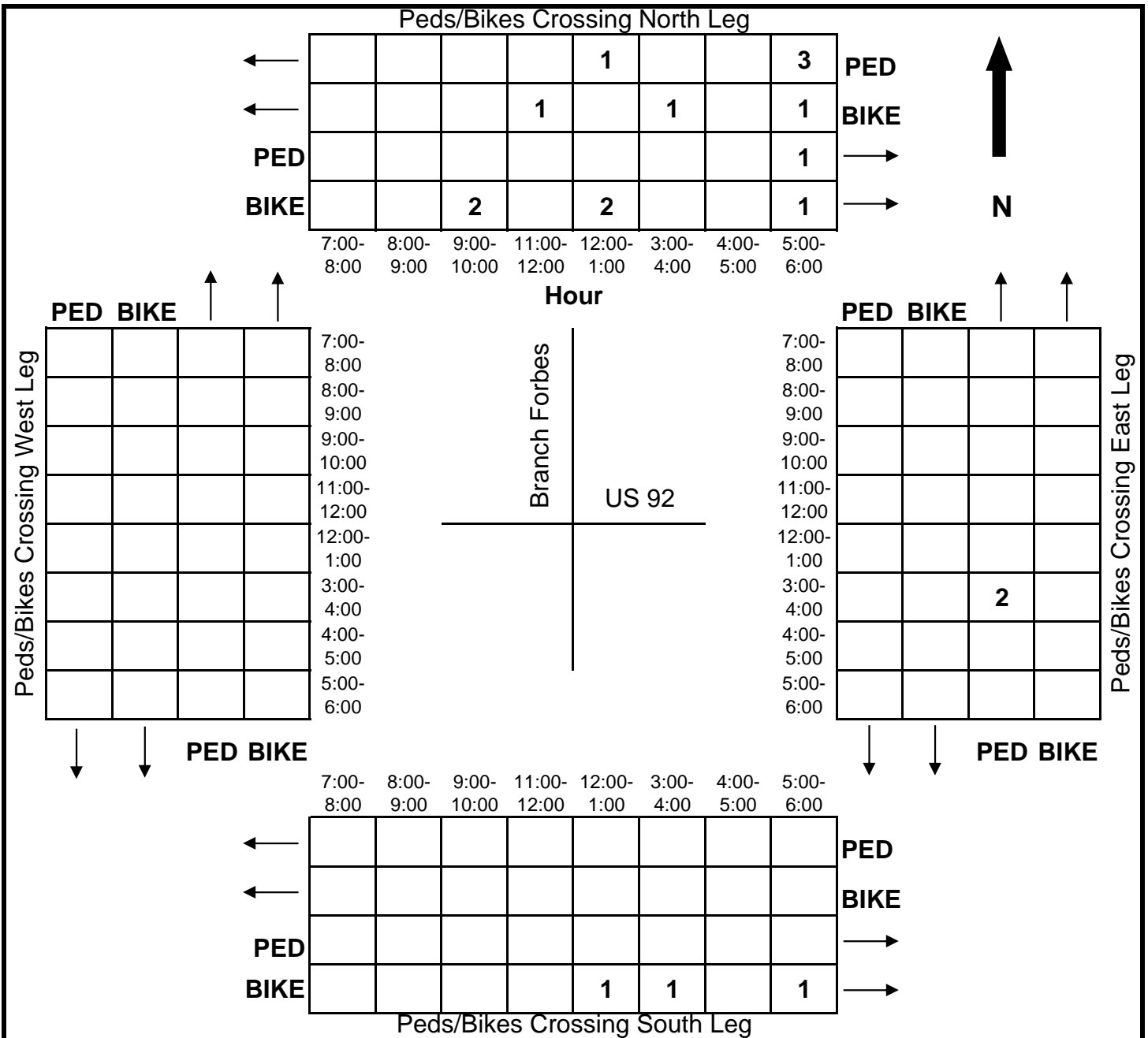
Day: Tuesday

Count Times: 7-10am; 11am-1pm; 3-6pm

Weather: Clear

Intersection: US 92 at Branch Forbes Road/Forbes Road

Comments: _____



Intersection Turning Movement Count

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

File Name : US92&TurkeyCreek
 Site Code : 14035
 Start Date : 3/17/2015
 Page No : 1

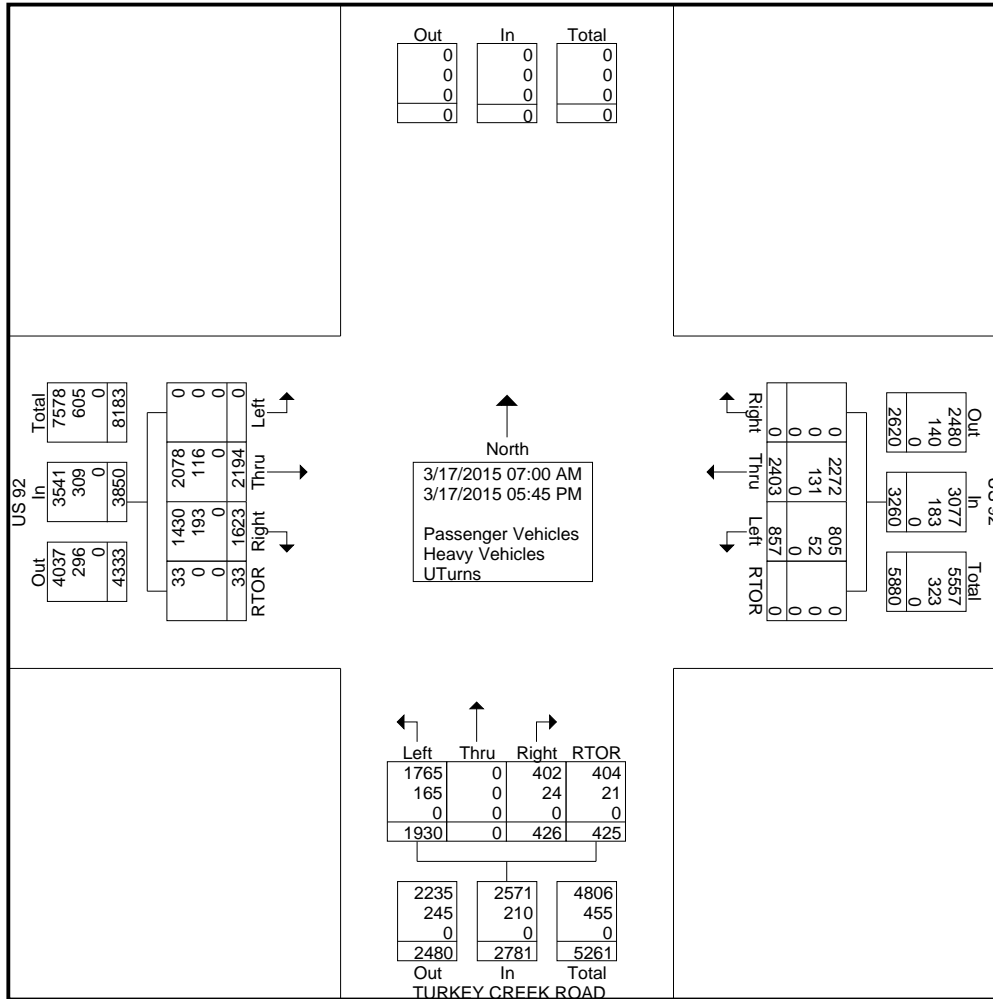
Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	US 92 Westbound					TURKEY CREEK ROAD Northbound					US 92 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	13	65	0	0	78	124	0	19	14	157	0	46	36	4	86	321
07:15 AM	23	77	0	0	100	102	0	20	22	144	0	36	37	2	75	319
07:30 AM	42	100	0	0	142	98	0	14	12	124	0	56	35	1	92	358
07:45 AM	36	123	0	0	159	94	0	8	11	113	0	59	55	2	116	388
Total	114	365	0	0	479	418	0	61	59	538	0	197	163	9	369	1386
08:00 AM	28	117	0	0	145	62	0	19	14	95	0	48	43	2	93	333
08:15 AM	17	91	0	0	108	63	0	12	12	87	0	63	31	4	98	293
08:30 AM	20	82	0	0	102	58	0	11	13	82	0	56	32	3	91	275
08:45 AM	18	68	0	0	86	55	0	13	12	80	0	34	51	1	86	252
Total	83	358	0	0	441	238	0	55	51	344	0	201	157	10	368	1153
09:00 AM	12	41	0	0	53	53	0	15	9	77	0	55	41	0	96	226
09:15 AM	18	54	0	0	72	61	0	8	12	81	0	50	43	2	95	248
09:30 AM	9	47	0	0	56	55	0	12	13	80	0	46	40	1	87	223
09:45 AM	11	42	0	0	53	48	0	7	11	66	0	36	32	1	69	188
Total	50	184	0	0	234	217	0	42	45	304	0	187	156	4	347	885
*** BREAK ***																
11:00 AM	24	60	0	0	84	44	0	10	6	60	0	52	34	0	86	230
11:15 AM	22	54	0	0	76	41	0	9	14	64	0	65	29	4	98	238
11:30 AM	21	54	0	0	75	35	0	17	13	65	0	73	36	0	109	249
11:45 AM	23	60	0	0	83	45	0	10	8	63	0	59	36	0	95	241
Total	90	228	0	0	318	165	0	46	41	252	0	249	135	4	388	958
12:00 PM	29	74	0	0	103	49	0	7	15	71	0	69	35	1	105	279
12:15 PM	31	71	0	0	102	34	0	6	14	54	0	59	45	0	104	260
12:30 PM	23	75	0	0	98	31	0	7	14	52	0	69	48	1	118	268
12:45 PM	21	56	0	0	77	37	0	7	22	66	0	59	42	0	101	244
Total	104	276	0	0	380	151	0	27	65	243	0	256	170	2	428	1051
*** BREAK ***																
03:00 PM	33	81	0	0	114	62	0	11	20	93	0	101	68	0	169	376
03:15 PM	30	81	0	0	111	44	0	13	10	67	0	86	64	0	150	328
03:30 PM	28	71	0	0	99	61	0	18	16	95	0	80	65	1	146	340
03:45 PM	26	79	0	0	105	69	0	14	13	96	0	81	62	1	144	345
Total	117	312	0	0	429	236	0	56	59	351	0	348	259	2	609	1389
04:00 PM	35	65	0	0	100	57	0	17	16	90	0	88	65	0	153	343
04:15 PM	36	101	0	0	137	62	0	20	6	88	0	75	70	0	145	370
04:30 PM	39	100	0	0	139	69	0	15	15	99	0	94	66	0	160	398
04:45 PM	35	78	0	0	113	51	0	18	8	77	0	103	80	0	183	373
Total	145	344	0	0	489	239	0	70	45	354	0	360	281	0	641	1484

Intersection Turning Movement Count

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

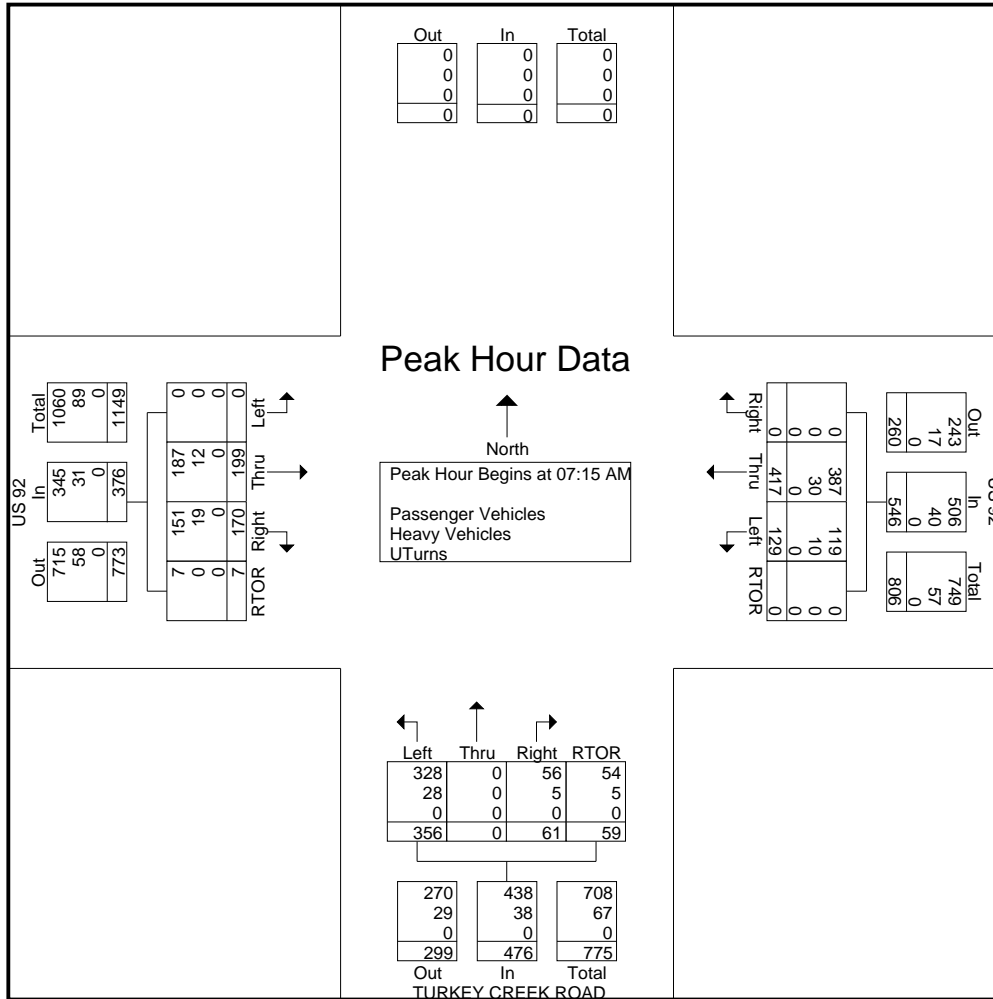
File Name : US92&TurkeyCreek
 Site Code : 14035
 Start Date : 3/17/2015
 Page No : 3



Intersection Turning Movement Count

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

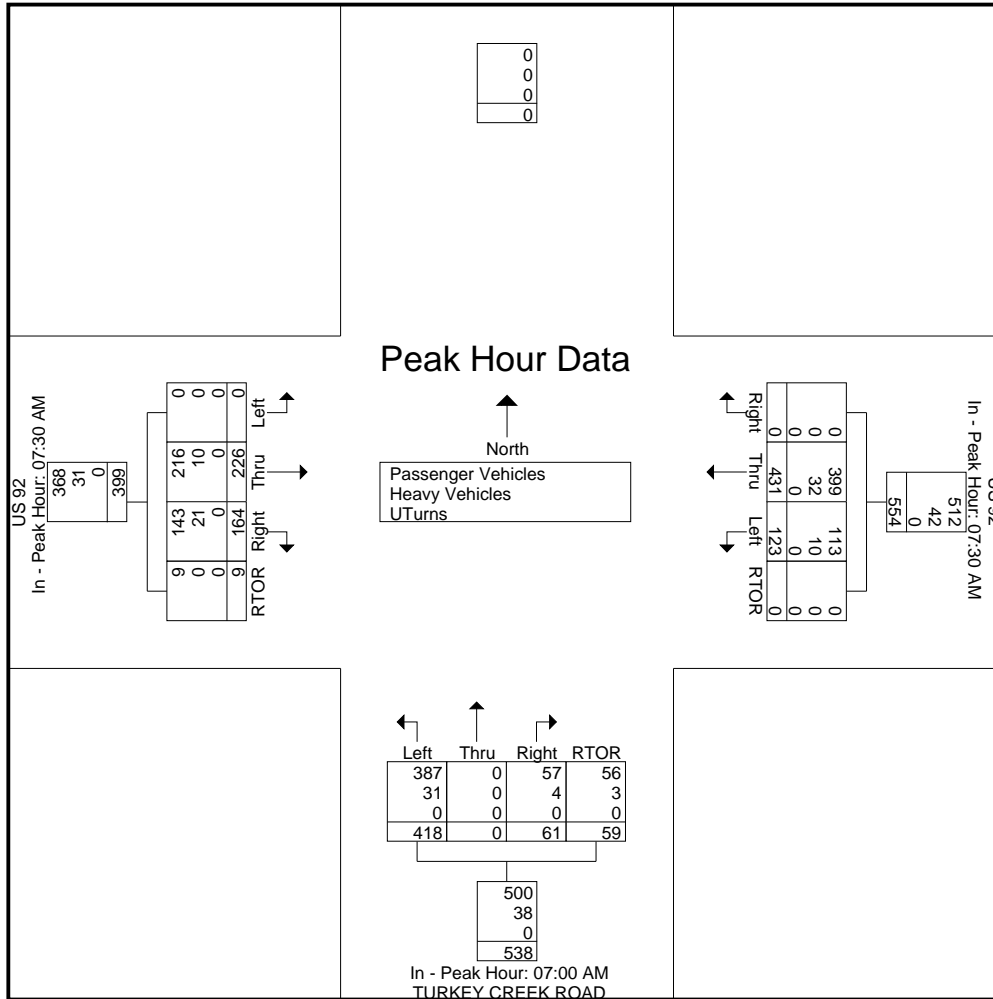
File Name : US92&TurkeyCreek
 Site Code : 14035
 Start Date : 3/17/2015
 Page No : 5



Intersection Turning Movement Count

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

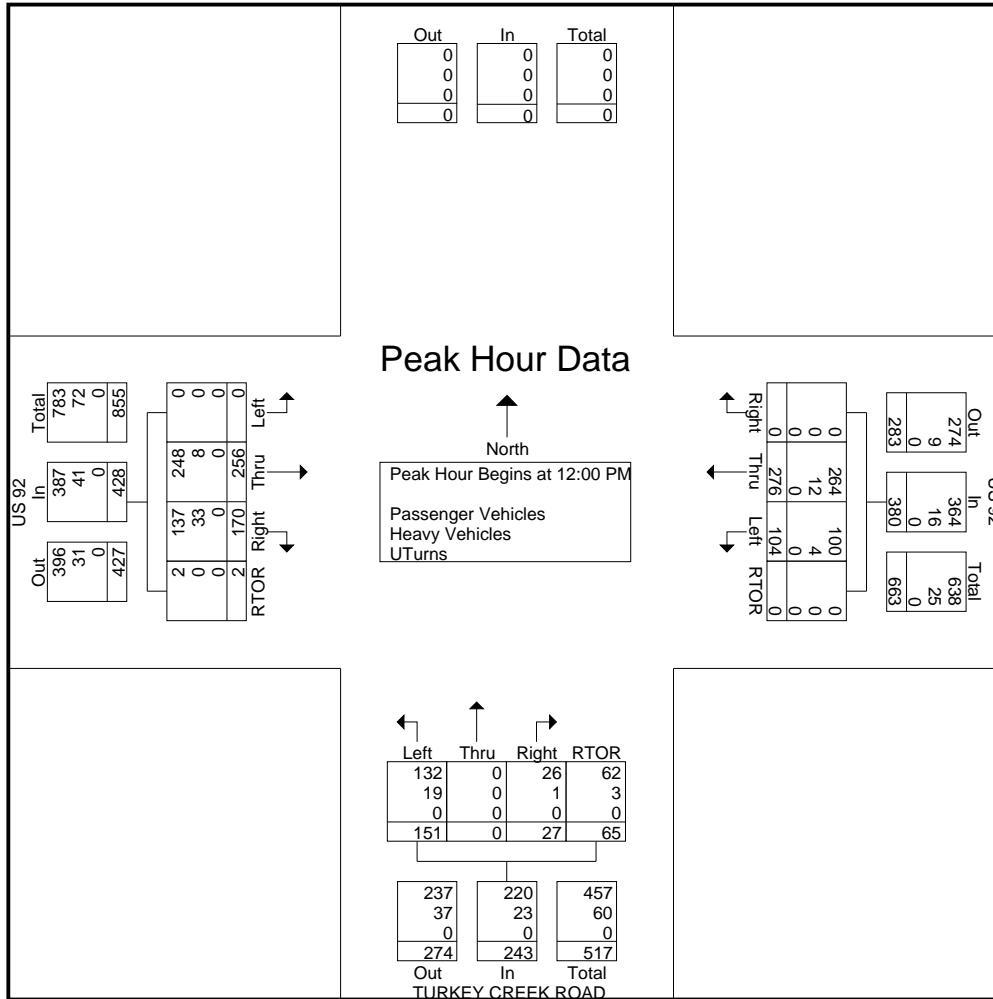
File Name : US92&TurkeyCreek
 Site Code : 14035
 Start Date : 3/17/2015
 Page No : 7



Intersection Turning Movement Count

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

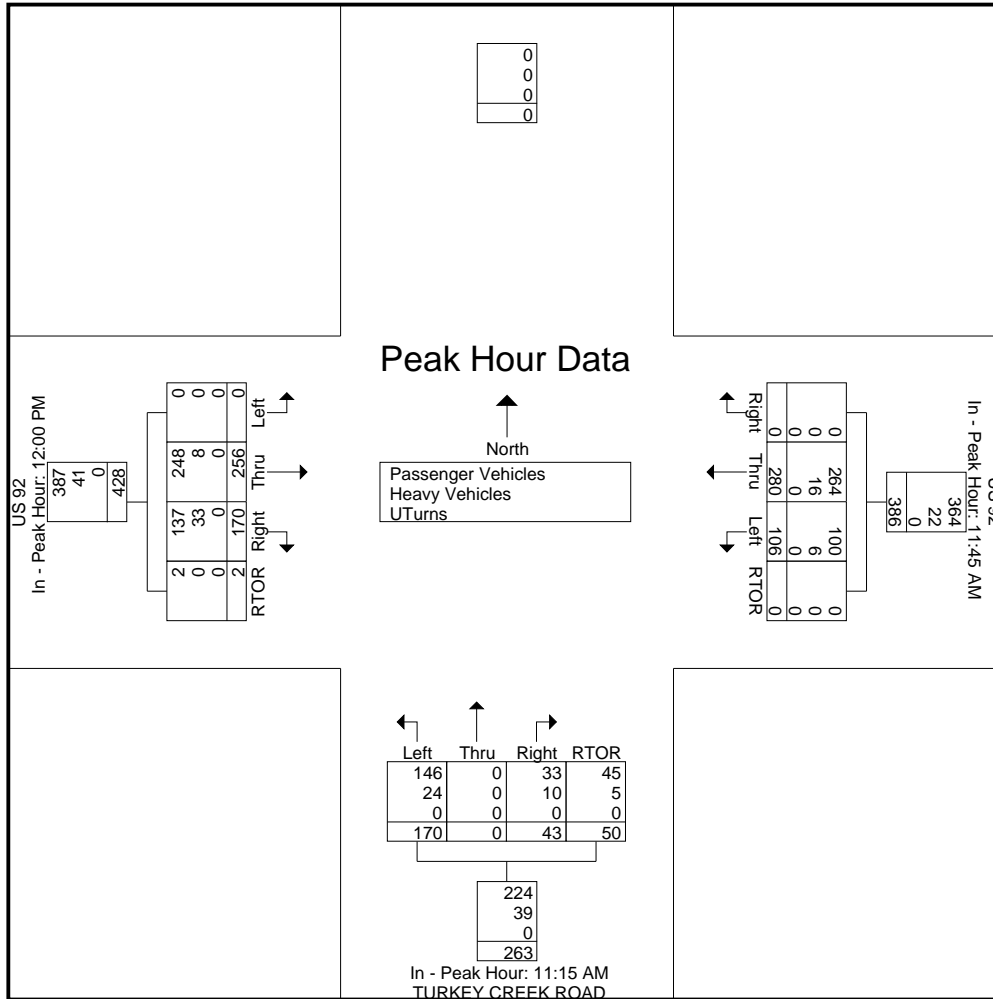
File Name : US92&TurkeyCreek
 Site Code : 14035
 Start Date : 3/17/2015
 Page No : 9



Intersection Turning Movement Count

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

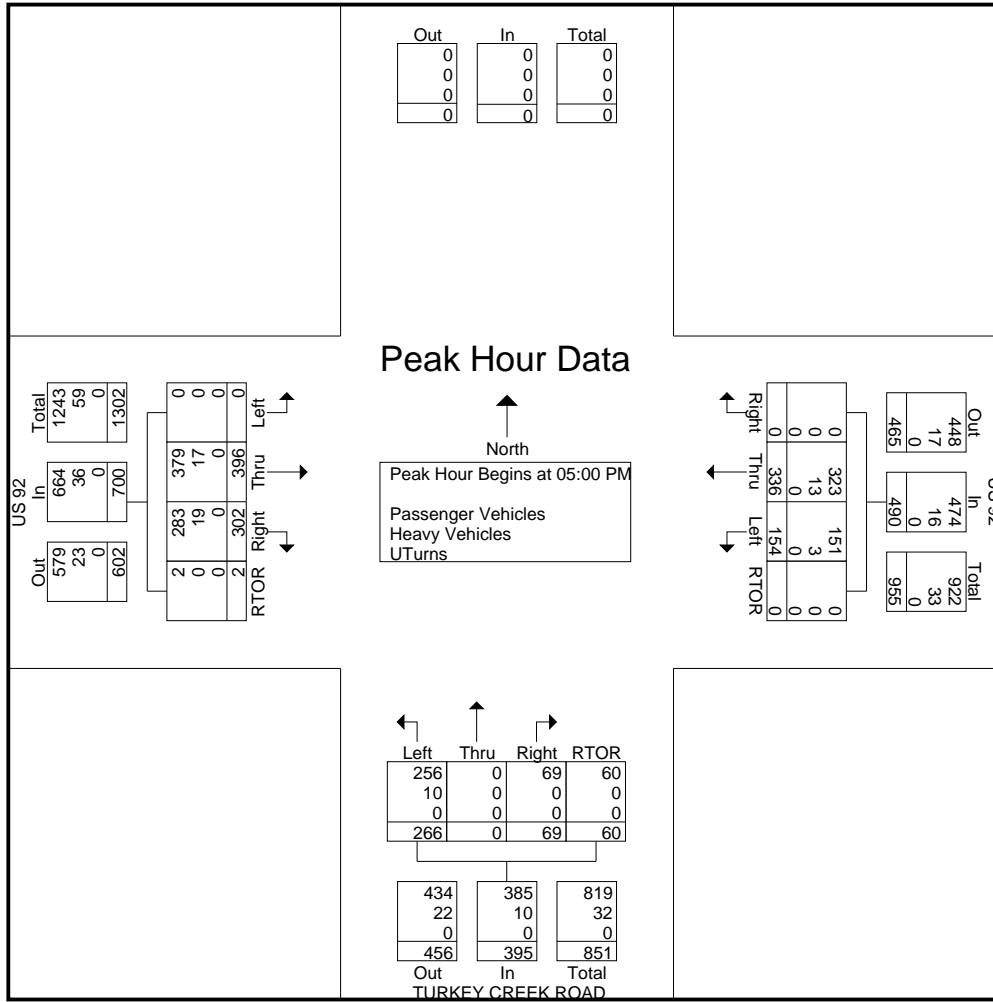
File Name : US92&TurkeyCreek
 Site Code : 14035
 Start Date : 3/17/2015
 Page No : 11



Intersection Turning Movement Count

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

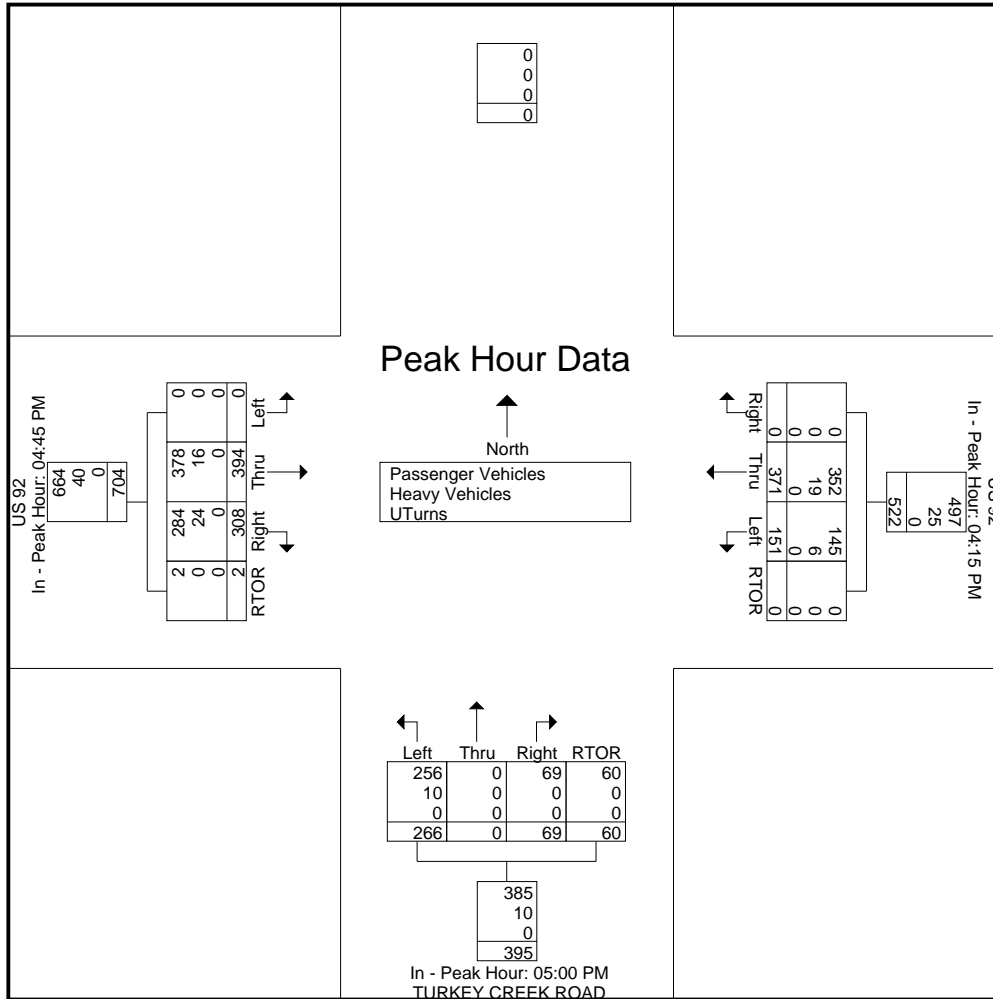
File Name : US92&TurkeyCreek
 Site Code : 14035
 Start Date : 3/17/2015
 Page No : 13



Intersection Turning Movement Count

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

File Name : US92&TurkeyCreek
 Site Code : 14035
 Start Date : 3/17/2015
 Page No : 15



Intersection Turning Movement Count

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

File Name : US92&Whitehurst
 Site Code : 14035
 Start Date : 3/17/2015
 Page No : 1

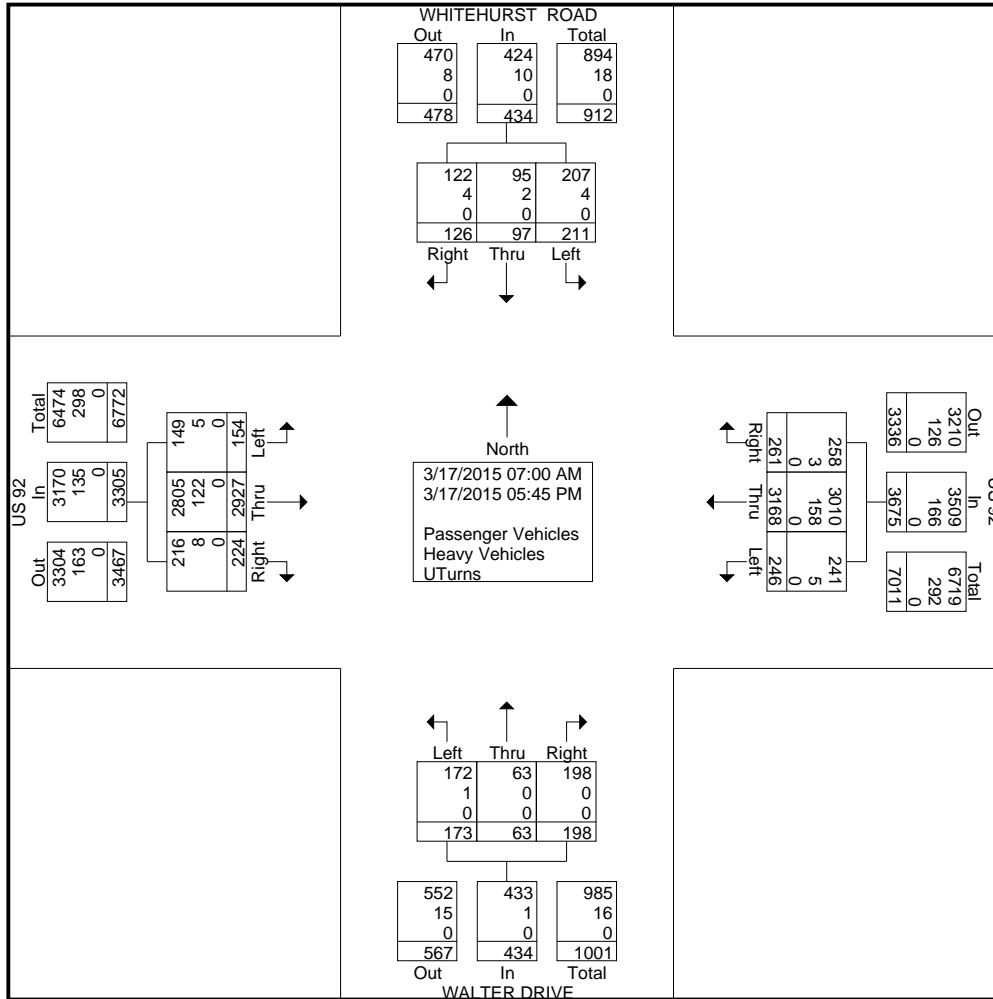
Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	WHITEHURST ROAD Southbound				US 92 Westbound				WALTER DRIVE Northbound				US 92 Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	8	3	3	14	4	60	4	68	3	3	6	12	1	71	5	77	171
07:15 AM	4	6	3	13	4	76	3	83	5	2	9	16	4	82	4	90	202
07:30 AM	5	3	4	12	4	132	6	142	3	3	10	16	2	86	1	89	259
07:45 AM	6	3	2	11	13	133	10	156	4	1	9	14	3	62	2	67	248
Total	23	15	12	50	25	401	23	449	15	9	34	58	10	301	12	323	880
08:00 AM	7	3	5	15	9	121	10	140	4	4	10	18	2	85	4	91	264
08:15 AM	2	4	3	9	2	100	4	106	5	0	9	14	2	72	6	80	209
08:30 AM	5	1	1	7	8	114	5	127	3	3	7	13	4	83	7	94	241
08:45 AM	6	3	1	10	6	82	5	93	4	2	6	12	1	66	4	71	186
Total	20	11	10	41	25	417	24	466	16	9	32	57	9	306	21	336	900
09:00 AM	8	2	3	13	3	54	3	60	5	1	5	11	4	72	1	77	161
09:15 AM	7	4	3	14	7	61	5	73	2	1	6	9	4	61	6	71	167
09:30 AM	8	0	5	13	7	51	2	60	2	2	3	7	2	65	4	71	151
09:45 AM	10	3	3	16	5	60	6	71	2	0	4	6	2	55	2	59	152
Total	33	9	14	56	22	226	16	264	11	4	18	33	12	253	13	278	631
*** BREAK ***																	
11:00 AM	8	1	3	12	3	94	11	108	8	3	2	13	5	70	2	77	210
11:15 AM	5	4	5	14	5	106	8	119	2	0	4	6	6	79	7	92	231
11:30 AM	9	1	3	13	9	75	3	87	7	2	7	16	1	86	5	92	208
11:45 AM	9	1	3	13	7	99	14	120	7	1	1	9	5	95	2	102	244
Total	31	7	14	52	24	374	36	434	24	6	14	44	17	330	16	363	893
12:00 PM	11	3	4	18	8	98	8	114	4	0	1	5	6	90	5	101	238
12:15 PM	6	3	4	13	9	84	10	103	8	2	4	14	6	84	8	98	228
12:30 PM	5	1	2	8	5	110	10	125	6	3	3	12	4	85	3	92	237
12:45 PM	5	3	7	15	7	92	9	108	6	1	7	14	5	80	8	93	230
Total	27	10	17	54	29	384	37	450	24	6	15	45	21	339	24	384	933
*** BREAK ***																	
03:00 PM	12	3	5	20	6	103	10	119	7	0	7	14	5	107	11	123	276
03:15 PM	10	10	4	24	8	101	14	123	8	1	6	15	7	115	7	129	291
03:30 PM	5	5	5	15	11	127	11	149	8	2	6	16	8	103	13	124	304
03:45 PM	7	2	4	13	7	108	12	127	6	4	3	13	4	121	11	136	289
Total	34	20	18	72	32	439	47	518	29	7	22	58	24	446	42	512	1160
04:00 PM	7	4	4	15	5	96	4	105	8	4	10	22	12	103	10	125	267
04:15 PM	4	5	2	11	15	135	9	159	5	2	7	14	6	97	15	118	302
04:30 PM	4	1	5	10	9	132	11	152	5	2	7	14	9	113	11	133	309
04:45 PM	4	3	3	10	18	117	10	145	3	4	9	16	8	103	10	121	292
Total	19	13	14	46	47	480	34	561	21	12	33	66	35	416	46	497	1170

Intersection Turning Movement Count

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

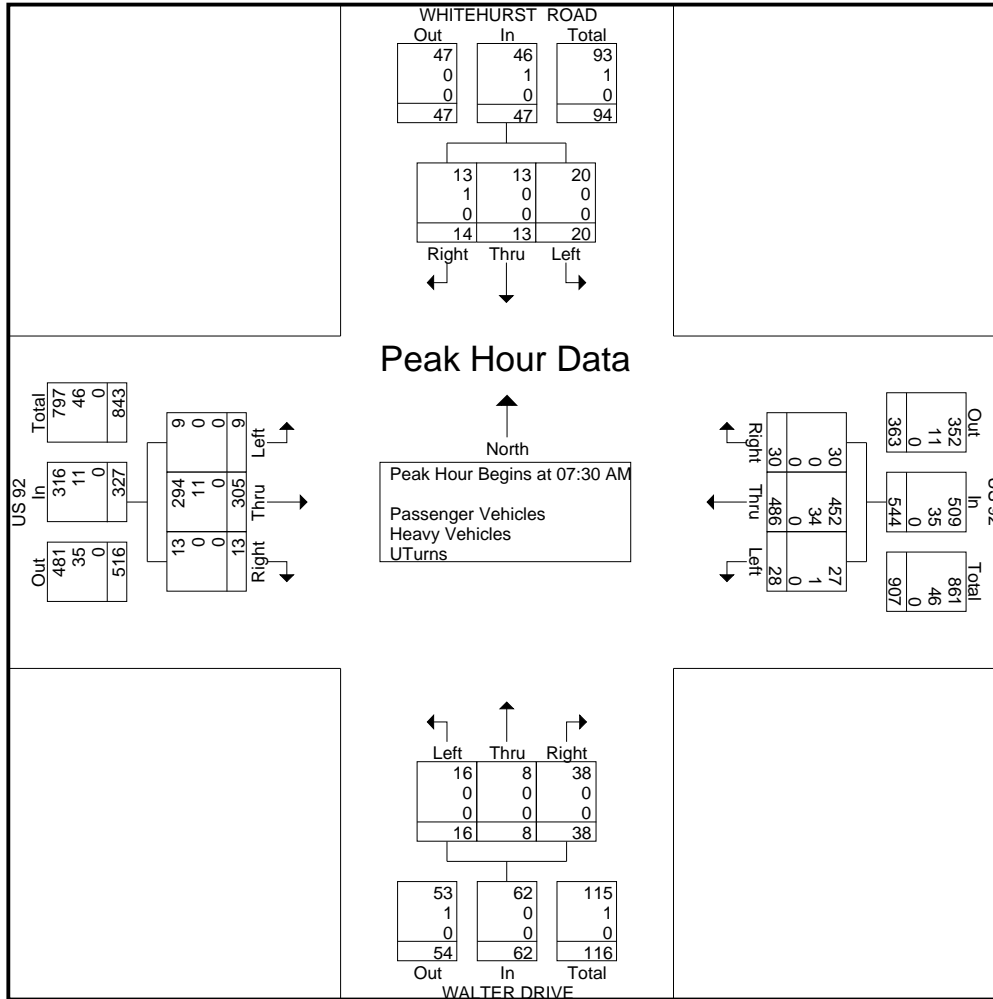
File Name : US92&Whitehurst
 Site Code : 14035
 Start Date : 3/17/2015
 Page No : 3



Intersection Turning Movement Count

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

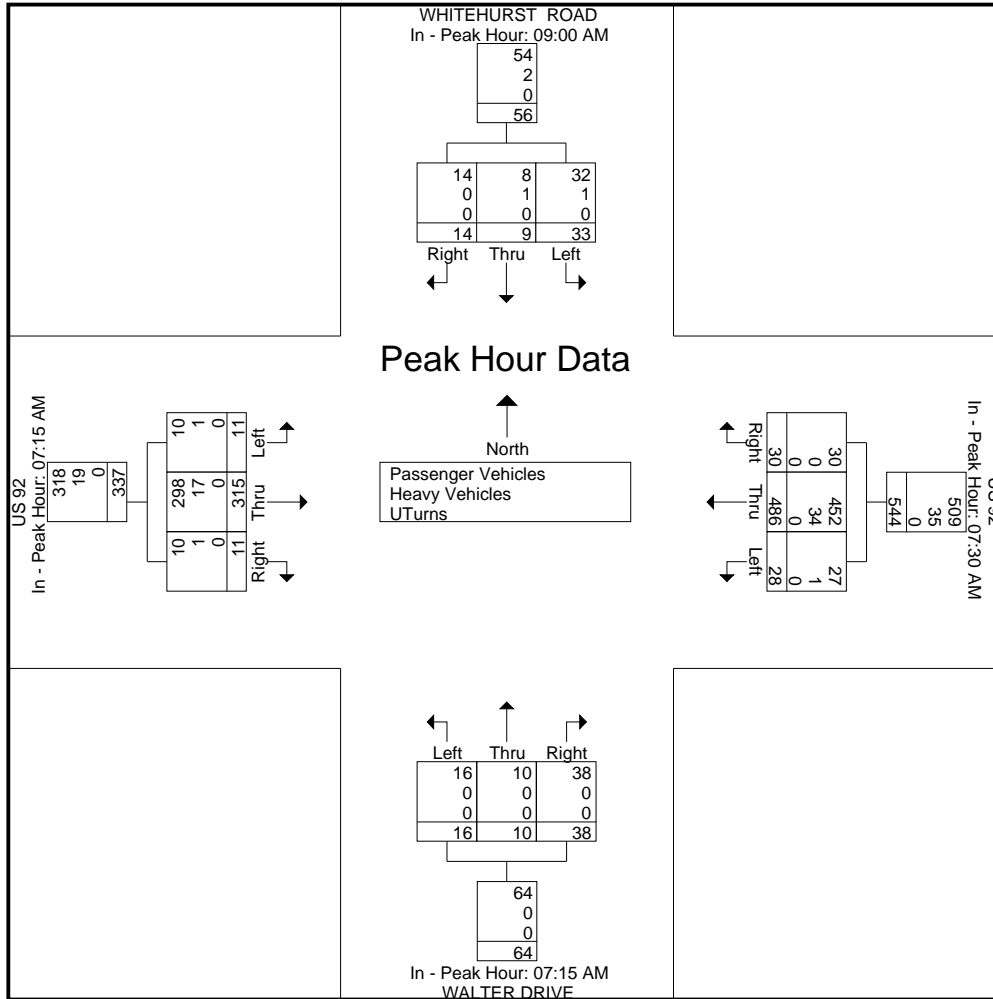
File Name : US92&Whitehurst
 Site Code : 14035
 Start Date : 3/17/2015
 Page No : 5



Intersection Turning Movement Count

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

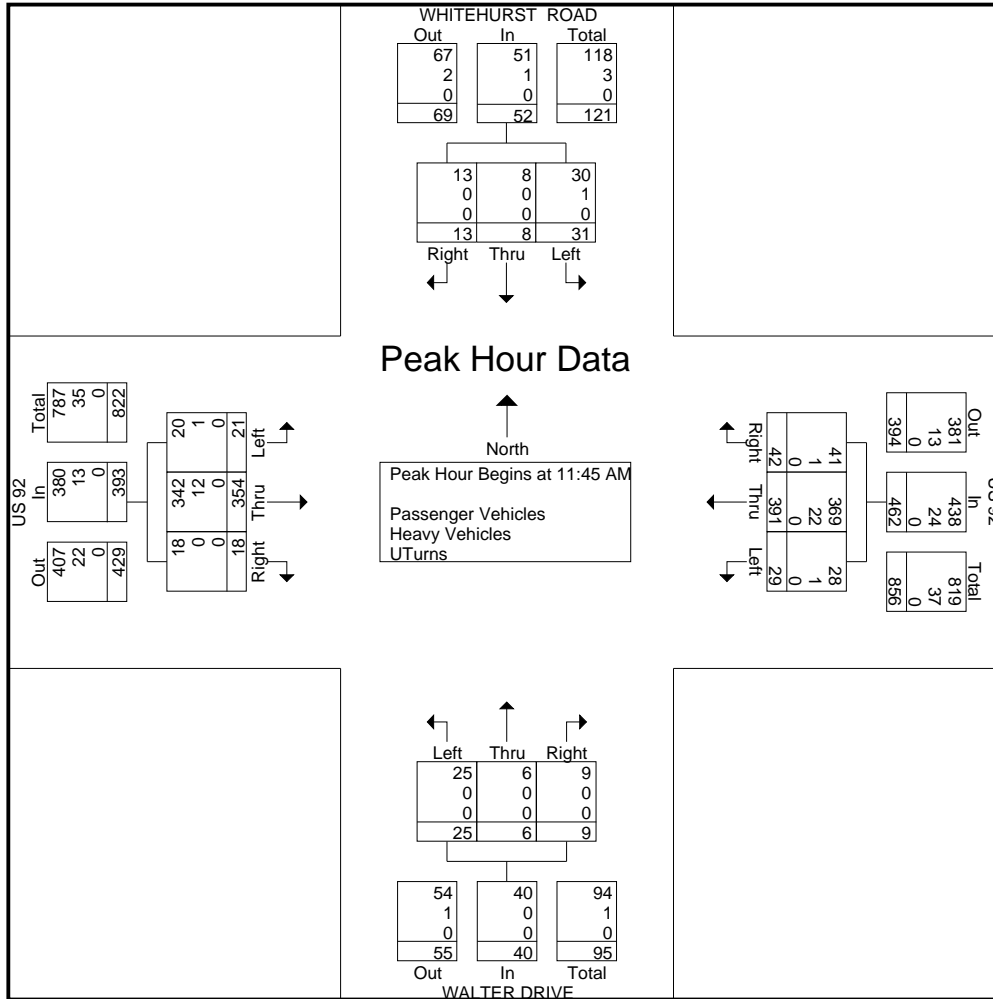
File Name : US92&Whitehurst
 Site Code : 14035
 Start Date : 3/17/2015
 Page No : 7



Intersection Turning Movement Count

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

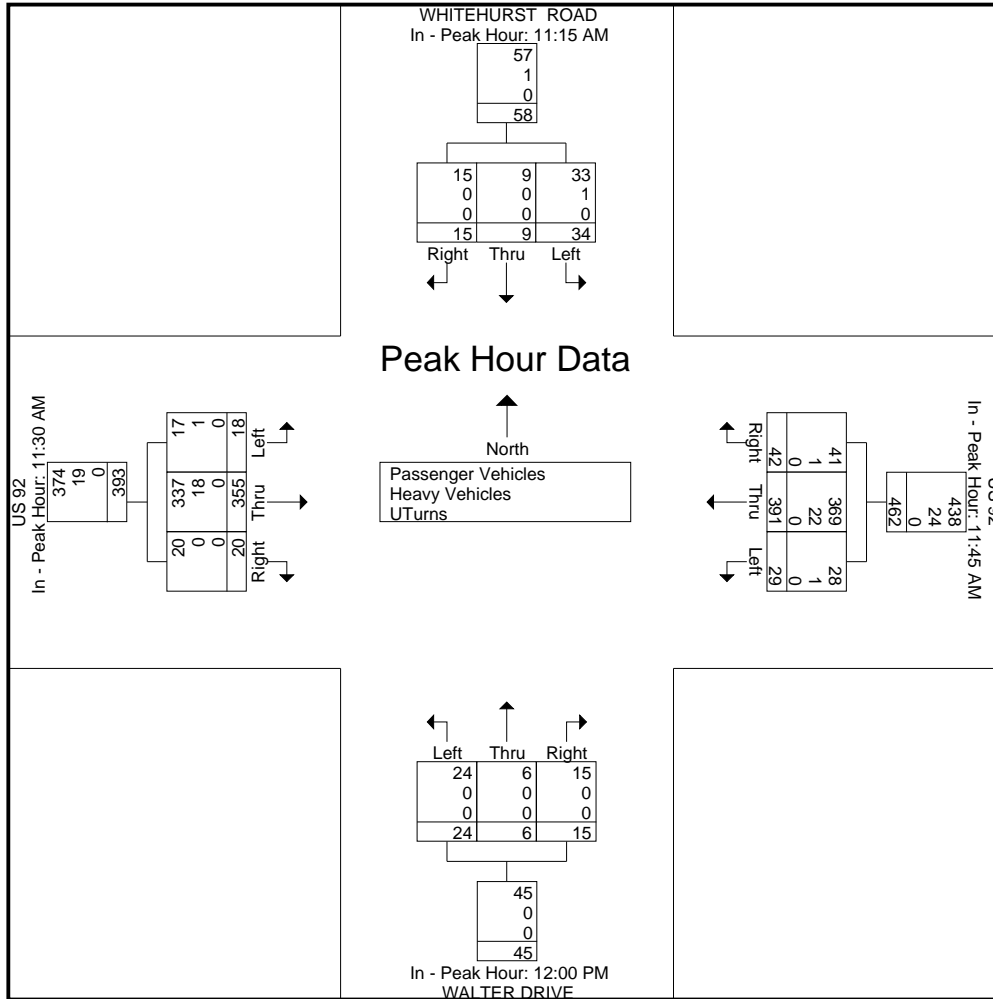
File Name : US92&Whitehurst
 Site Code : 14035
 Start Date : 3/17/2015
 Page No : 9



Intersection Turning Movement Count

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

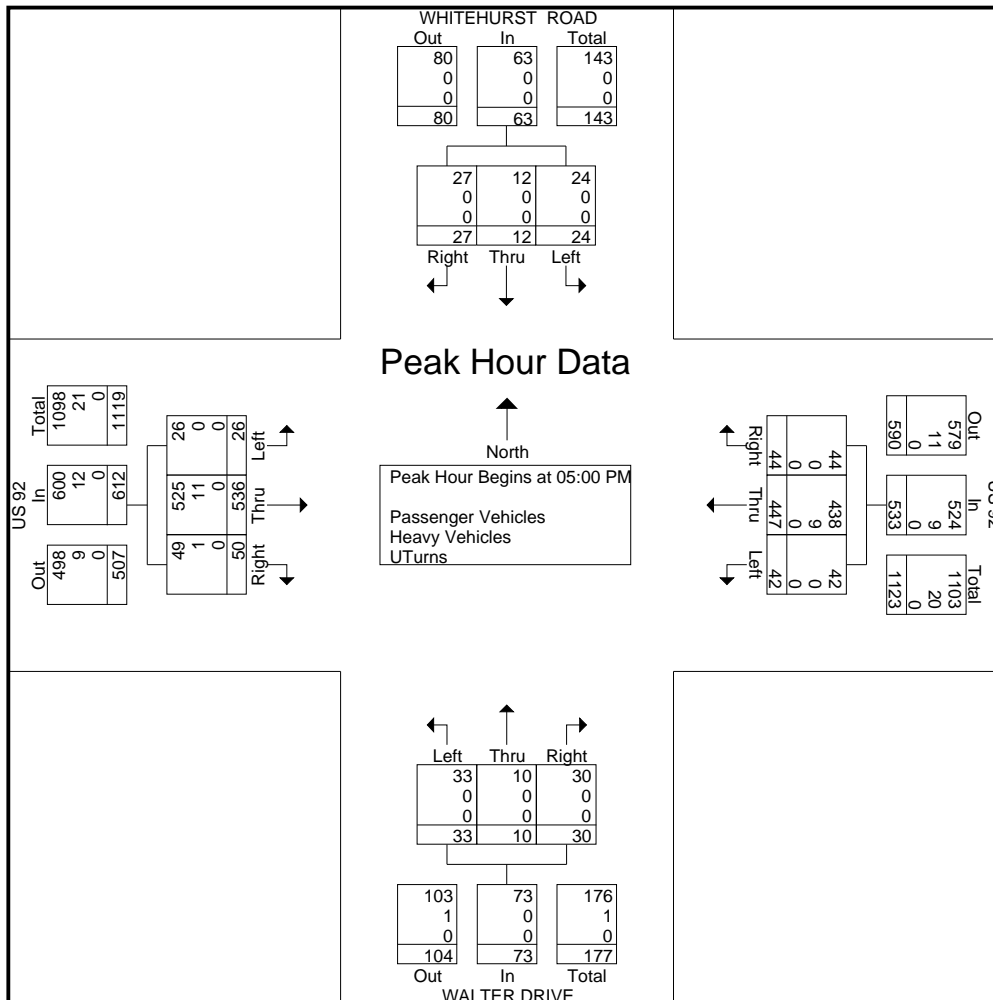
File Name : US92&Whitehurst
 Site Code : 14035
 Start Date : 3/17/2015
 Page No : 11



Intersection Turning Movement Count

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

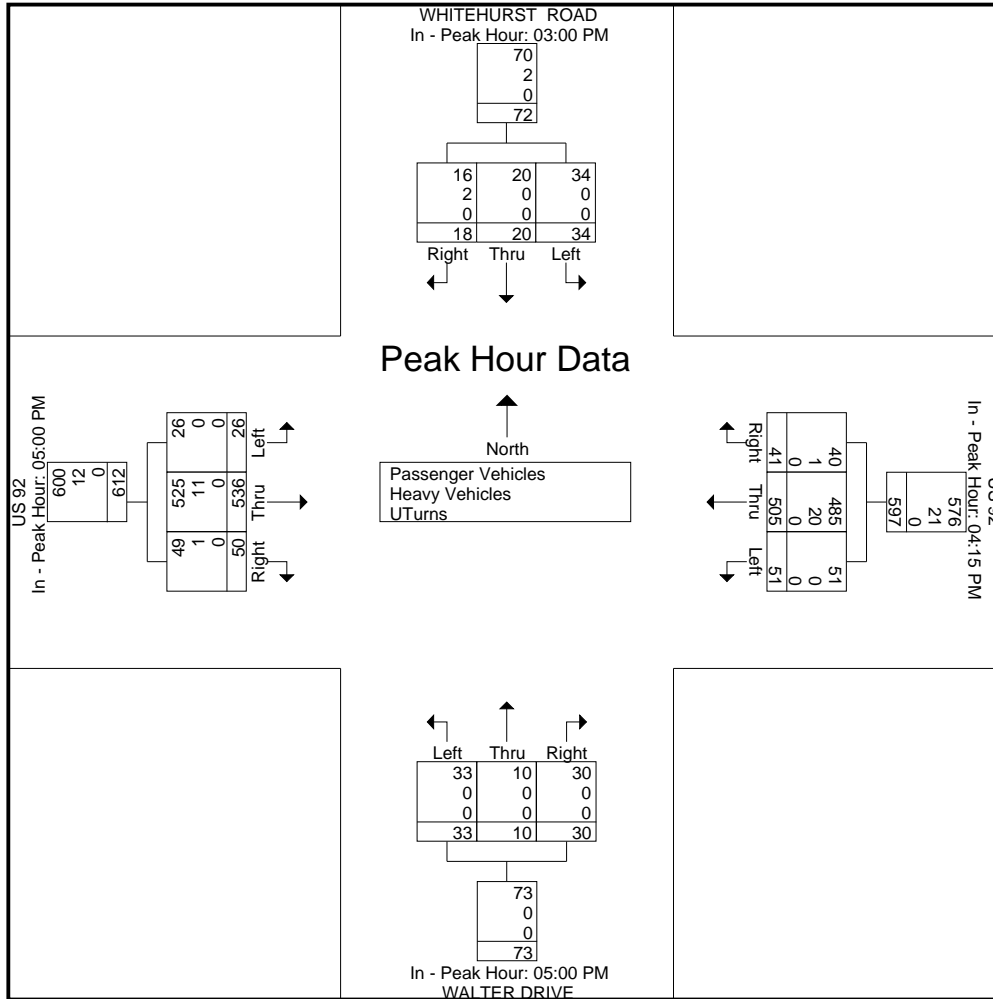
File Name : US92&Whitehurst
 Site Code : 14035
 Start Date : 3/17/2015
 Page No : 13



Intersection Turning Movement Count

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

File Name : US92&Whitehurst
 Site Code : 14035
 Start Date : 3/17/2015
 Page No : 15



Intersection Pedestrian & Bicycle Count

Date: 3/17/15

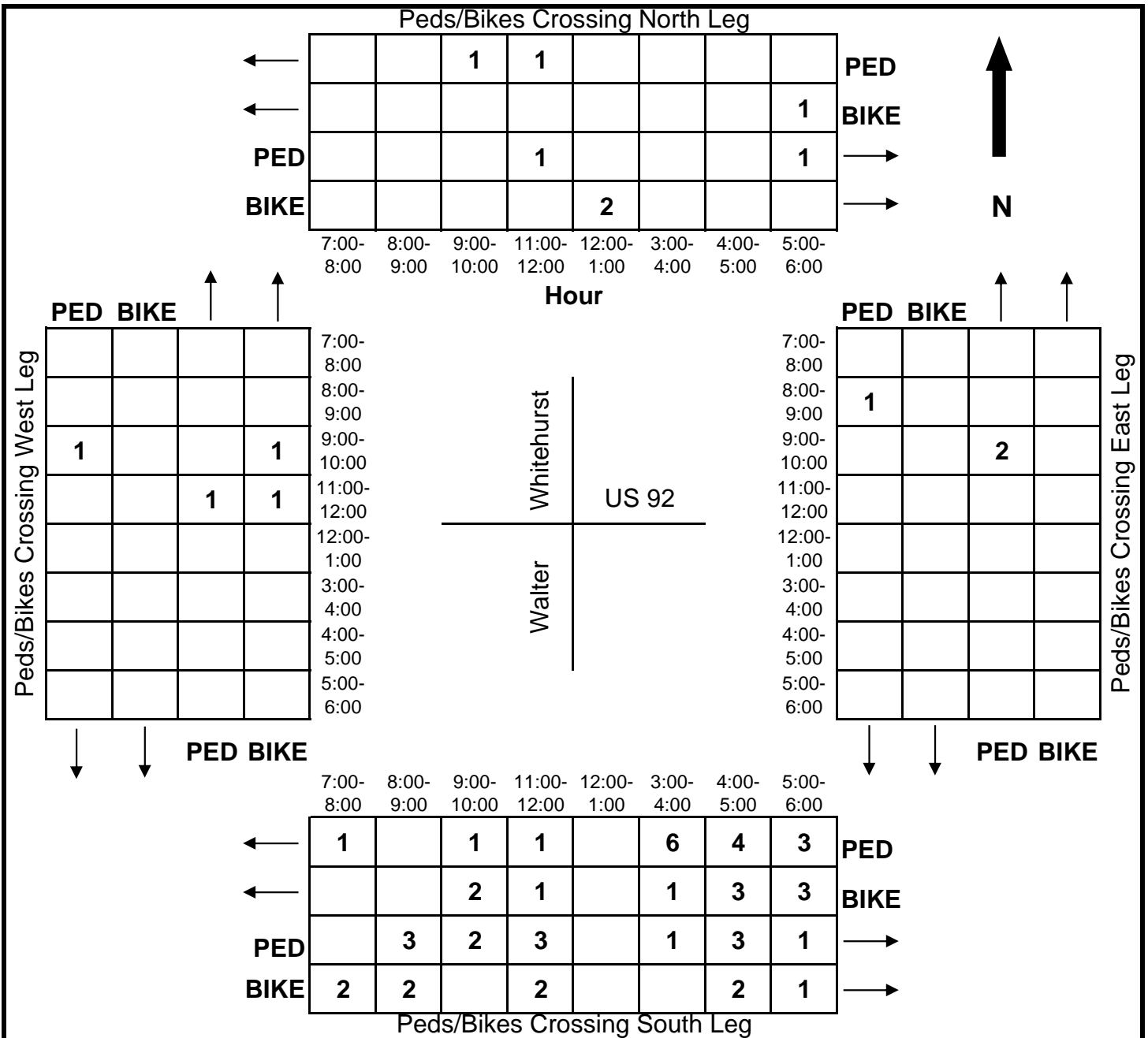
Day: Tuesday

Count Times: 7-10am; 11am-1pm; 3-6pm

Weather: Clear

Intersection: US 92 at Whitehurst Road/Walter Drive

Comments: _____



Intersection Turning Movement Count

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

File Name : US92&Thonotosassa
 Site Code : 14035
 Start Date : 3/19/2015
 Page No : 1

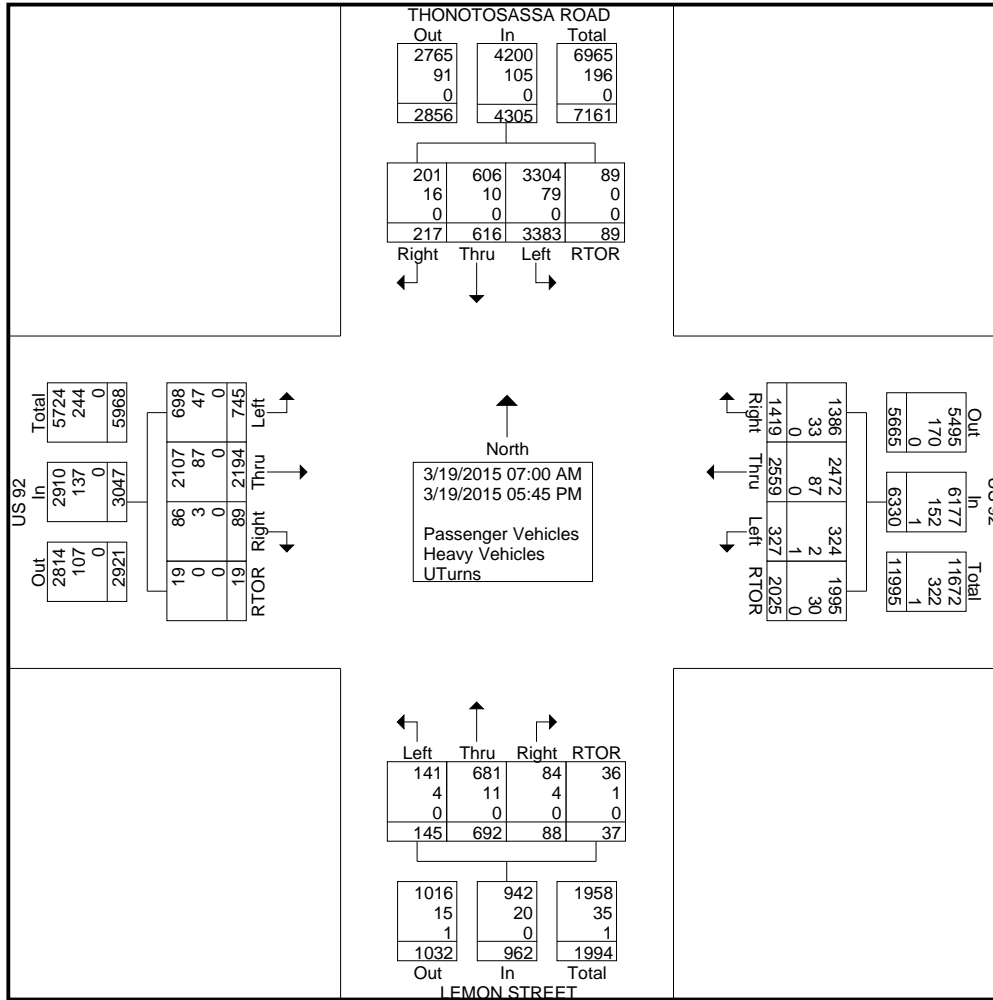
Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	THONOTOSASSA ROAD Southbound					US 92 Westbound					LEMON STREET Northbound					US 92 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	90	25	4	0	119	4	49	53	58	164	2	22	4	0	28	9	39	11	2	61	372
07:15 AM	103	14	2	3	122	8	53	43	71	175	12	22	2	2	38	17	42	11	1	71	406
07:30 AM	113	13	3	0	129	10	64	44	62	180	8	22	5	2	37	17	64	5	0	86	432
07:45 AM	127	20	4	2	153	7	68	32	69	176	5	10	1	1	17	15	57	0	1	73	419
Total	433	72	13	5	523	29	234	172	260	695	27	76	12	5	120	58	202	27	4	291	1629
08:00 AM	93	23	3	4	123	8	65	37	51	161	4	10	0	2	16	17	54	0	0	71	371
08:15 AM	122	18	3	4	147	8	65	26	38	137	3	15	0	1	19	23	65	1	1	90	393
08:30 AM	101	31	8	5	145	20	49	28	55	152	4	10	3	2	19	30	68	4	1	103	419
08:45 AM	99	24	11	1	135	16	61	27	53	157	6	15	3	1	25	27	62	2	1	92	409
Total	415	96	25	14	550	52	240	118	197	607	17	50	6	6	79	97	249	7	3	356	1592
09:00 AM	82	11	2	3	98	4	56	31	71	162	0	9	1	1	11	15	42	2	2	61	332
09:15 AM	91	12	11	1	115	8	43	39	57	147	2	11	2	0	15	16	49	0	0	65	342
09:30 AM	91	10	2	2	105	10	59	42	50	161	2	13	0	1	16	13	56	2	0	71	353
09:45 AM	86	14	7	4	111	7	53	34	39	133	3	10	0	2	15	21	53	1	0	75	334
Total	350	47	22	10	429	29	211	146	217	603	7	43	3	4	57	65	200	5	2	272	1361
*** BREAK ***																					
11:00 AM	90	12	6	3	111	9	63	27	61	160	3	12	5	0	20	23	58	0	1	82	373
11:15 AM	98	10	5	0	113	7	70	38	47	162	3	16	2	3	24	15	72	3	0	90	389
11:30 AM	95	16	9	2	122	8	90	59	68	225	2	17	0	3	22	21	72	1	0	94	463
11:45 AM	97	16	5	2	120	13	76	48	68	205	3	14	4	1	22	20	62	0	0	82	429
Total	380	54	25	7	466	37	299	172	244	752	11	59	11	7	88	79	264	4	1	348	1654
12:00 PM	101	25	10	4	140	9	92	58	65	224	1	17	1	0	19	23	65	2	0	90	473
12:15 PM	99	16	12	1	128	8	89	38	72	207	3	18	3	0	24	24	76	0	1	101	460
12:30 PM	85	12	6	5	108	7	96	55	57	215	9	21	5	1	36	21	85	1	0	107	466
12:45 PM	124	18	10	5	157	9	103	50	67	229	1	16	2	4	23	22	55	5	0	82	491
Total	409	71	38	15	533	33	380	201	261	875	14	72	11	5	102	90	281	8	1	380	1890
*** BREAK ***																					
03:00 PM	100	14	7	6	127	6	82	26	53	167	11	22	3	0	36	26	67	0	0	93	423
03:15 PM	112	22	5	3	142	10	107	60	78	255	3	19	3	2	27	29	70	1	0	100	524
03:30 PM	138	23	8	3	172	11	117	56	52	236	5	17	2	0	24	30	59	4	0	93	525
03:45 PM	114	34	10	3	161	14	108	61	54	237	5	39	1	0	45	21	68	2	1	92	535
Total	464	93	30	15	602	41	414	203	237	895	24	97	9	2	132	106	264	7	1	378	2007
04:00 PM	102	21	9	2	134	26	102	51	67	246	2	16	3	2	23	24	87	6	3	120	523
04:15 PM	131	32	7	3	173	17	104	42	77	240	10	36	5	1	52	38	114	4	0	156	621
04:30 PM	120	19	6	3	148	15	78	52	66	211	7	43	5	0	55	48	99	5	0	152	566
04:45 PM	85	28	5	4	122	10	97	55	71	233	7	47	7	1	62	36	76	2	0	114	531
Total	438	100	27	12	577	68	381	200	281	930	26	142	20	4	192	146	376	17	3	542	2241

Intersection Turning Movement Count

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

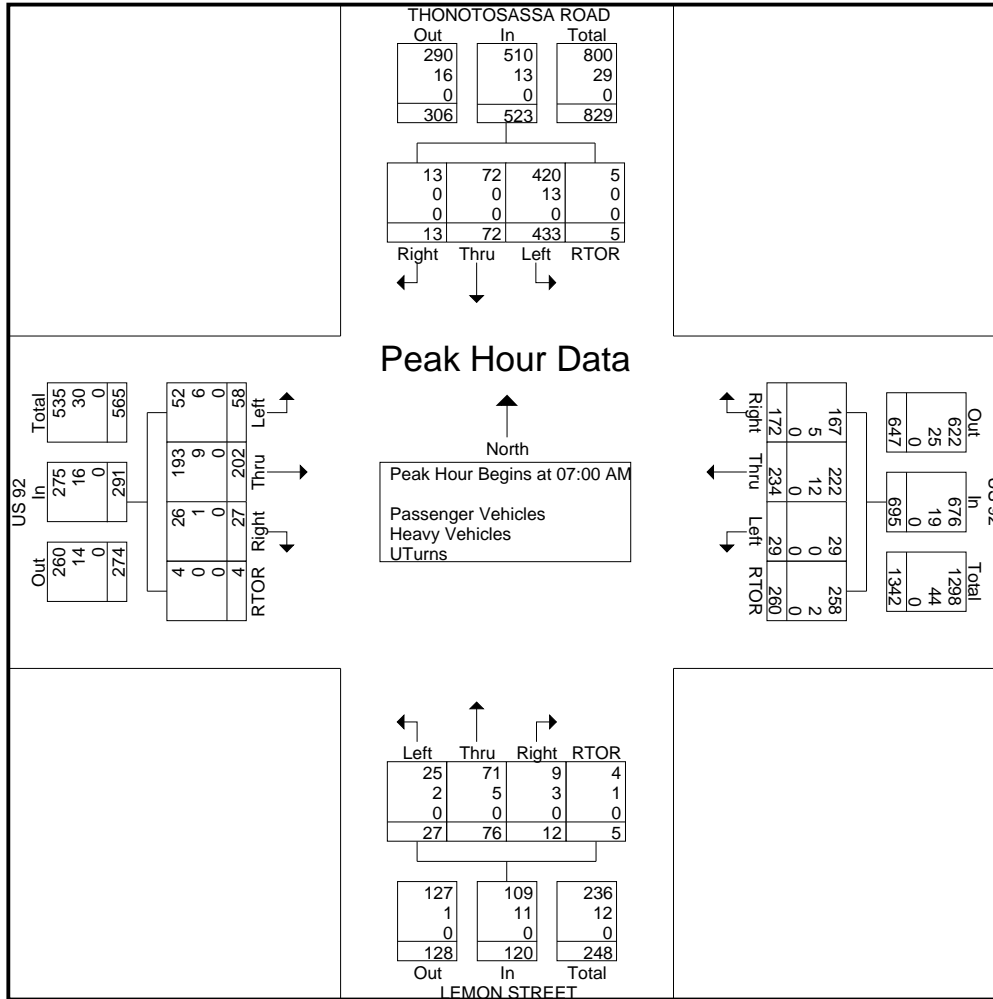
File Name : US92&Thonotosassa
 Site Code : 14035
 Start Date : 3/19/2015
 Page No : 3



Intersection Turning Movement Count

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

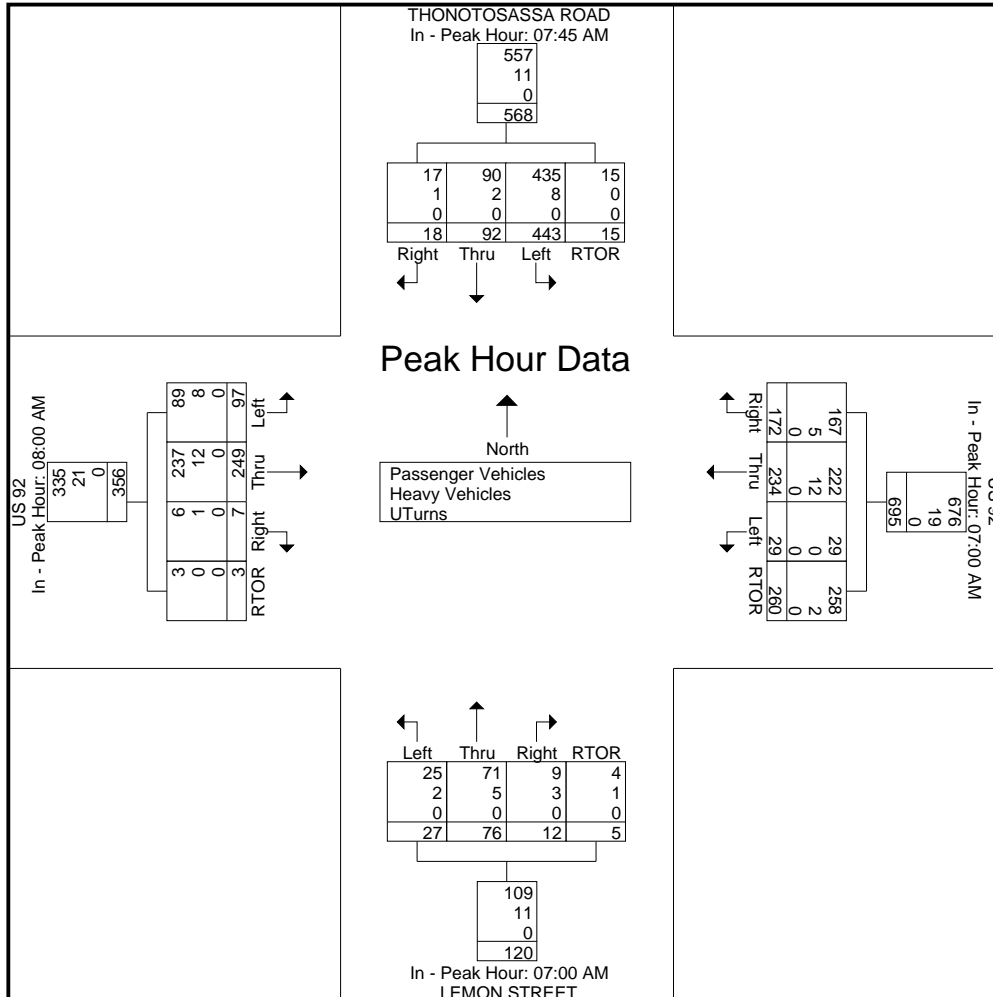
File Name : US92&Thonotosassa
 Site Code : 14035
 Start Date : 3/19/2015
 Page No : 5



Intersection Turning Movement Count

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

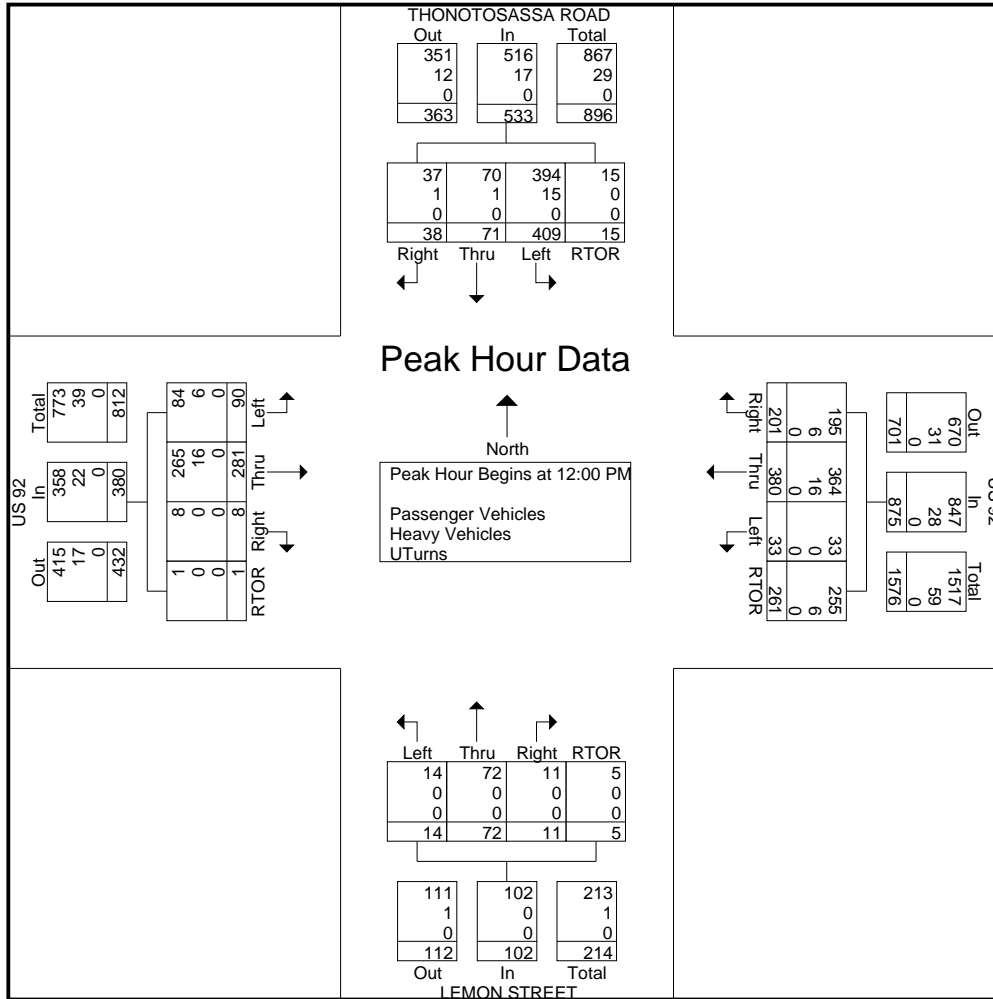
File Name : US92&Thonotosassa
 Site Code : 14035
 Start Date : 3/19/2015
 Page No : 7



Intersection Turning Movement Count

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

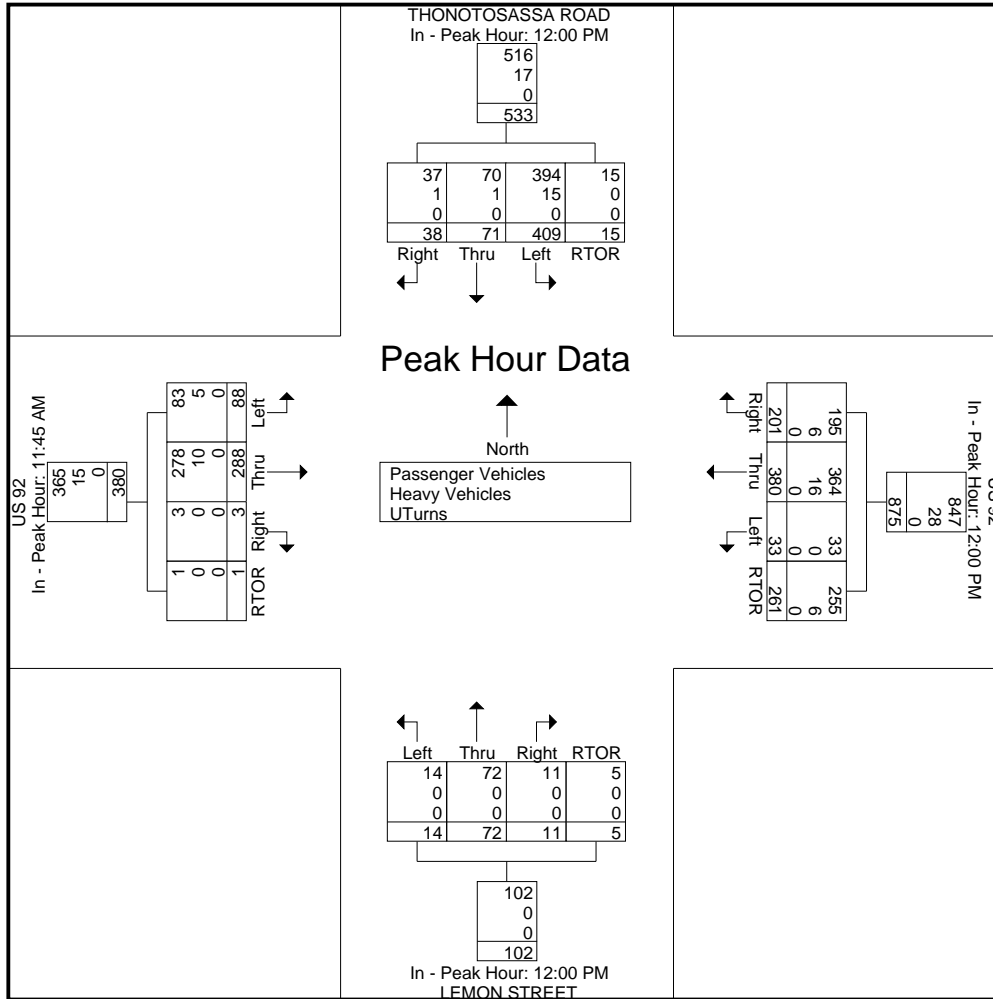
File Name : US92&Thonotosassa
 Site Code : 14035
 Start Date : 3/19/2015
 Page No : 9



Intersection Turning Movement Count

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

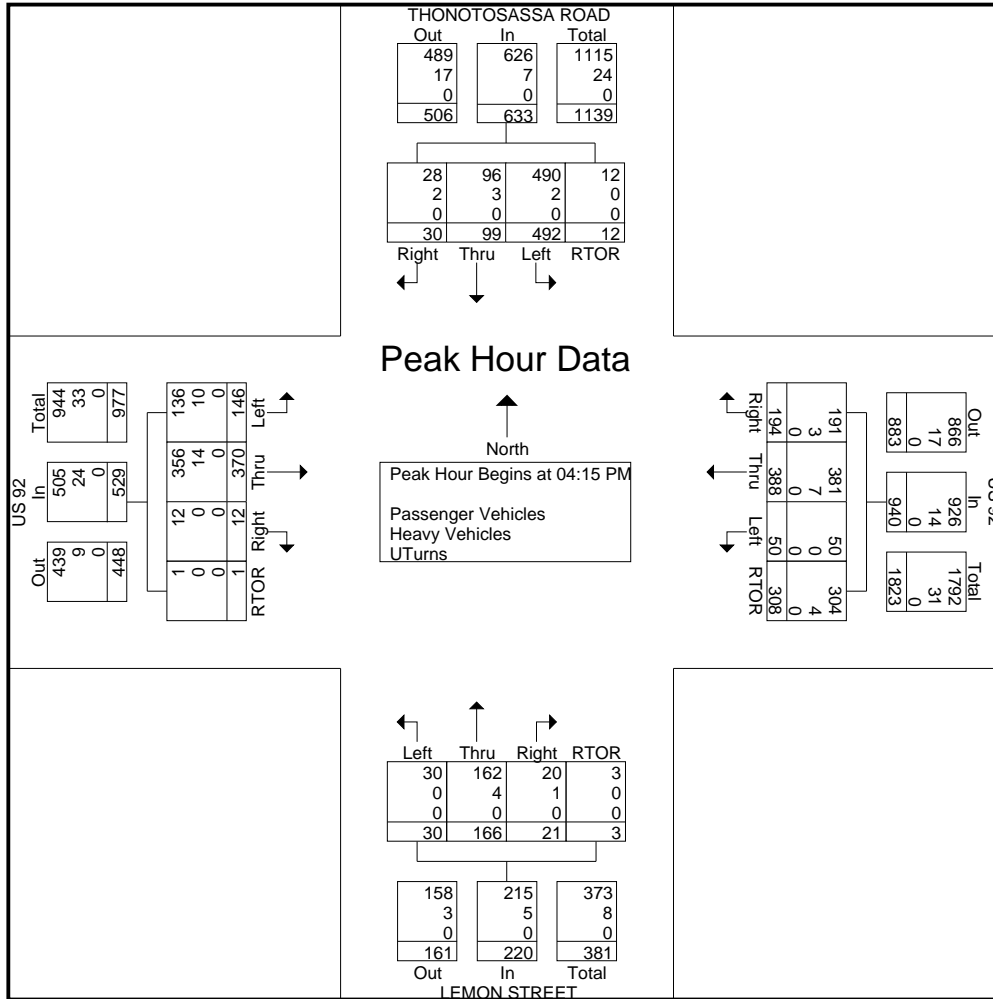
File Name : US92&Thonotosassa
 Site Code : 14035
 Start Date : 3/19/2015
 Page No : 11



Intersection Turning Movement Count

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

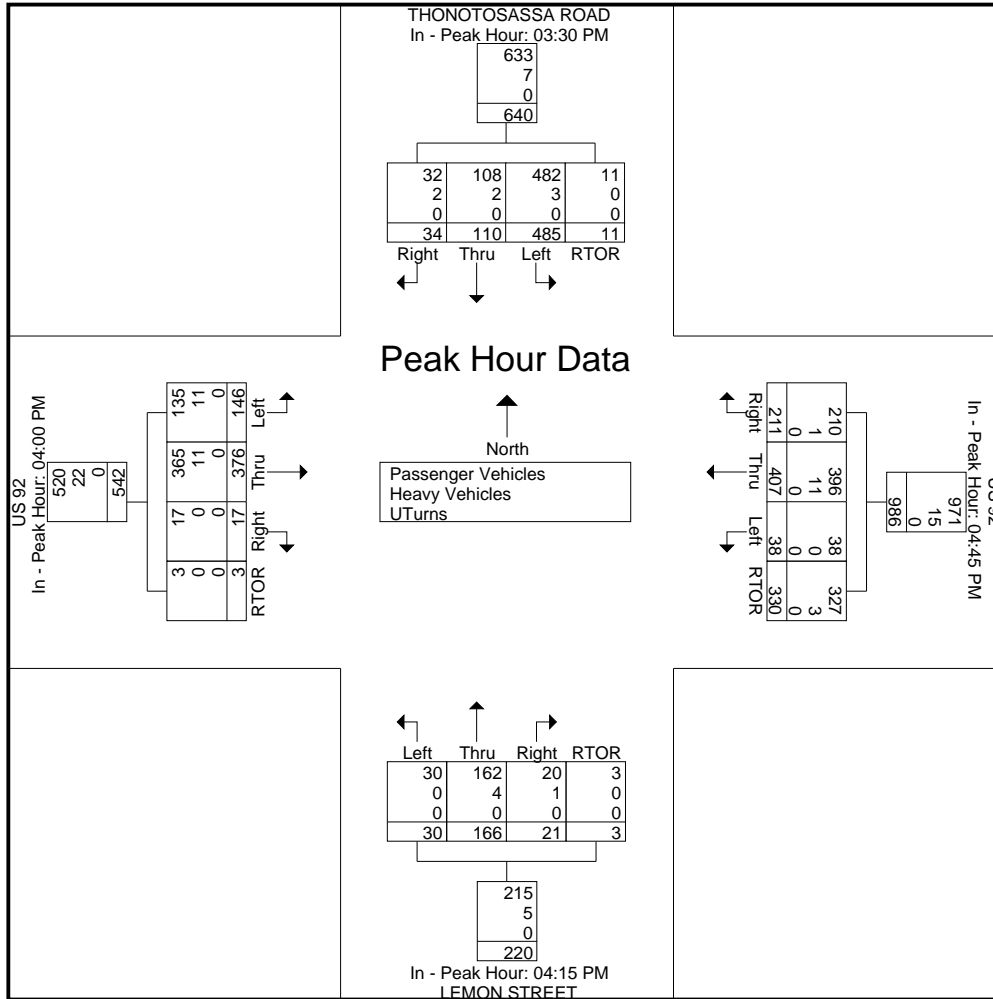
File Name : US92&Thonotosassa
 Site Code : 14035
 Start Date : 3/19/2015
 Page No : 13



Intersection Turning Movement Count

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

File Name : US92&Thonotosassa
 Site Code : 14035
 Start Date : 3/19/2015
 Page No : 15



Intersection Pedestrian & Bicycle Count

Date: 3/19/15

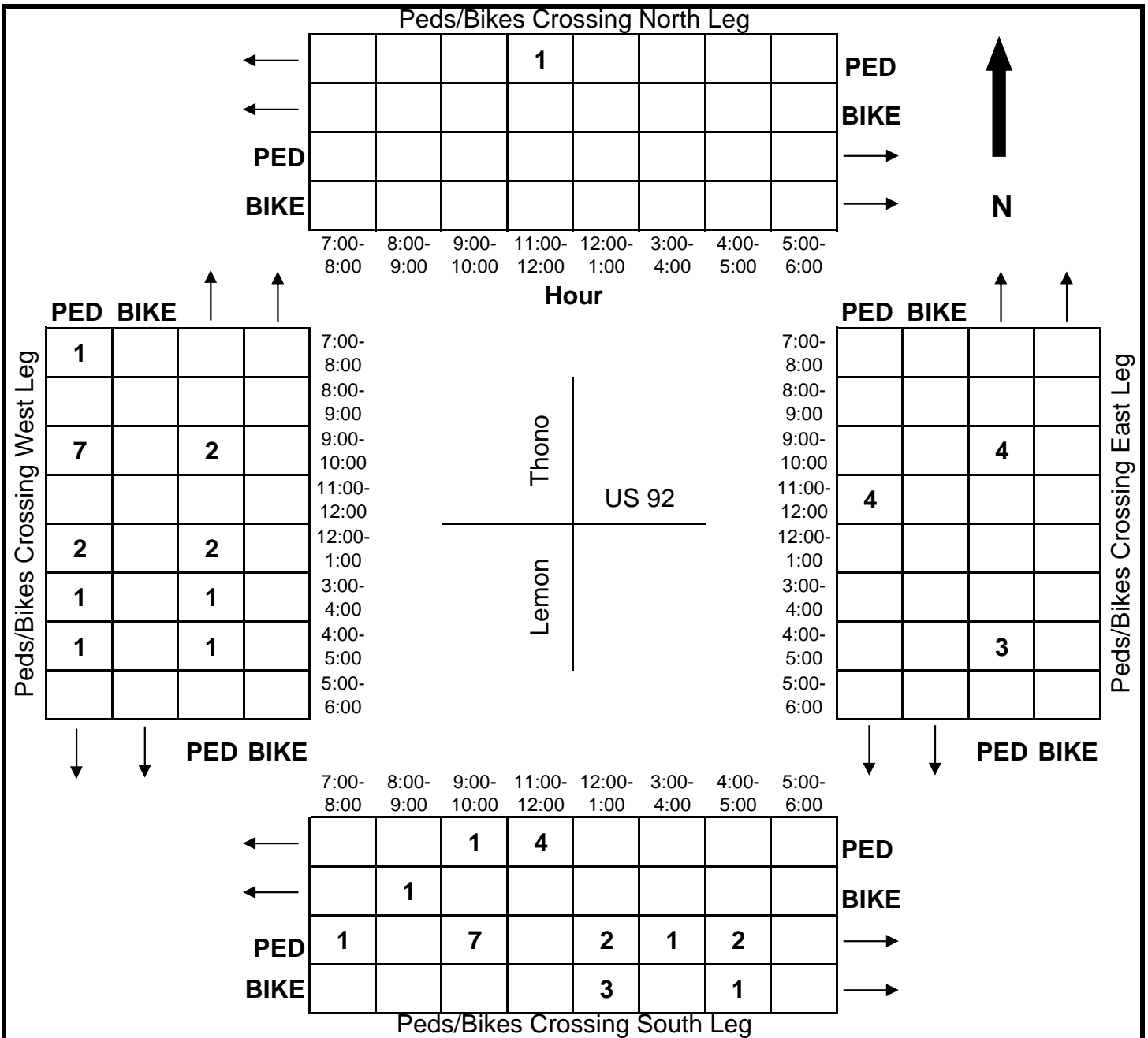
Day: Thursday

Count Times: 7-10am; 11am-1pm; 3-6pm

Weather: Clear

Intersection: US 92 at Thonotosassa Road/Lemon Street

Comments: _____



Intersection Turning Movement Count

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

File Name : US92&Maryland
 Site Code : 14035
 Start Date : 3/19/2015
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	MARYLAND AVENUE Southbound					US 92 Westbound					MARYLAND AVENUE Northbound					US 92 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	2	5	3	2	12	5	63	3	2	73	2	7	2	4	15	4	38	4	1	47	147
07:15 AM	2	7	6	1	16	9	64	3	1	77	15	6	5	2	28	1	41	2	0	44	165
07:30 AM	2	5	11	1	19	12	83	5	0	100	12	10	6	5	33	7	50	6	1	64	216
07:45 AM	3	7	11	2	23	13	96	6	2	117	19	14	2	3	38	12	61	3	6	82	260
Total	9	24	31	6	70	39	306	17	5	367	48	37	15	14	114	24	190	15	8	237	788
08:00 AM	4	10	3	2	19	19	78	4	1	102	4	7	4	4	19	10	47	5	3	65	205
08:15 AM	3	8	2	4	17	18	47	2	1	68	5	5	3	1	14	3	47	4	1	55	154
08:30 AM	2	9	5	3	19	22	72	3	3	100	18	13	11	3	45	10	61	12	5	88	252
08:45 AM	6	12	4	4	26	19	74	1	1	95	13	15	5	4	37	8	40	3	6	57	215
Total	15	39	14	13	81	78	271	10	6	365	40	40	23	12	115	31	195	24	15	265	826
09:00 AM	5	7	3	2	17	12	65	1	3	81	8	7	7	4	26	12	51	7	3	73	197
09:15 AM	8	11	3	2	24	9	74	6	0	89	5	5	4	1	15	13	58	5	0	76	204
09:30 AM	0	3	2	2	7	6	75	4	2	87	6	6	2	3	17	12	63	3	1	79	190
09:45 AM	11	2	6	6	25	12	60	7	6	85	2	10	4	0	16	12	65	2	0	79	205
Total	24	23	14	12	73	39	274	18	11	342	21	28	17	8	74	49	237	17	4	307	796
*** BREAK ***																					
11:00 AM	6	3	2	2	13	9	68	6	1	84	3	4	2	7	16	24	52	5	1	82	195
11:15 AM	10	14	7	4	35	7	87	8	1	103	3	9	3	4	19	13	66	3	2	84	241
11:30 AM	7	7	3	6	23	10	70	9	1	90	9	11	5	0	25	18	78	3	2	101	239
11:45 AM	13	11	5	3	32	9	90	3	1	103	6	3	3	1	13	18	70	5	1	94	242
Total	36	35	17	15	103	35	315	26	4	380	21	27	13	12	73	73	266	16	6	361	917
12:00 PM	10	6	3	4	23	12	91	12	2	117	4	10	2	2	18	17	68	8	1	94	252
12:15 PM	9	7	11	5	32	12	77	10	2	101	6	8	4	5	23	23	81	8	0	112	268
12:30 PM	13	8	3	2	26	7	97	8	3	115	4	10	5	2	21	19	77	1	1	98	260
12:45 PM	8	11	9	7	35	6	85	3	5	99	16	8	3	1	28	19	82	6	2	109	271
Total	40	32	26	18	116	37	350	33	12	432	30	36	14	10	90	78	308	23	4	413	1051
*** BREAK ***																					
03:00 PM	8	9	9	1	27	13	87	6	2	108	8	10	4	5	27	15	72	8	1	96	258
03:15 PM	8	11	11	2	32	8	102	4	4	118	9	22	9	4	44	19	106	7	1	133	327
03:30 PM	9	15	8	5	37	12	125	5	6	148	5	10	4	7	26	19	96	9	1	125	336
03:45 PM	8	12	5	1	26	10	102	9	3	124	9	12	4	1	26	21	109	9	1	140	316
Total	33	47	33	9	122	43	416	24	15	498	31	54	21	17	123	74	383	33	4	494	1237
04:00 PM	4	18	8	2	32	11	94	9	4	118	13	19	7	4	43	14	82	9	3	108	301
04:15 PM	10	10	4	5	32	11	105	13	8	137	20	19	26	4	69	15	116	9	0	140	375
04:30 PM	11	11	8	2	32	14	97	3	1	115	19	18	13	2	52	20	130	7	1	158	357
04:45 PM	9	13	15	4	41	21	113	10	4	148	9	5	7	2	23	17	104	11	0	132	344
Total	34	52	35	13	134	57	409	35	17	518	61	61	53	12	187	66	432	36	4	538	1377

Intersection Turning Movement Count

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

File Name : US92&Maryland
 Site Code : 14035
 Start Date : 3/19/2015
 Page No : 2

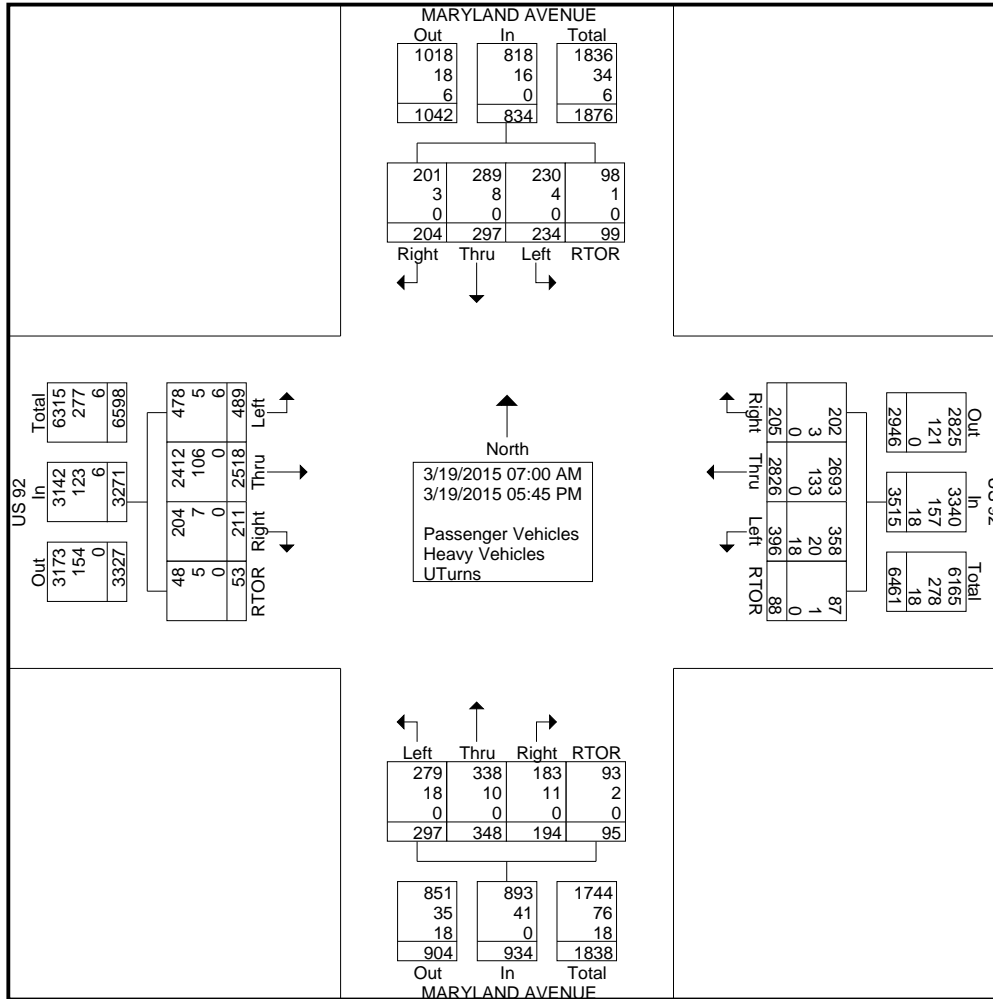
Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	MARYLAND AVENUE Southbound					US 92 Westbound					MARYLAND AVENUE Northbound					US 92 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
05:00 PM	6	11	13	2	32	17	142	11	2	172	9	13	7	1	30	18	128	7	1	154	388
05:15 PM	13	10	3	2	28	8	134	16	8	166	7	16	9	4	36	20	115	12	3	150	380
05:30 PM	11	9	10	3	33	17	120	8	4	149	13	22	12	3	50	33	129	11	3	176	408
05:45 PM	13	15	8	6	42	26	89	7	4	126	16	14	10	2	42	23	135	17	1	176	386
Total	43	45	34	13	135	68	485	42	18	613	45	65	38	10	158	94	507	47	8	656	1562
Grand Total	234	297	204	99	834	396	2826	205	88	3515	297	348	194	95	934	489	2518	211	53	3271	8554
Apprch %	28.1	35.6	24.5	11.9		11.3	80.4	5.8	2.5		31.8	37.3	20.8	10.2		14.9	77	6.5	1.6		
Total %	2.7	3.5	2.4	1.2	9.7	4.6	33	2.4	1	41.1	3.5	4.1	2.3	1.1	10.9	5.7	29.4	2.5	0.6	38.2	
Passenger Vehicles	230	289	201	98	818	358	2693	202	87	3340	279	338	183	93	893	478	2412	204	48	3142	8193
% Passenger Vehicles	98.3	97.3	98.5	99	98.1	90.4	95.3	98.5	98.9	95	93.9	97.1	94.3	97.9	95.6	97.8	95.8	96.7	90.6	96.1	95.8
Heavy Vehicles	4	8	3	1	16	20	133	3	1	157	18	10	11	2	41	5	106	7	5	123	337
% Heavy Vehicles	1.7	2.7	1.5	1	1.9	5.1	4.7	1.5	1.1	4.5	6.1	2.9	5.7	2.1	4.4	1	4.2	3.3	9.4	3.8	3.9
UTurns	0	0	0	0	0	18	0	0	0	18	0	0	0	0	0	6	0	0	0	6	24
% UTurns	0	0	0	0	0	4.5	0	0	0	0.5	0	0	0	0	0	1.2	0	0	0	0.2	0.3

Intersection Turning Movement Count

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

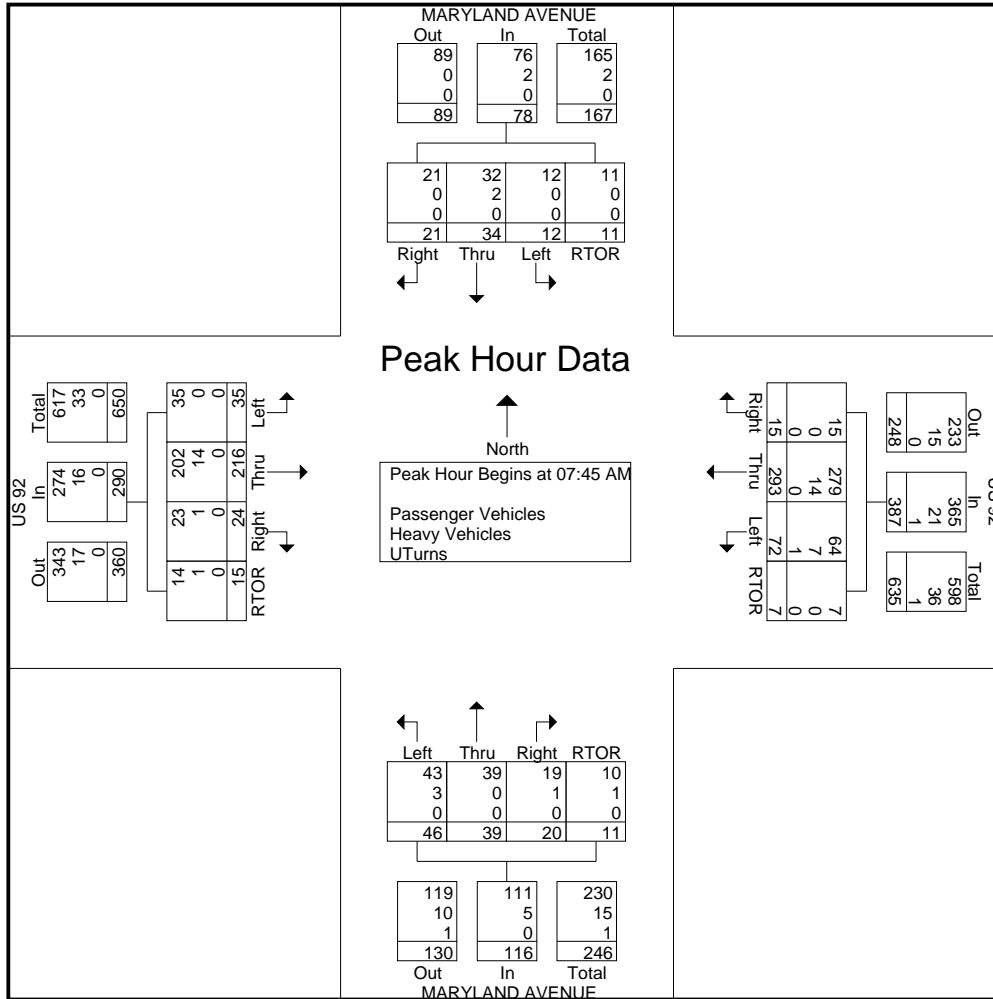
File Name : US92&Maryland
 Site Code : 14035
 Start Date : 3/19/2015
 Page No : 3



Intersection Turning Movement Count

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

File Name : US92&Maryland
 Site Code : 14035
 Start Date : 3/19/2015
 Page No : 5



Intersection Turning Movement Count

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

File Name : US92&Maryland
 Site Code : 14035
 Start Date : 3/19/2015
 Page No : 6

Start Time	MARYLAND AVENUE Southbound					US 92 Westbound					MARYLAND AVENUE Northbound					US 92 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	

Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1

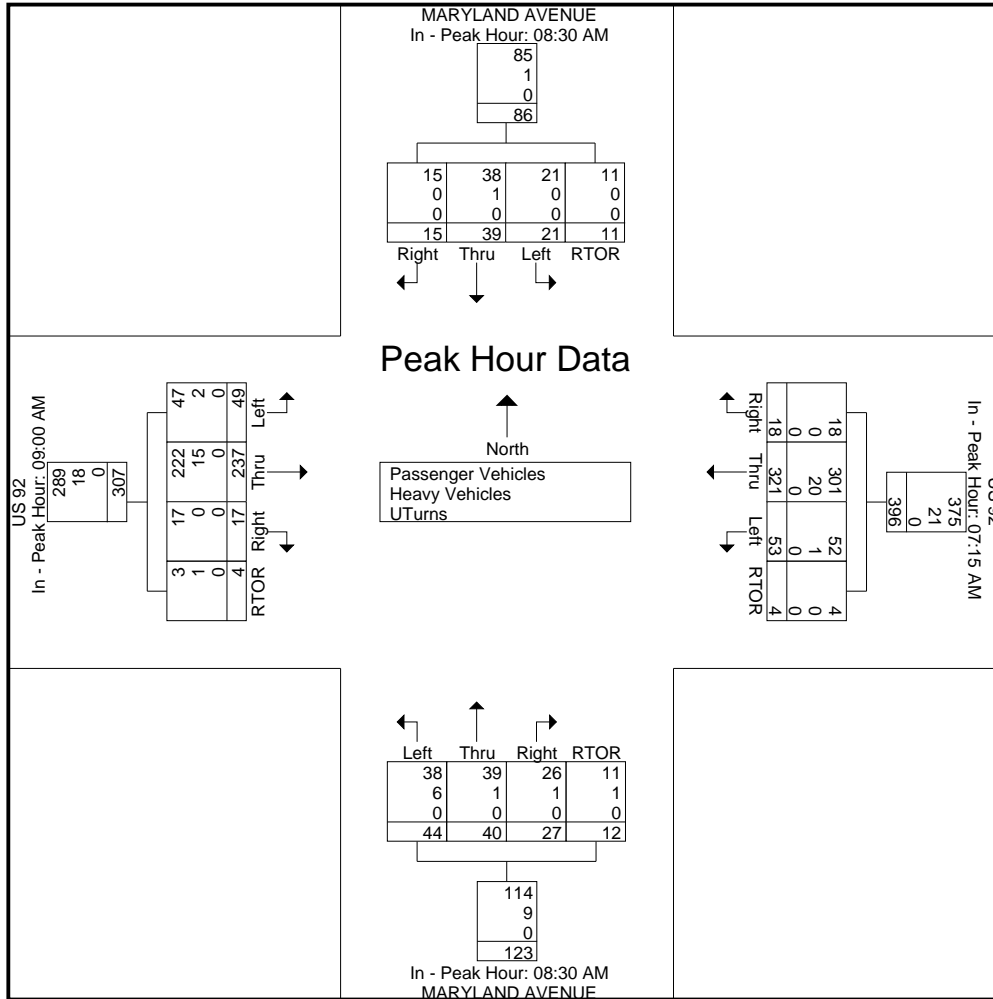
Peak Hour for Each Approach Begins at:

	08:30 AM					07:15 AM					08:30 AM					09:00 AM				
+0 mins.	2	9	5	3	19	9	64	3	1	77	18	13	11	3	45	12	51	7	3	73
+15 mins.	6	12	4	4	26	12	83	5	0	100	13	15	5	4	37	13	58	5	0	76
+30 mins.	5	7	3	2	17	13	96	6	2	117	8	7	7	4	26	12	63	3	1	79
+45 mins.	8	11	3	2	24	19	78	4	1	102	5	5	4	1	15	12	65	2	0	79
Total Volume	21	39	15	11	86	53	321	18	4	396	44	40	27	12	123	49	237	17	4	307
% App. Total	24.4	45.3	17.4	12.8		13.4	81.1	4.5	1		35.8	32.5	22	9.8		16	77.2	5.5	1.3	
PHF	.656	.813	.750	.688	.827	.697	.836	.750	.500	.846	.611	.667	.614	.750	.683	.942	.912	.607	.333	.972
Passenger Vehicles	21	38	15	11	85	52	301	18	4	375	38	39	26	11	114	47	222	17	3	289
% Passenger Vehicles	100	97.4	100	100	98.8	98.1	93.8	100	100	94.7	86.4	97.5	96.3	91.7	92.7	95.9	93.7	100	75	94.1
Heavy Vehicles	0	1	0	0	1	1	20	0	0	21	6	1	1	1	9	2	15	0	1	18
% Heavy Vehicles	0	2.6	0	0	1.2	1.9	6.2	0	0	5.3	13.6	2.5	3.7	8.3	7.3	4.1	6.3	0	25	5.9
UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Intersection Turning Movement Count

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

File Name : US92&Maryland
 Site Code : 14035
 Start Date : 3/19/2015
 Page No : 7



Intersection Turning Movement Count

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

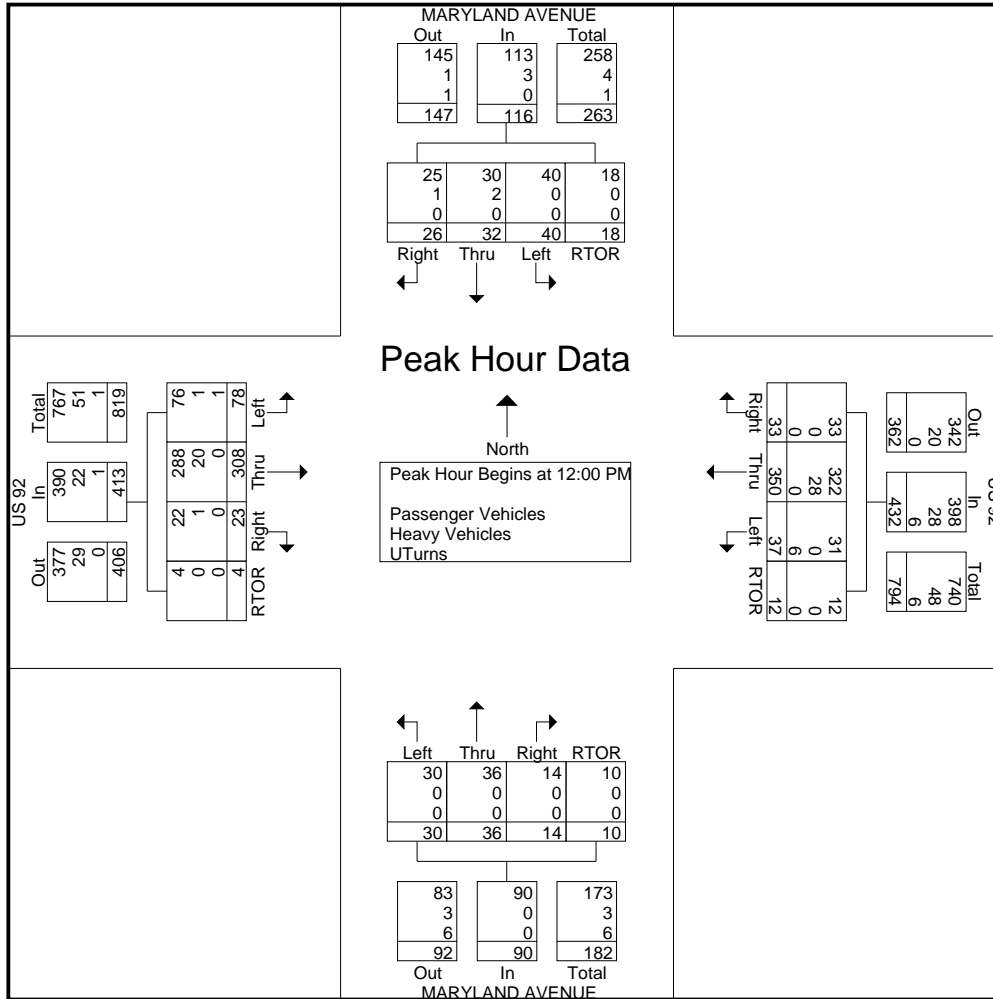
File Name : US92&Maryland
 Site Code : 14035
 Start Date : 3/19/2015
 Page No : 8

Start Time	MARYLAND AVENUE Southbound					US 92 Westbound					MARYLAND AVENUE Northbound					US 92 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 12:00 PM																					
12:00 PM	10	6	3	4	23	12	91	12	2	117	4	10	2	2	18	17	68	8	1	94	252
12:15 PM	9	7	11	5	32	12	77	10	2	101	6	8	4	5	23	23	81	8	0	112	268
12:30 PM	13	8	3	2	26	7	97	8	3	115	4	10	5	2	21	19	77	1	1	98	260
12:45 PM	8	11	9	7	35	6	85	3	5	99	16	8	3	1	28	19	82	6	2	109	271
Total Volume	40	32	26	18	116	37	350	33	12	432	30	36	14	10	90	78	308	23	4	413	1051
% App. Total	34.5	27.6	22.4	15.5		8.6	81	7.6	2.8		33.3	40	15.6	11.1		18.9	74.6	5.6	1		
PHF	.769	.727	.591	.643	.829	.771	.902	.688	.600	.923	.469	.900	.700	.500	.804	.848	.939	.719	.500	.922	.970
Passenger Vehicles	40	30	25	18	113	31	322	33	12	398	30	36	14	10	90	76	288	22	4	390	991
% Passenger Vehicles	100	93.8	96.2	100	97.4	83.8	92.0	100	100	92.1	100	100	100	100	100	97.4	93.5	95.7	100	94.4	94.3
Heavy Vehicles	0	2	1	0	3	0	28	0	0	28	0	0	0	0	0	1	20	1	0	22	53
% Heavy Vehicles	0	6.3	3.8	0	2.6	0	8.0	0	0	6.5	0	0	0	0	0	1.3	6.5	4.3	0	5.3	5.0
UTurns	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	1	0	0	0	1	7
% UTurns	0	0	0	0	0	16.2	0	0	0	1.4	0	0	0	0	0	1.3	0	0	0	0.2	0.7

Intersection Turning Movement Count

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

File Name : US92&Maryland
 Site Code : 14035
 Start Date : 3/19/2015
 Page No : 9



Intersection Turning Movement Count

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

File Name : US92&Maryland
 Site Code : 14035
 Start Date : 3/19/2015
 Page No : 10

Start Time	MARYLAND AVENUE Southbound					US 92 Westbound					MARYLAND AVENUE Northbound					US 92 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	

Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1

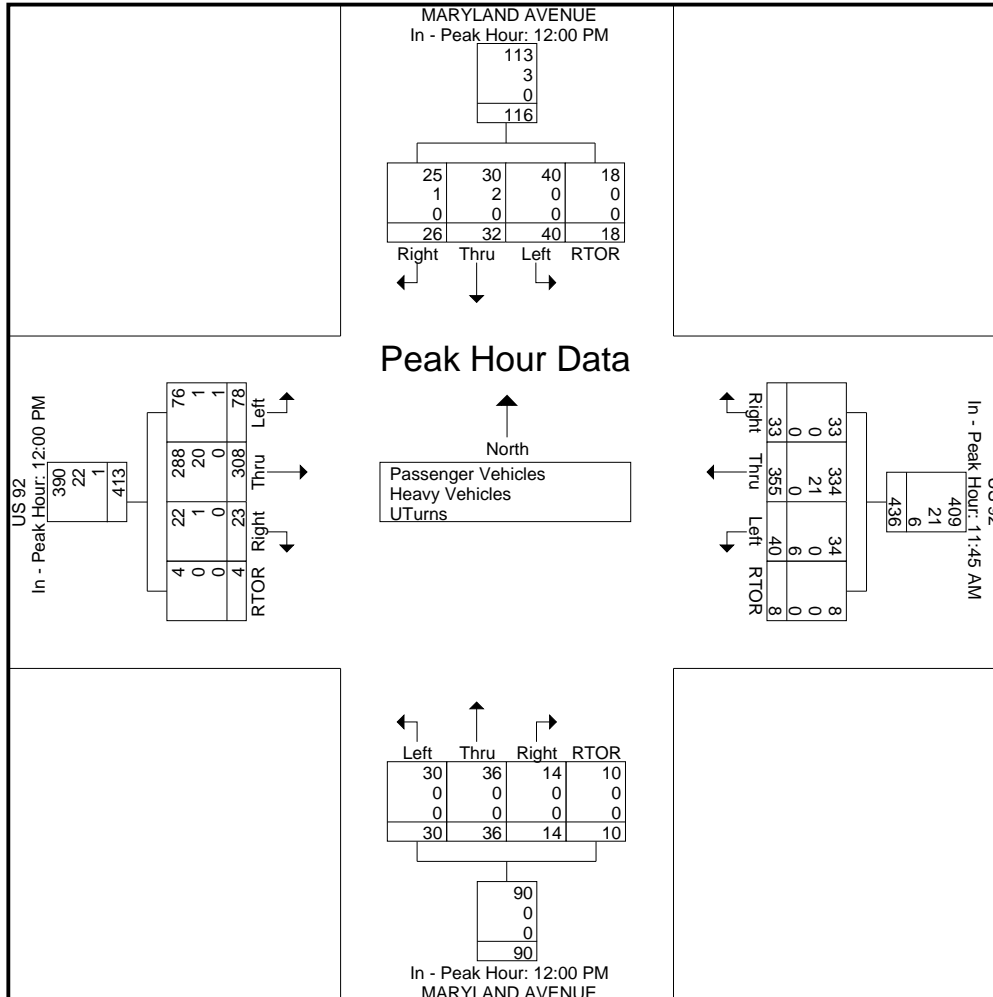
Peak Hour for Each Approach Begins at:

	12:00 PM					11:45 AM					12:00 PM					12:00 PM				
+0 mins.	10	6	3	4	23	9	90	3	1	103	4	10	2	2	18	17	68	8	1	94
+15 mins.	9	7	11	5	32	12	91	12	2	117	6	8	4	5	23	23	81	8	0	112
+30 mins.	13	8	3	2	26	12	77	10	2	101	4	10	5	2	21	19	77	1	1	98
+45 mins.	8	11	9	7	35	7	97	8	3	115	16	8	3	1	28	19	82	6	2	109
Total Volume	40	32	26	18	116	40	355	33	8	436	30	36	14	10	90	78	308	23	4	413
% App. Total	34.5	27.6	22.4	15.5		9.2	81.4	7.6	1.8		33.3	40	15.6	11.1		18.9	74.6	5.6	1	
PHF	.769	.727	.591	.643	.829	.833	.915	.688	.667	.932	.469	.900	.700	.500	.804	.848	.939	.719	.500	.922
Passenger Vehicles	40	30	25	18	113	34	334	33	8	409	30	36	14	10	90	76	288	22	4	390
% Passenger Vehicles	100	93.8	96.2	100	97.4	85	94.1	100	100	93.8	100	100	100	100	100	97.4	93.5	95.7	100	94.4
Heavy Vehicles	0	2	1	0	3	0	21	0	0	21	0	0	0	0	0	1	20	1	0	22
% Heavy Vehicles	0	6.2	3.8	0	2.6	0	5.9	0	0	4.8	0	0	0	0	0	1.3	6.5	4.3	0	5.3
UTurns	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	1	0	0	0	1
% UTurns	0	0	0	0	0	15	0	0	0	1.4	0	0	0	0	0	1.3	0	0	0	0.2

Intersection Turning Movement Count

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

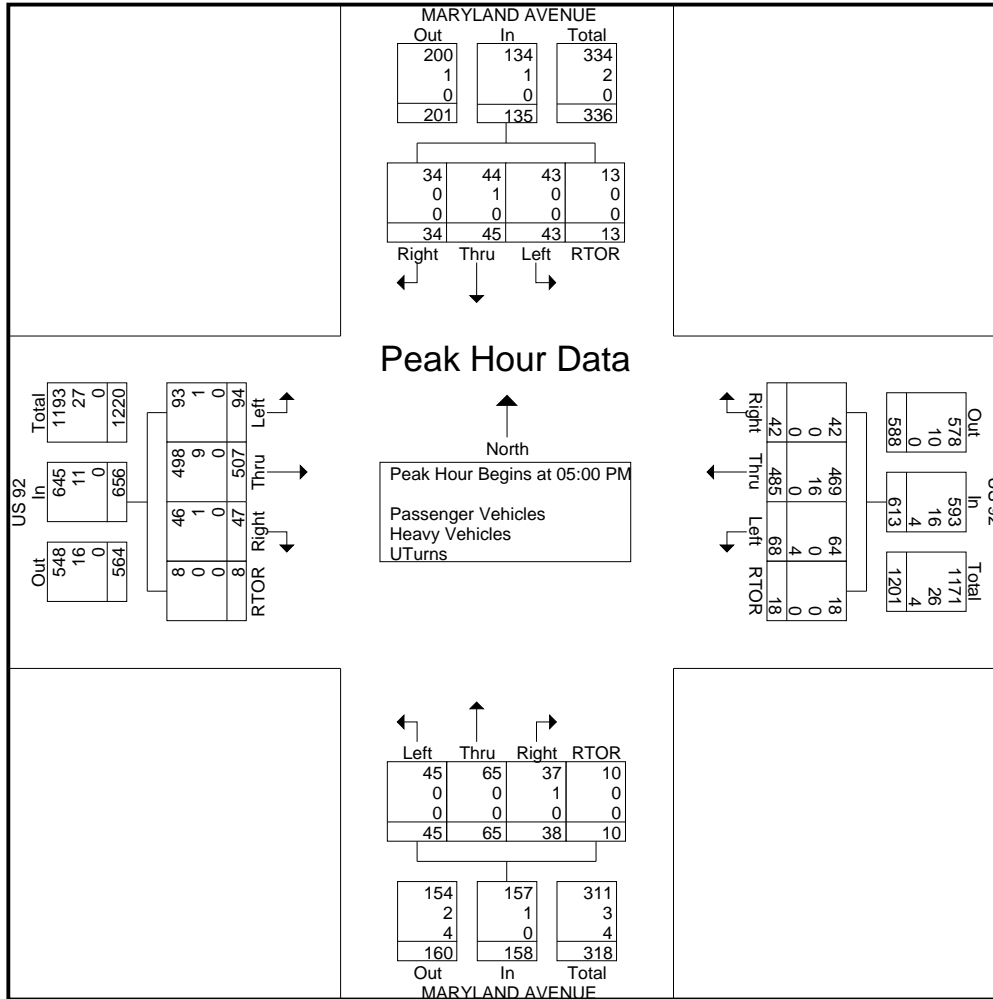
File Name : US92&Maryland
 Site Code : 14035
 Start Date : 3/19/2015
 Page No : 11



Intersection Turning Movement Count

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

File Name : US92&Maryland
 Site Code : 14035
 Start Date : 3/19/2015
 Page No : 13



Intersection Turning Movement Count

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

File Name : US92&Maryland
 Site Code : 14035
 Start Date : 3/19/2015
 Page No : 14

Start Time	MARYLAND AVENUE Southbound					US 92 Westbound					MARYLAND AVENUE Northbound					US 92 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

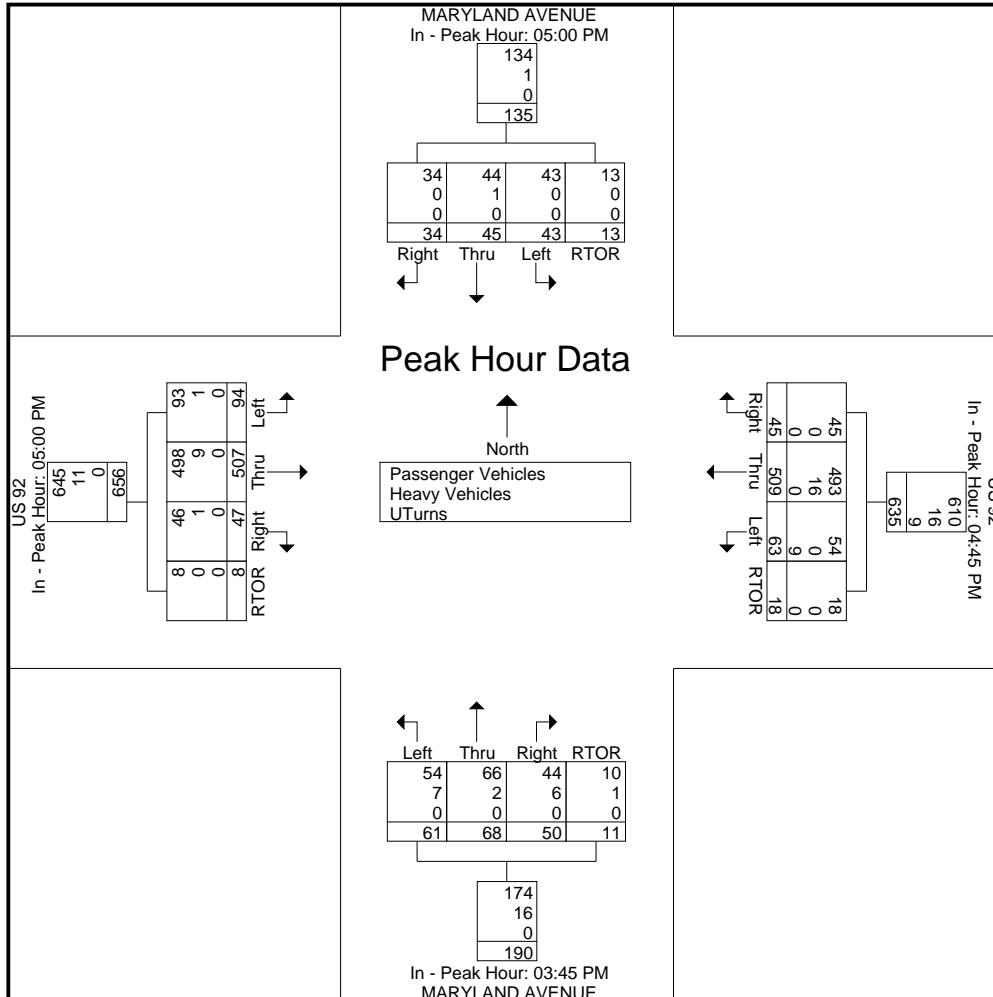
Peak Hour for Each Approach Begins at:

	05:00 PM					04:45 PM					03:45 PM					05:00 PM				
+0 mins.	6	11	13	2	32	21	113	10	4	148	9	12	4	1	26	18	128	7	1	154
+15 mins.	13	10	3	2	28	17	142	11	2	172	13	19	7	4	43	20	115	12	3	150
+30 mins.	11	9	10	3	33	8	134	16	8	166	20	19	26	4	69	33	129	11	3	176
+45 mins.	13	15	8	6	42	17	120	8	4	149	19	18	13	2	52	23	135	17	1	176
Total Volume	43	45	34	13	135	63	509	45	18	635	61	68	50	11	190	94	507	47	8	656
% App. Total	31.9	33.3	25.2	9.6		9.9	80.2	7.1	2.8		32.1	35.8	26.3	5.8		14.3	77.3	7.2	1.2	
PHF	.827	.750	.654	.542	.804	.750	.896	.703	.563	.923	.763	.895	.481	.688	.688	.712	.939	.691	.667	.932
Passenger Vehicles	43	44	34	13	134	54	493	45	18	610	54	66	44	10	174	93	498	46	8	645
% Passenger Vehicles	100	97.8	100	100	99.3	85.7	96.9	100	100	96.1	88.5	97.1	88	90.9	91.6	98.9	98.2	97.9	100	98.3
Heavy Vehicles	0	1	0	0	1	0	16	0	0	16	7	2	6	1	16	1	9	1	0	11
% Heavy Vehicles	0	2.2	0	0	0.7	0	3.1	0	0	2.5	11.5	2.9	12	9.1	8.4	1.1	1.8	2.1	0	1.7
UTurns	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	0	0	0	0	0
% UTurns	0	0	0	0	0	14.3	0	0	0	1.4	0	0	0	0	0	0	0	0	0	0

Intersection Turning Movement Count

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

File Name : US92&Maryland
 Site Code : 14035
 Start Date : 3/19/2015
 Page No : 15



Intersection Turning Movement Count

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

File Name : US92&Park
 Site Code : 14035
 Start Date : 3/18/2015
 Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	PARK ROAD Southbound					US 92 Westbound					PARK ROAD Northbound					US 92 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	13	109	13	11	146	47	49	12	5	113	15	142	33	5	195	18	28	1	4	51	505
07:15 AM	16	163	24	5	208	51	60	6	2	119	26	183	34	4	247	10	23	4	6	43	617
07:30 AM	8	136	13	14	171	47	56	8	5	116	27	125	24	4	180	26	28	9	7	70	537
07:45 AM	16	135	27	13	191	51	79	14	4	148	22	148	32	4	206	24	39	8	11	82	627
Total	53	543	77	43	716	196	244	40	16	496	90	598	123	17	828	78	118	22	28	246	2286
08:00 AM	16	114	13	19	162	33	48	6	4	91	19	123	20	4	166	26	38	5	7	76	495
08:15 AM	9	97	19	6	131	28	47	10	1	86	9	108	28	6	151	19	24	1	12	56	424
08:30 AM	21	115	28	24	188	50	69	10	5	134	12	94	25	4	135	29	45	4	4	82	539
08:45 AM	16	83	11	23	133	39	51	11	7	108	9	99	12	1	121	42	25	4	12	83	445
Total	62	409	71	72	614	150	215	37	17	419	49	424	85	15	573	116	132	14	35	297	1903
09:00 AM	19	98	13	15	145	37	52	10	4	103	9	122	20	11	162	22	34	5	10	71	481
09:15 AM	11	122	14	13	160	33	39	7	5	84	13	104	20	3	140	24	40	5	4	73	457
09:30 AM	8	91	12	17	128	24	44	8	7	83	13	70	21	0	104	28	32	3	3	66	381
09:45 AM	6	88	8	27	129	21	47	7	2	77	10	89	28	4	131	22	37	2	4	65	402
Total	44	399	47	72	562	115	182	32	18	347	45	385	89	18	537	96	143	15	21	275	1721
*** BREAK ***																					
11:00 AM	13	128	25	20	186	28	43	15	3	89	9	102	23	0	134	31	31	3	4	69	478
11:15 AM	15	87	29	17	148	29	46	15	13	103	6	101	32	2	141	27	39	1	10	77	469
11:30 AM	15	124	19	13	171	19	43	6	4	72	16	104	24	4	148	24	44	7	9	84	475
11:45 AM	20	102	12	22	156	43	47	8	7	105	19	91	17	4	131	25	39	5	7	76	468
Total	63	441	85	72	661	119	179	44	27	369	50	398	96	10	554	107	153	16	30	306	1890
12:00 PM	26	98	34	16	174	46	75	9	10	140	18	127	37	5	187	27	58	6	5	96	597
12:15 PM	17	121	15	16	169	25	54	11	5	95	16	117	32	9	174	39	54	4	5	102	540
12:30 PM	22	115	25	16	178	46	46	3	5	100	17	111	30	6	164	27	76	9	6	118	560
12:45 PM	15	86	29	16	146	36	52	14	5	107	13	126	30	7	176	26	53	9	15	103	532
Total	80	420	103	64	667	153	227	37	25	442	64	481	129	27	701	119	241	28	31	419	2229
*** BREAK ***																					
03:00 PM	23	123	26	14	186	34	66	15	2	117	15	134	38	2	189	35	66	5	12	118	610
03:15 PM	22	117	23	13	175	47	56	7	12	122	17	143	49	10	219	40	48	9	11	108	624
03:30 PM	16	126	40	12	194	48	60	9	3	120	10	111	45	11	177	39	63	8	11	121	612
03:45 PM	24	171	30	18	243	41	63	8	5	117	21	133	39	3	196	39	53	6	15	113	669
Total	85	537	119	57	798	170	245	39	22	476	63	521	171	26	781	153	230	28	49	460	2515
04:00 PM	22	148	20	14	204	47	64	15	6	132	18	120	39	6	183	33	67	12	14	126	645
04:15 PM	18	136	15	18	187	46	65	10	7	128	15	168	51	12	246	48	77	10	13	148	709
04:30 PM	24	128	18	11	181	58	74	21	2	155	14	149	42	6	211	59	77	17	11	164	711
04:45 PM	29	148	11	24	212	50	82	17	4	153	25	147	47	4	223	41	60	11	6	118	706
Total	93	560	64	67	784	201	285	63	19	568	72	584	179	28	863	181	281	50	44	556	2771

Intersection Turning Movement Count

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

File Name : US92&Park
 Site Code : 14035
 Start Date : 3/18/2015
 Page No : 2

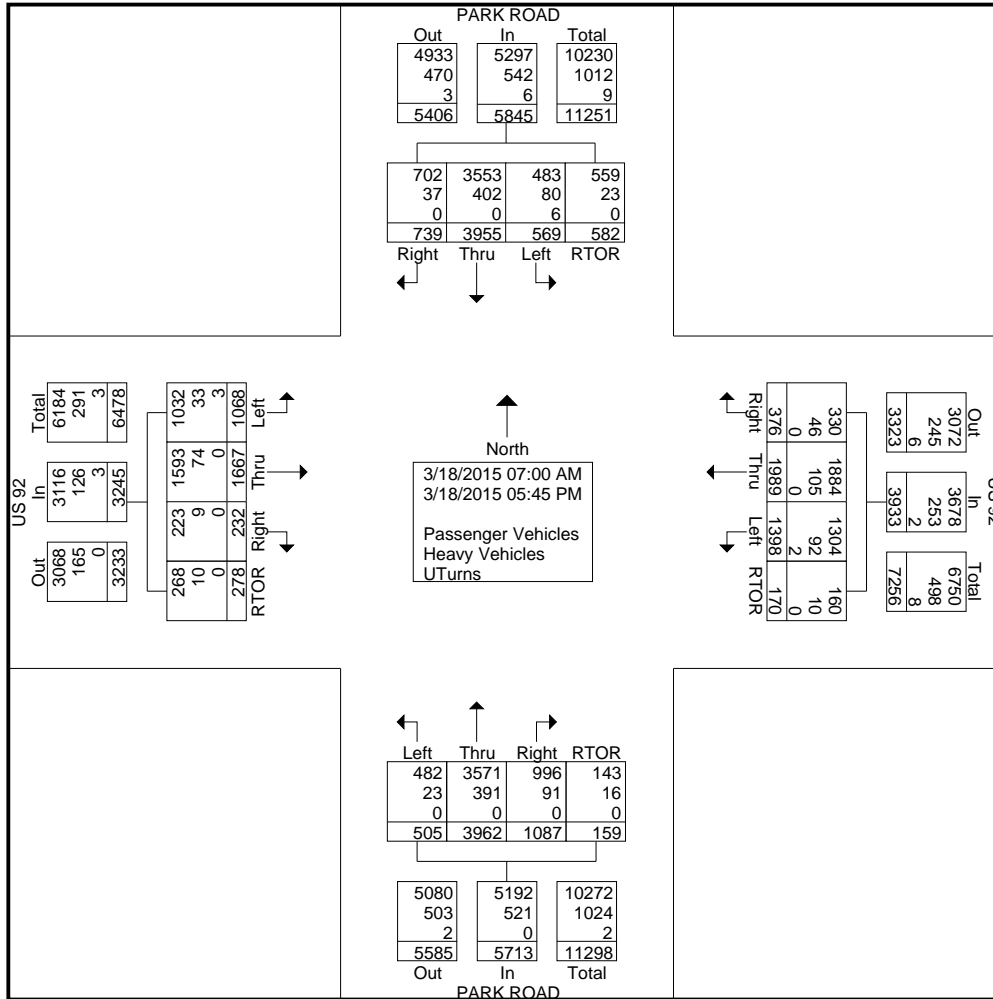
Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	PARK ROAD Southbound					US 92 Westbound					PARK ROAD Northbound					US 92 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
05:00 PM	20	175	39	26	260	79	79	17	5	180	12	131	60	9	212	62	87	11	14	174	826
05:15 PM	24	173	52	35	284	66	89	22	6	183	18	145	56	3	222	43	76	15	9	143	832
05:30 PM	28	163	39	43	273	73	119	23	9	224	23	141	50	3	217	61	117	20	8	206	920
05:45 PM	17	135	43	31	226	76	125	22	6	229	19	154	49	3	225	52	89	13	9	163	843
Total	89	646	173	135	1043	294	412	84	26	816	72	571	215	18	876	218	369	59	40	686	3421
Grand Total	569	3955	739	582	5845	1398	1989	376	170	3933	505	3962	1087	159	5713	1068	1667	232	278	3245	18736
Apprch %	9.7	67.7	12.6	10		35.5	50.6	9.6	4.3		8.8	69.4	19	2.8		32.9	51.4	7.1	8.6		
Total %	3	21.1	3.9	3.1	31.2	7.5	10.6	2	0.9	21	2.7	21.1	5.8	0.8	30.5	5.7	8.9	1.2	1.5	17.3	
Passenger Vehicles	483	3553	702	559	5297	1304	1884	330	160	3678	482	3571	996	143	5192	1032	1593	223	268	3116	17283
% Passenger Vehicles	84.9	89.8	95	96	90.6	93.3	94.7	87.8	94.1	93.5	95.4	90.1	91.6	89.9	90.9	96.6	95.6	96.1	96.4	96	92.2
Heavy Vehicles	80	402	37	23	542	92	105	46	10	253	23	391	91	16	521	33	74	9	10	126	1442
% Heavy Vehicles	14.1	10.2	5	4	9.3	6.6	5.3	12.2	5.9	6.4	4.6	9.9	8.4	10.1	9.1	3.1	4.4	3.9	3.6	3.9	7.7
UTurns	6	0	0	0	6	2	0	0	0	2	0	0	0	0	0	3	0	0	0	3	11
% UTurns	1.1	0	0	0	0.1	0.1	0	0	0	0.1	0	0	0	0	0	0.3	0	0	0	0.1	0.1

Intersection Turning Movement Count

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

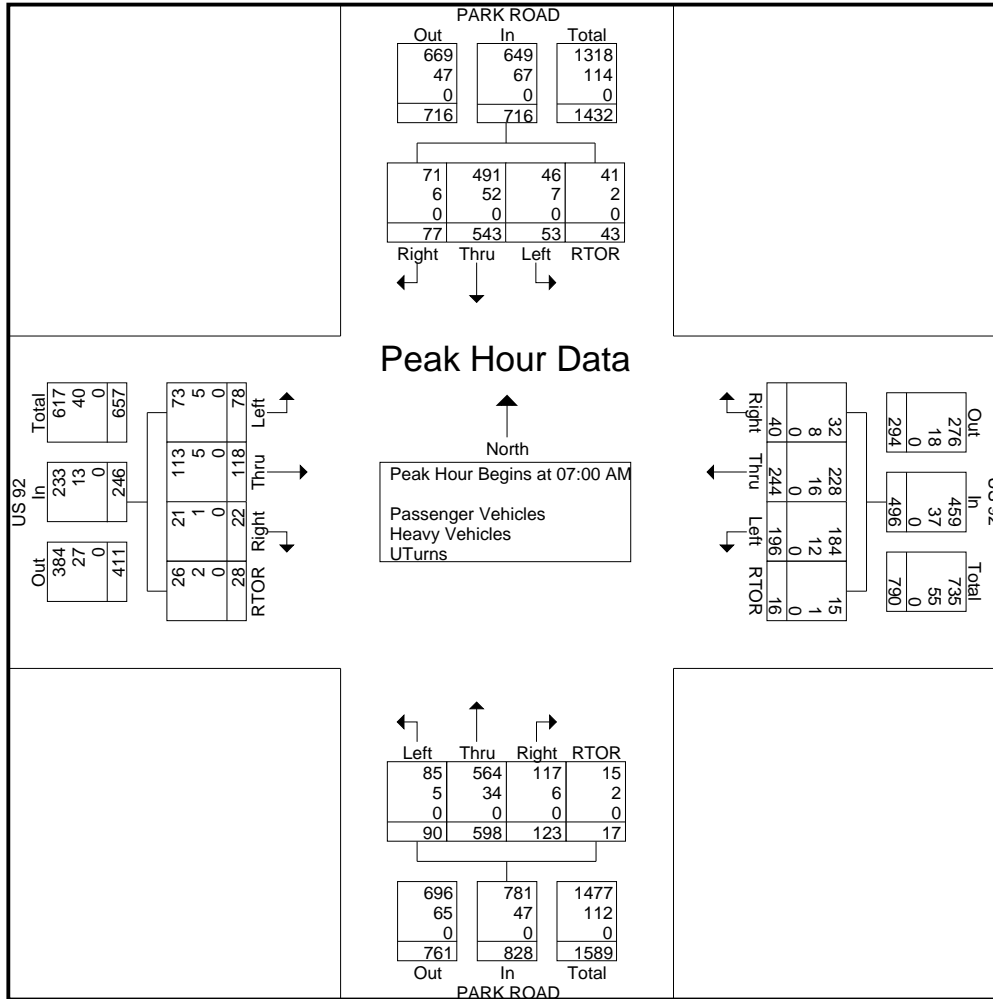
File Name : US92&Park
 Site Code : 14035
 Start Date : 3/18/2015
 Page No : 3



Intersection Turning Movement Count

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

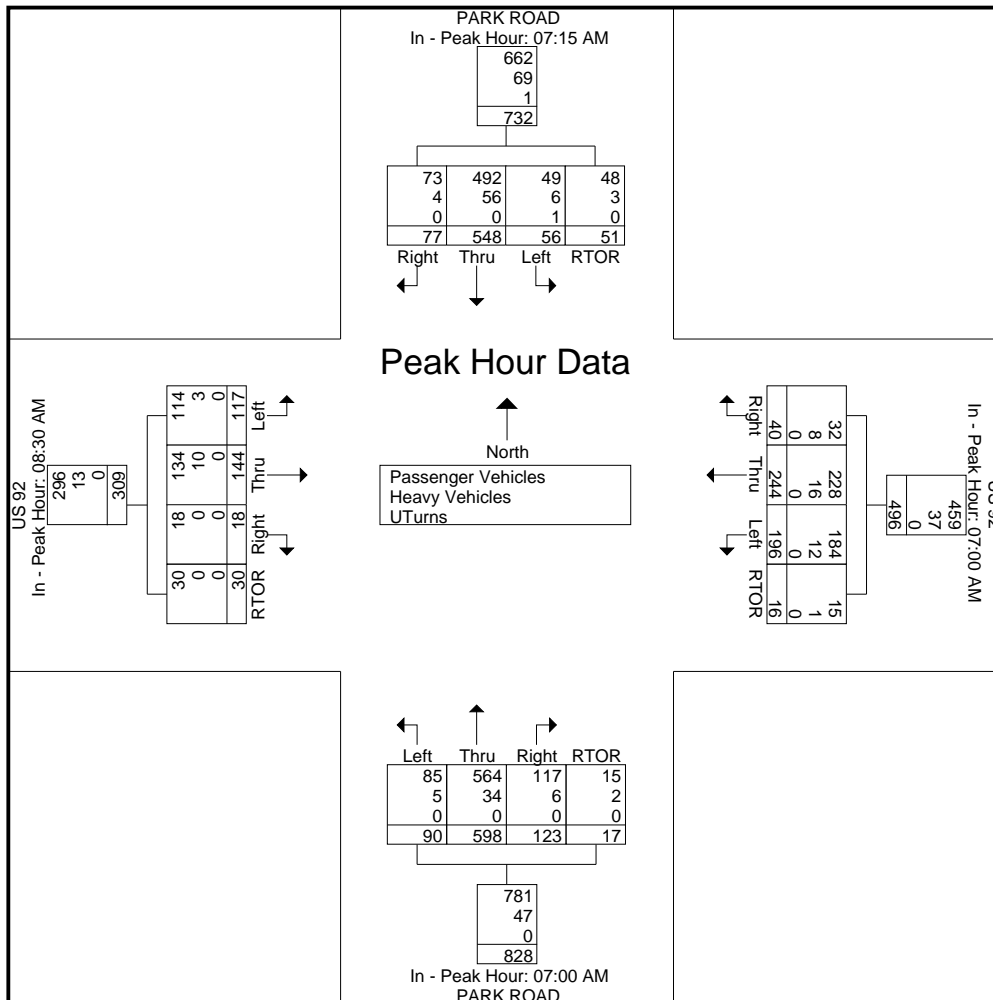
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 Site Code : 14035
 Start Date : 3/18/2015
 Page No : 5



Intersection Turning Movement Count

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

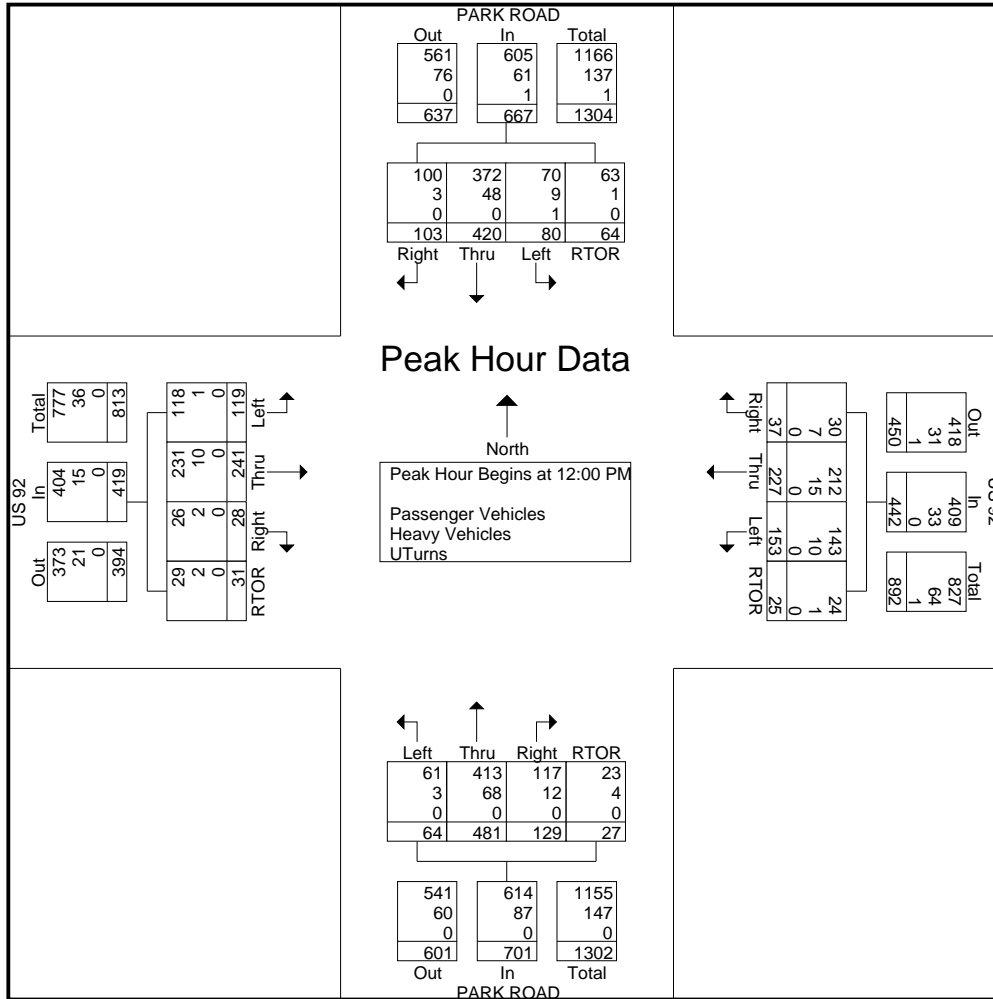
File Name : US92&Park
 Site Code : 14035
 Start Date : 3/18/2015
 Page No : 7



Intersection Turning Movement Count

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

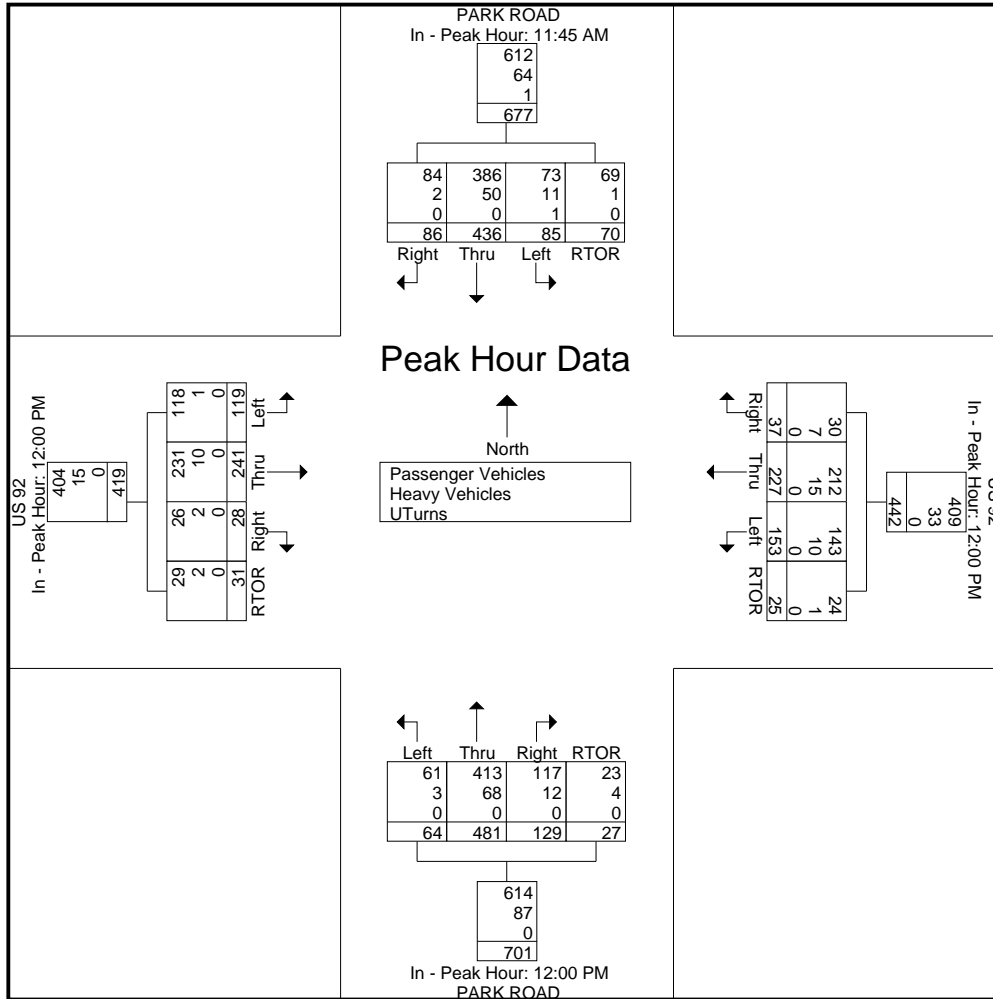
File Name : US92&Park
 Site Code : 14035
 Start Date : 3/18/2015
 Page No : 9



Intersection Turning Movement Count

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

File Name : US92&Park
 Site Code : 14035
 Start Date : 3/18/2015
 Page No : 11



Intersection Turning Movement Count

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

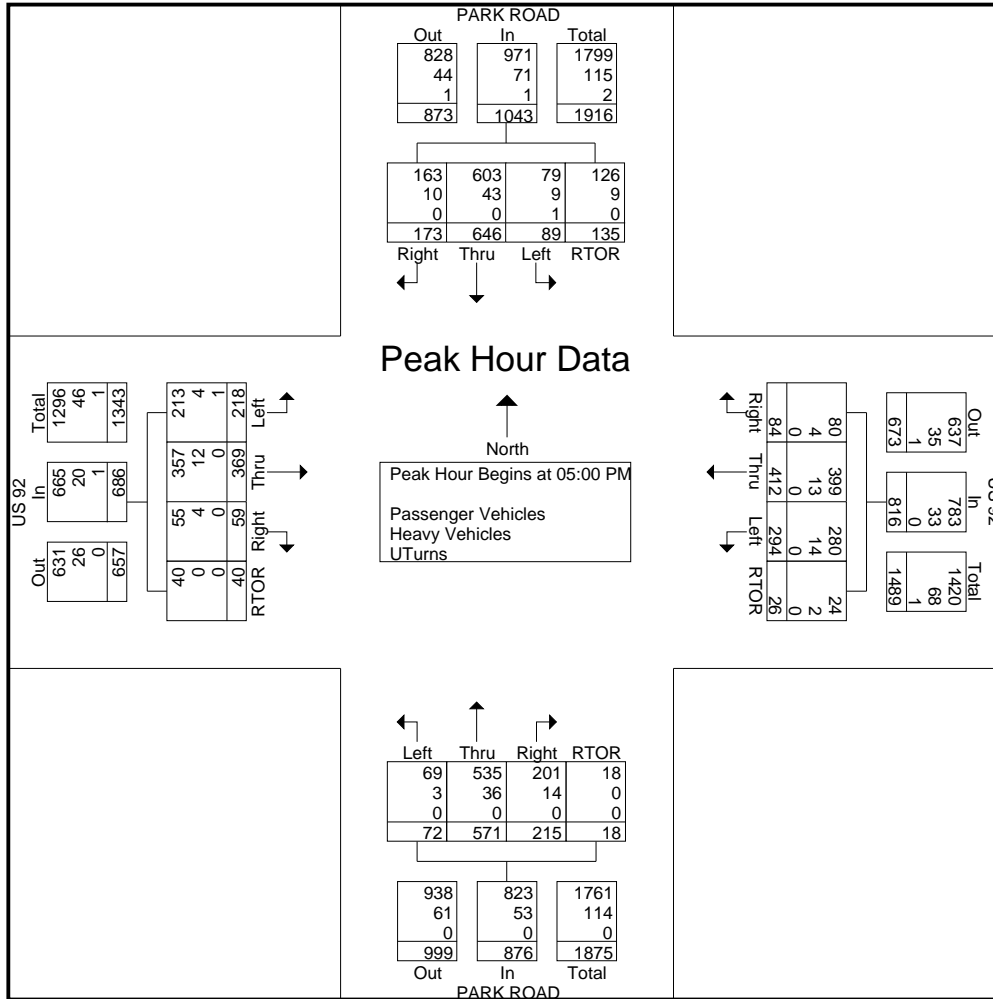
File Name : US92&Park
 Site Code : 14035
 Start Date : 3/18/2015
 Page No : 12

Start Time	PARK ROAD Southbound					US 92 Westbound					PARK ROAD Northbound					US 92 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	20	175	39	26	260	79	79	17	5	180	12	131	60	9	212	62	87	11	14	174	826
05:15 PM	24	173	52	35	284	66	89	22	6	183	18	145	56	3	222	43	76	15	9	143	832
05:30 PM	28	163	39	43	273	73	119	23	9	224	23	141	50	3	217	61	117	20	8	206	920
05:45 PM	17	135	43	31	226	76	125	22	6	229	19	154	49	3	225	52	89	13	9	163	843
Total Volume	89	646	173	135	1043	294	412	84	26	816	72	571	215	18	876	218	369	59	40	686	3421
% App. Total	8.5	61.9	16.6	12.9		36	50.5	10.3	3.2		8.2	65.2	24.5	2.1		31.8	53.8	8.6	5.8		
PHF	.795	.923	.832	.785	.918	.930	.824	.913	.722	.891	.783	.927	.896	.500	.973	.879	.788	.738	.714	.833	.930
Passenger Vehicles	79	603	163	126	971	280	399	80	24	783	69	535	201	18	823	213	357	55	40	665	3242
% Passenger Vehicles	88.8	93.3	94.2	93.3	93.1	95.2	96.8	95.2	92.3	96.0	95.8	93.7	93.5	100	93.9	97.7	96.7	93.2	100	96.9	94.8
Heavy Vehicles	9	43	10	9	71	14	13	4	2	33	3	36	14	0	53	4	12	4	0	20	177
% Heavy Vehicles	10.1	6.7	5.8	6.7	6.8	4.8	3.2	4.8	7.7	4.0	4.2	6.3	6.5	0	6.1	1.8	3.3	6.8	0	2.9	5.2
UTurns	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2
% UTurns	1.1	0	0	0	0.1	0	0	0	0	0	0	0	0	0	0	0.5	0	0	0	0	0.1

Intersection Turning Movement Count

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

File Name : US92&Park
 Site Code : 14035
 Start Date : 3/18/2015
 Page No : 13



Intersection Turning Movement Count

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

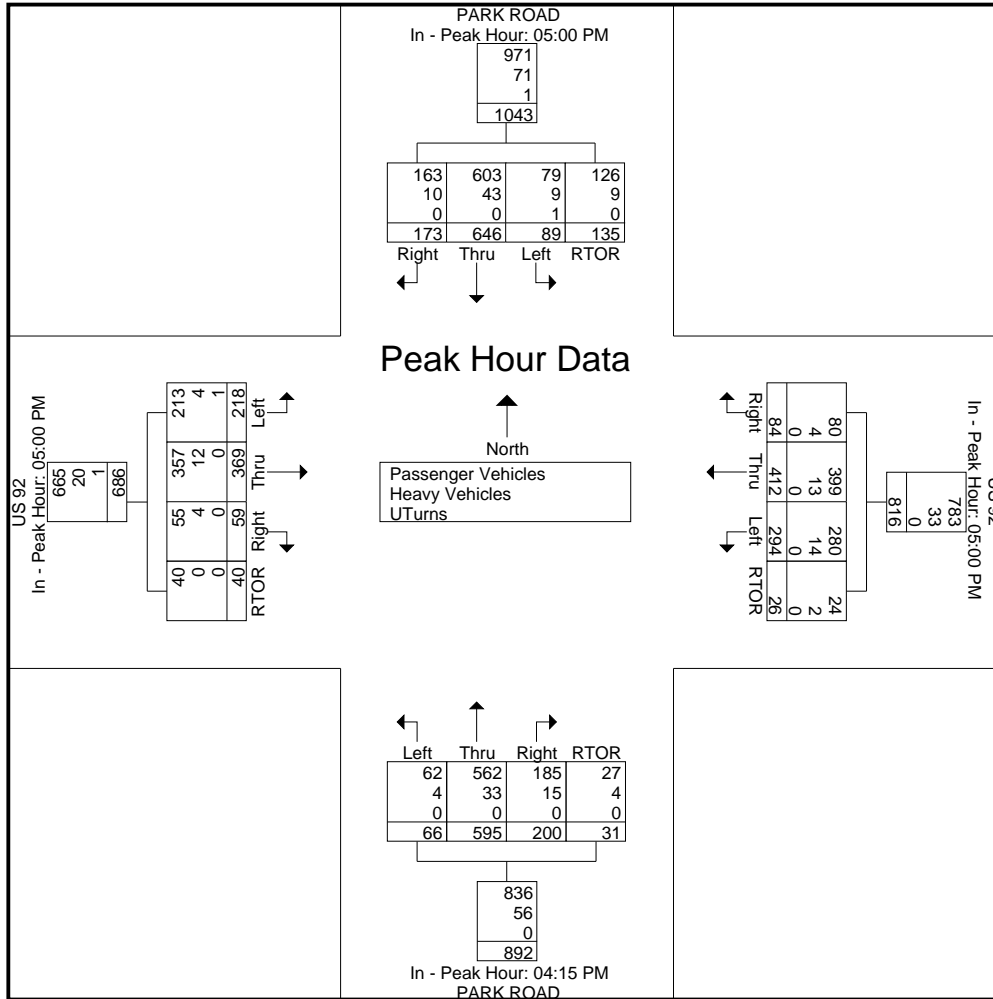
File Name : US92&Park
 Site Code : 14035
 Start Date : 3/18/2015
 Page No : 14

Start Time	PARK ROAD Southbound					US 92 Westbound					PARK ROAD Northbound					US 92 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	05:00 PM					05:00 PM					04:15 PM					05:00 PM					
+0 mins.	20	175	39	26	260	79	79	17	5	180	15	168	51	12	246	62	87	11	14	174	
+15 mins.	24	173	52	35	284	66	89	22	6	183	14	149	42	6	211	43	76	15	9	143	
+30 mins.	28	163	39	43	273	73	119	23	9	224	25	147	47	4	223	61	117	20	8	206	
+45 mins.	17	135	43	31	226	76	125	22	6	229	12	131	60	9	212	52	89	13	9	163	
Total Volume	89	646	173	135	1043	294	412	84	26	816	66	595	200	31	892	218	369	59	40	686	
% App. Total	8.5	61.9	16.6	12.9		36	50.5	10.3	3.2		7.4	66.7	22.4	3.5		31.8	53.8	8.6	5.8		
PHF	.795	.923	.832	.785	.918	.930	.824	.913	.722	.891	.660	.885	.833	.646	.907	.879	.788	.738	.714	.833	
Passenger Vehicles	79	603	163	126	971	280	399	80	24	783	62	562	185	27	836	213	357	55	40	665	
% Passenger Vehicles	88.8	93.3	94.2	93.3	93.1	95.2	96.8	95.2	92.3	96	93.9	94.5	92.5	87.1	93.7	97.7	96.7	93.2	100	96.9	
Heavy Vehicles	9	43	10	9	71	14	13	4	2	33	4	33	15	4	56	4	12	4	0	20	
% Heavy Vehicles	10.1	6.7	5.8	6.7	6.8	4.8	3.2	4.8	7.7	4	6.1	5.5	7.5	12.9	6.3	1.8	3.3	6.8	0	2.9	
UTurns	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	
% UTurns	1.1	0	0	0	0.1	0	0	0	0	0	0	0	0	0	0	0.5	0	0	0	0.1	

Intersection Turning Movement Count

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

File Name : US92&Park
 Site Code : 14035
 Start Date : 3/18/2015
 Page No : 15



Intersection Pedestrian & Bicycle Count

Date: 3/18/15

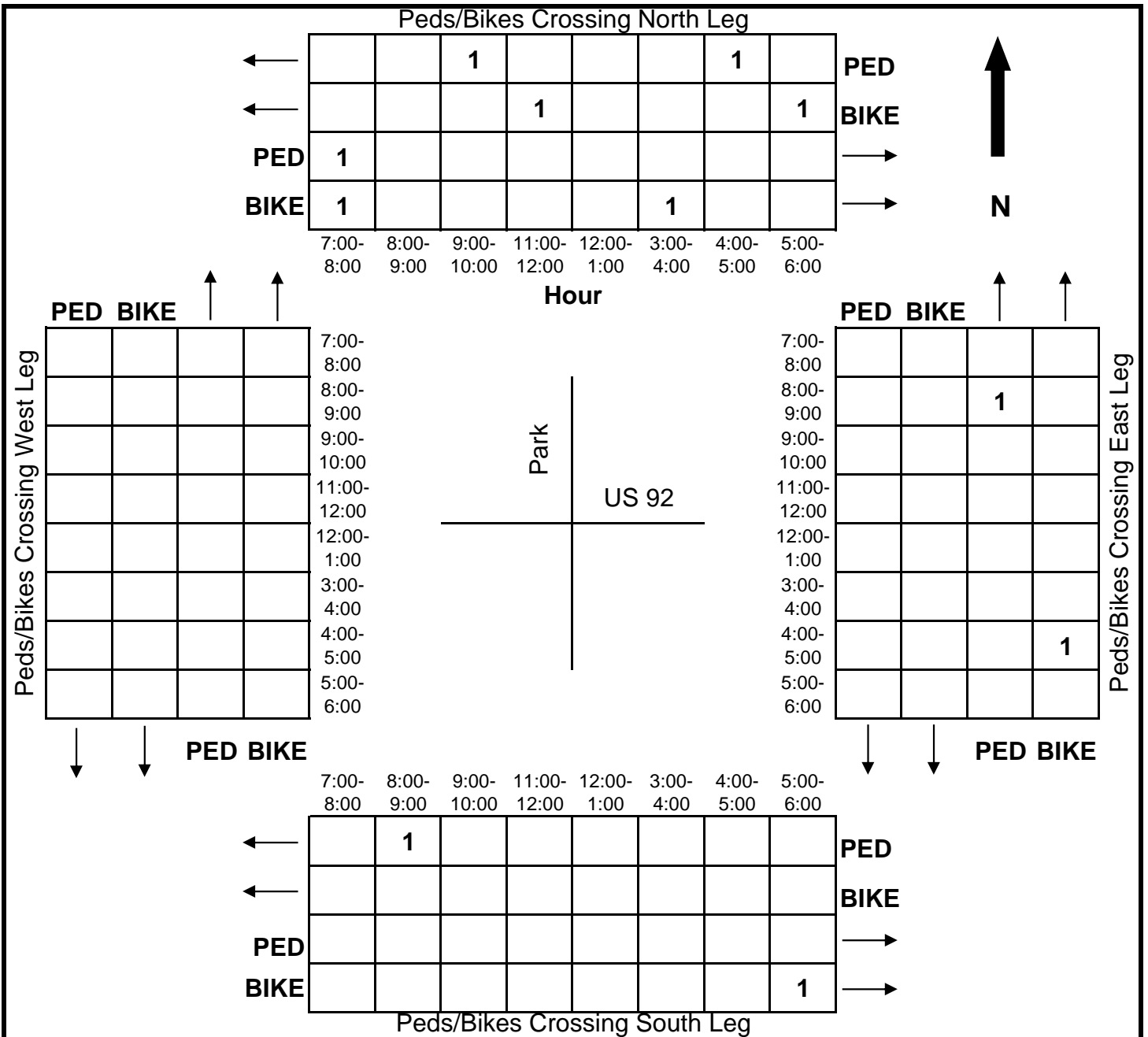
Day: Wednesday

Count Times: 7-10am; 11am-1pm; 3-6pm

Weather: Clear

Intersection: US 92 at Park Road

Comments: _____



Intersection Turning Movement Count

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

File Name : US92&CountyLine
 Site Code : 14035
 Start Date : 3/19/2015
 Page No : 1

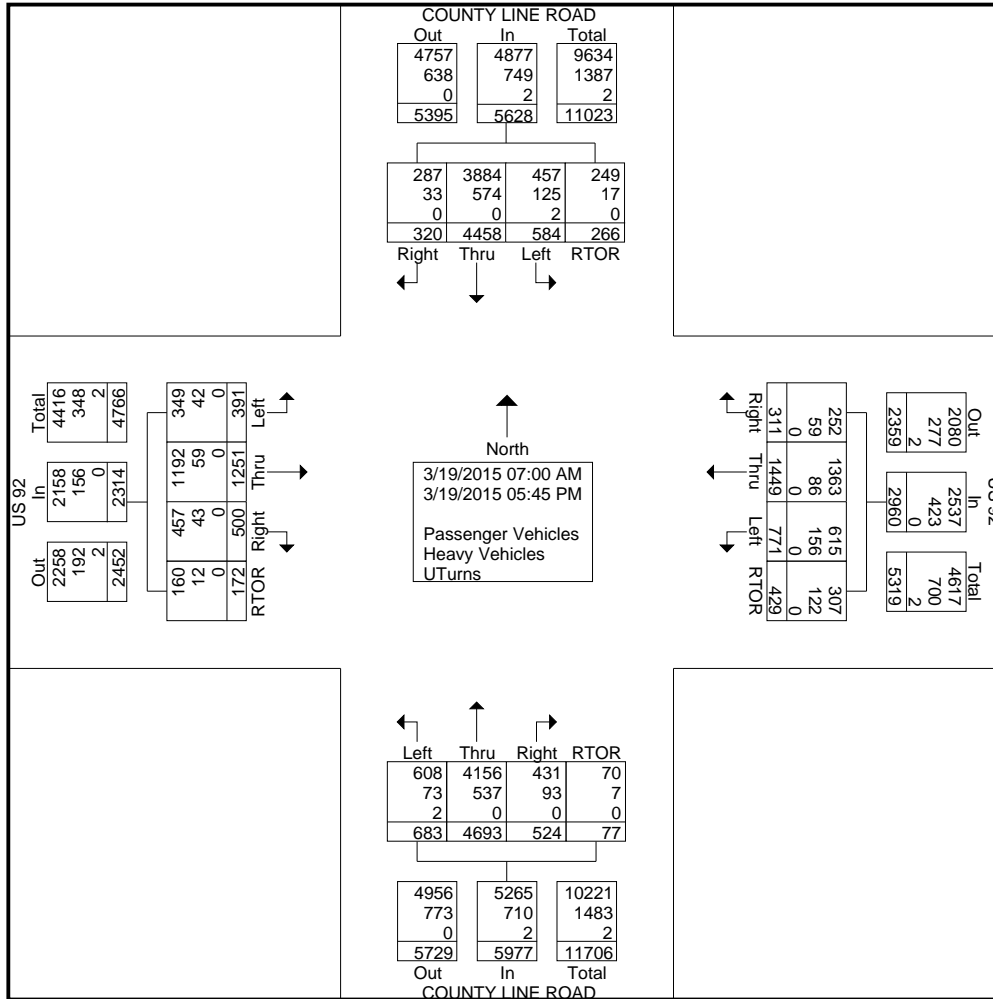
Groups Printed- Passenger Vehicles - Heavy Vehicles - UTurns

Start Time	COUNTY LINE ROAD Southbound					US 92 Westbound					COUNTY LINE ROAD Northbound					US 92 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
07:00 AM	26	148	6	4	184	26	26	5	10	67	11	217	22	1	251	11	30	15	5	61	563
07:15 AM	17	163	5	0	185	36	25	18	8	87	17	223	20	1	261	15	33	13	8	69	602
07:30 AM	14	172	7	3	196	23	40	10	3	76	16	178	19	2	215	11	38	15	8	72	559
07:45 AM	24	214	5	2	245	33	36	6	7	82	23	175	16	4	218	15	24	9	4	52	597
Total	81	697	23	9	810	118	127	39	28	312	67	793	77	8	945	52	125	52	25	254	2321
08:00 AM	26	119	4	6	155	12	28	2	12	54	16	128	10	6	160	10	26	23	4	63	432
08:15 AM	13	91	3	6	113	21	30	6	9	66	8	129	14	3	154	16	31	6	4	57	390
08:30 AM	33	146	5	6	190	13	32	10	14	69	16	191	20	2	229	10	22	10	11	53	541
08:45 AM	23	88	4	4	119	20	30	5	4	59	17	141	9	0	167	4	33	9	7	53	398
Total	95	444	16	22	577	66	120	23	39	248	57	589	53	11	710	40	112	48	26	226	1761
09:00 AM	16	92	4	0	112	11	20	1	12	44	16	120	17	2	155	9	23	9	4	45	356
09:15 AM	17	77	4	5	103	18	27	9	8	62	16	119	9	1	145	7	24	7	4	42	352
09:30 AM	15	96	6	1	118	10	45	4	7	66	15	113	17	0	145	4	34	12	6	56	385
09:45 AM	14	102	5	2	123	18	31	9	10	68	13	110	14	2	139	5	29	7	7	48	378
Total	62	367	19	8	456	57	123	23	37	240	60	462	57	5	584	25	110	35	21	191	1471
*** BREAK ***																					
11:00 AM	17	100	9	10	136	19	31	7	17	74	19	93	16	1	129	14	31	16	7	68	407
11:15 AM	19	105	8	5	137	19	42	9	9	79	11	127	15	5	158	11	34	6	2	53	427
11:30 AM	14	93	8	0	115	16	50	15	10	91	12	125	16	2	155	14	50	14	6	84	445
11:45 AM	22	94	9	6	131	20	53	11	17	101	28	118	17	6	169	11	49	9	4	73	474
Total	72	392	34	21	519	74	176	42	53	345	70	463	64	14	611	50	164	45	19	278	1753
12:00 PM	25	115	10	6	156	21	45	14	22	102	26	115	13	1	155	14	43	22	5	84	497
12:15 PM	10	109	4	7	130	24	46	9	20	99	15	101	12	4	132	19	47	16	5	87	448
12:30 PM	24	113	8	8	153	30	45	8	19	102	13	102	19	6	140	11	31	19	5	66	461
12:45 PM	22	136	10	8	176	16	47	13	18	94	22	135	21	0	178	10	38	14	4	66	514
Total	81	473	32	29	615	91	183	44	79	397	76	453	65	11	605	54	159	71	19	303	1920
*** BREAK ***																					
03:00 PM	20	119	9	15	163	23	63	7	10	103	35	129	21	5	190	10	50	23	3	86	542
03:15 PM	14	123	13	10	160	31	51	12	21	115	24	115	25	5	169	15	53	18	2	88	532
03:30 PM	18	154	12	6	190	29	56	9	15	109	28	179	14	3	224	16	56	20	5	97	620
03:45 PM	20	147	7	6	180	27	52	10	15	104	31	122	11	1	165	17	40	20	6	83	532
Total	72	543	41	37	693	110	222	38	61	431	118	545	71	14	748	58	199	81	16	354	2226
04:00 PM	17	137	4	13	171	24	44	9	21	98	28	141	17	2	188	13	46	15	2	76	533
04:15 PM	18	208	14	15	255	31	51	16	16	114	25	160	21	2	208	7	41	20	4	72	649
04:30 PM	14	165	32	10	221	48	75	14	17	154	33	200	18	2	253	16	53	17	4	90	718
04:45 PM	16	212	20	26	274	31	67	13	14	125	17	174	13	1	205	15	35	20	11	81	685
Total	65	722	70	64	921	134	237	52	68	491	103	675	69	7	854	51	175	72	21	319	2585

Intersection Turning Movement Count

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

File Name : US92&CountyLine
 Site Code : 14035
 Start Date : 3/19/2015
 Page No : 3



Intersection Turning Movement Count

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

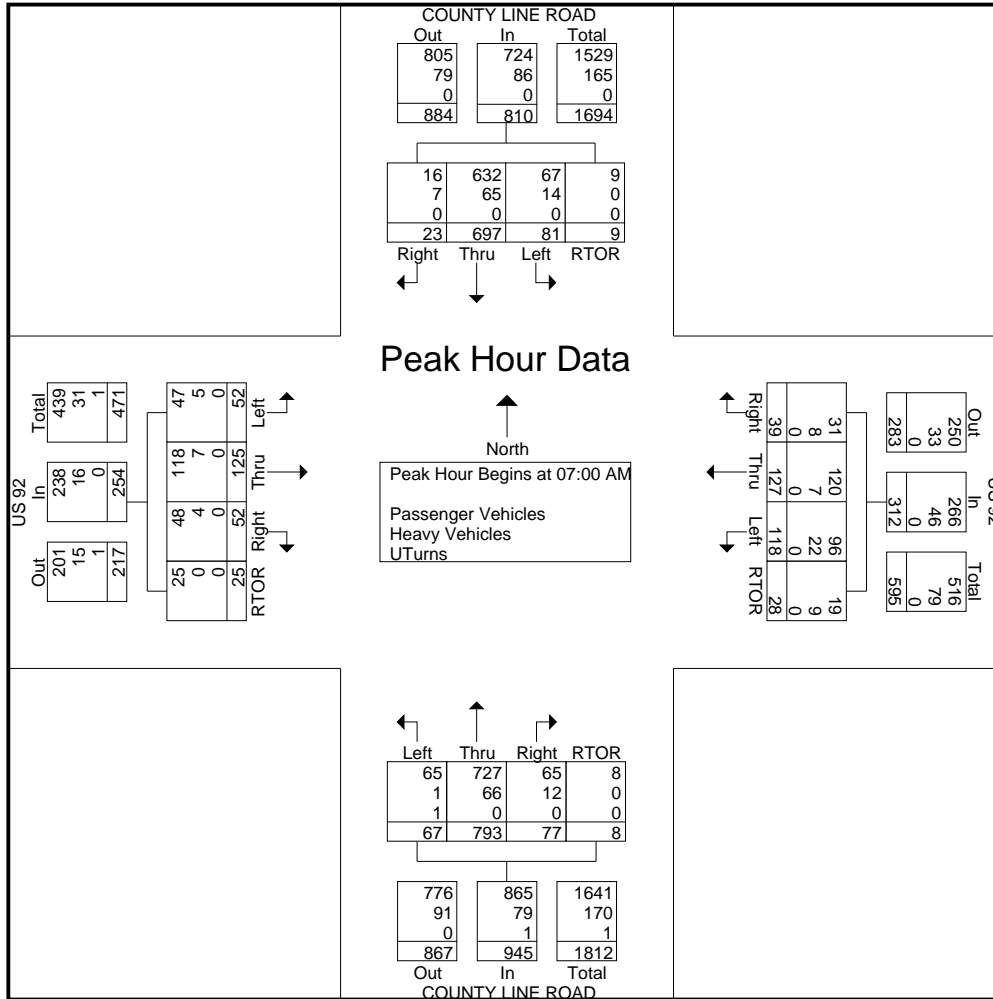
File Name : US92&CountyLine
 Site Code : 14035
 Start Date : 3/19/2015
 Page No : 4

Start Time	COUNTY LINE ROAD Southbound					US 92 Westbound					COUNTY LINE ROAD Northbound					US 92 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App-Total	Left	Thru	Right	RTOR	App-Total	Left	Thru	Right	RTOR	App-Total	Left	Thru	Right	RTOR	App-Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	26	148	6	4	184	26	26	5	10	67	11	217	22	1	251	11	30	15	5	61	563
07:15 AM	17	163	5	0	185	36	25	18	8	87	17	223	20	1	261	15	33	13	8	69	602
07:30 AM	14	172	7	3	196	23	40	10	3	76	16	178	19	2	215	11	38	15	8	72	559
07:45 AM	24	214	5	2	245	33	36	6	7	82	23	175	16	4	218	15	24	9	4	52	597
Total Volume	81	697	23	9	810	118	127	39	28	312	67	793	77	8	945	52	125	52	25	254	2321
% App. Total	10	86	2.8	1.1		37.8	40.7	12.5	9		7.1	83.9	8.1	0.8		20.5	49.2	20.5	9.8		
PHF	.779	.814	.821	.563	.827	.819	.794	.542	.700	.897	.728	.889	.875	.500	.905	.867	.822	.867	.781	.882	.964
Passenger Vehicles	67	632	16	9	724	96	120	31	19	266	65	727	65	8	865	47	118	48	25	238	2093
% Passenger Vehicles	82.7	90.7	69.6	100	89.4	81.4	94.5	79.5	67.9	85.3	97.0	91.7	84.4	100	91.5	90.4	94.4	92.3	100	93.7	90.2
Heavy Vehicles	14	65	7	0	86	22	7	8	9	46	1	66	12	0	79	5	7	4	0	16	227
% Heavy Vehicles	17.3	9.3	30.4	0	10.6	18.6	5.5	20.5	32.1	14.7	1.5	8.3	15.6	0	8.4	9.6	5.6	7.7	0	6.3	9.8
UTurns	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
% UTurns	0	0	0	0	0	0	0	0	0	0	1.5	0	0	0	0.1	0	0	0	0	0	0.0

Intersection Turning Movement Count

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

File Name : US92&CountyLine
 Site Code : 14035
 Start Date : 3/19/2015
 Page No : 5



Intersection Turning Movement Count

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

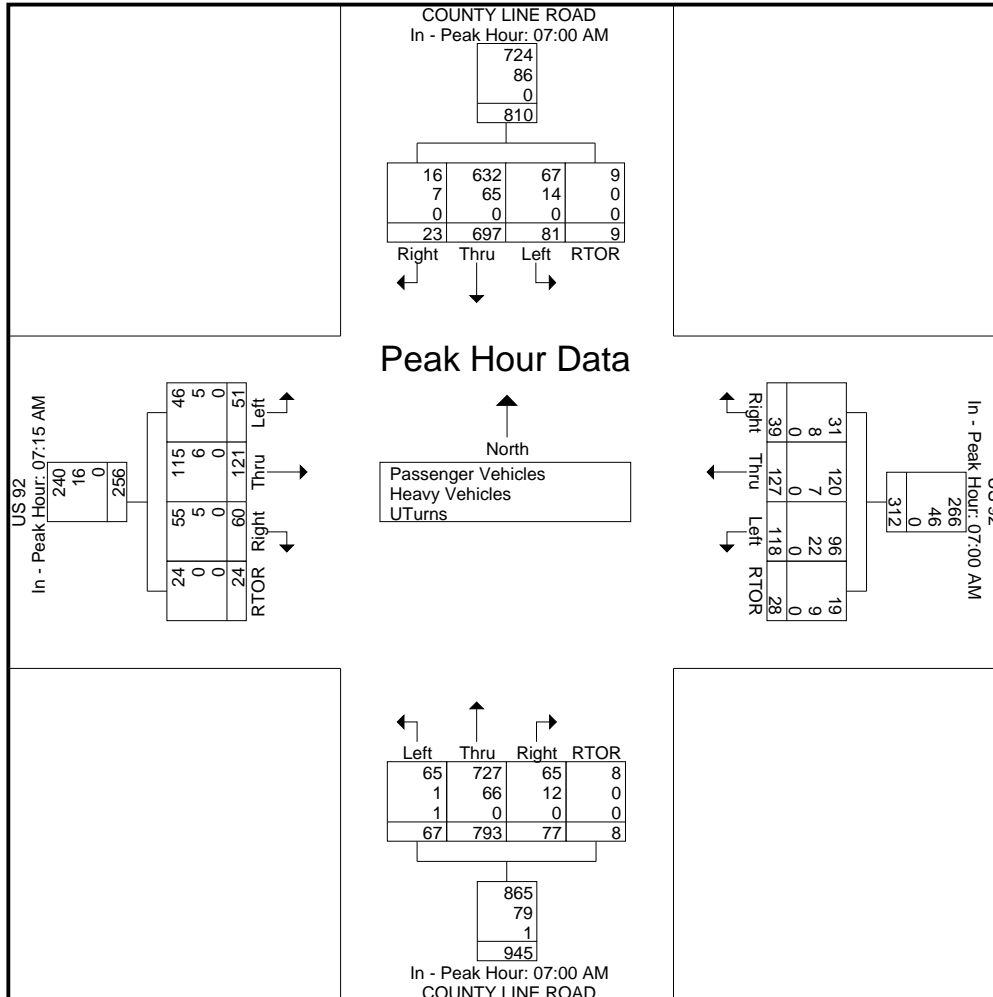
File Name : US92&CountyLine
 Site Code : 14035
 Start Date : 3/19/2015
 Page No : 6

Start Time	COUNTY LINE ROAD Southbound					US 92 Westbound					COUNTY LINE ROAD Northbound					US 92 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																					
Peak Hour for Each Approach Begins at:																					
	07:00 AM					07:00 AM					07:00 AM					07:15 AM					
+0 mins.	26	148	6	4	184	26	26	5	10	67	11	217	22	1	251	15	33	13	8	69	
+15 mins.	17	163	5	0	185	36	25	18	8	87	17	223	20	1	261	11	38	15	8	72	
+30 mins.	14	172	7	3	196	23	40	10	3	76	16	178	19	2	215	15	24	9	4	52	
+45 mins.	24	214	5	2	245	33	36	6	7	82	23	175	16	4	218	10	26	23	4	63	
Total Volume	81	697	23	9	810	118	127	39	28	312	67	793	77	8	945	51	121	60	24	256	
% App. Total	10	86	2.8	1.1		37.8	40.7	12.5	9		7.1	83.9	8.1	0.8		19.9	47.3	23.4	9.4		
PHF	.779	.814	.821	.563	.827	.819	.794	.542	.700	.897	.728	.889	.875	.500	.905	.850	.796	.652	.750	.889	
Passenger Vehicles	67	632	16	9	724	96	120	31	19	266	65	727	65	8	865	46	115	55	24	240	
% Passenger Vehicles	82.7	90.7	69.6	100	89.4	81.4	94.5	79.5	67.9	85.3	97	91.7	84.4	100	91.5	90.2	95	91.7	100	93.8	
Heavy Vehicles	14	65	7	0	86	22	7	8	9	46	1	66	12	0	79	5	6	5	0	16	
% Heavy Vehicles	17.3	9.3	30.4	0	10.6	18.6	5.5	20.5	32.1	14.7	1.5	8.3	15.6	0	8.4	9.8	5	8.3	0	6.2	
UTurns	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	
% UTurns	0	0	0	0	0	0	0	0	0	0	1.5	0	0	0	0.1	0	0	0	0	0	

Intersection Turning Movement Count

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

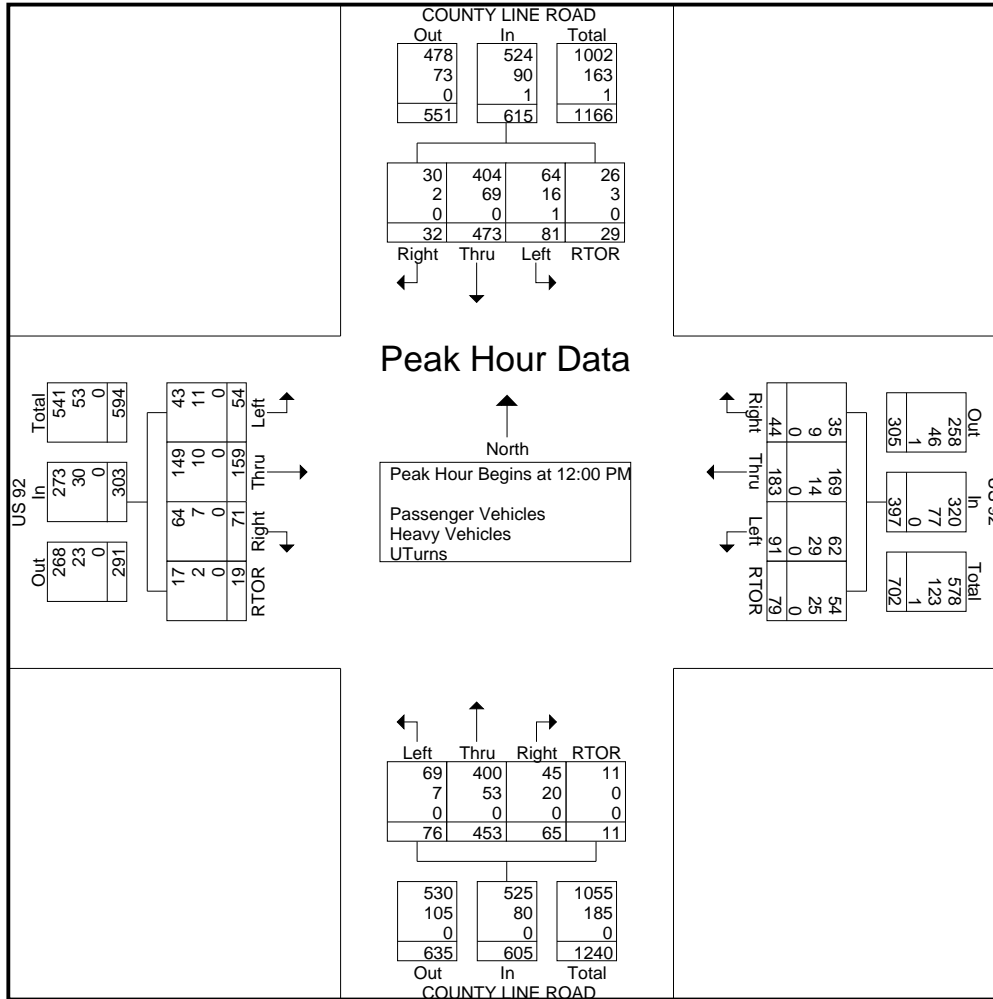
File Name : US92&CountyLine
 Site Code : 14035
 Start Date : 3/19/2015
 Page No : 7



Intersection Turning Movement Count

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

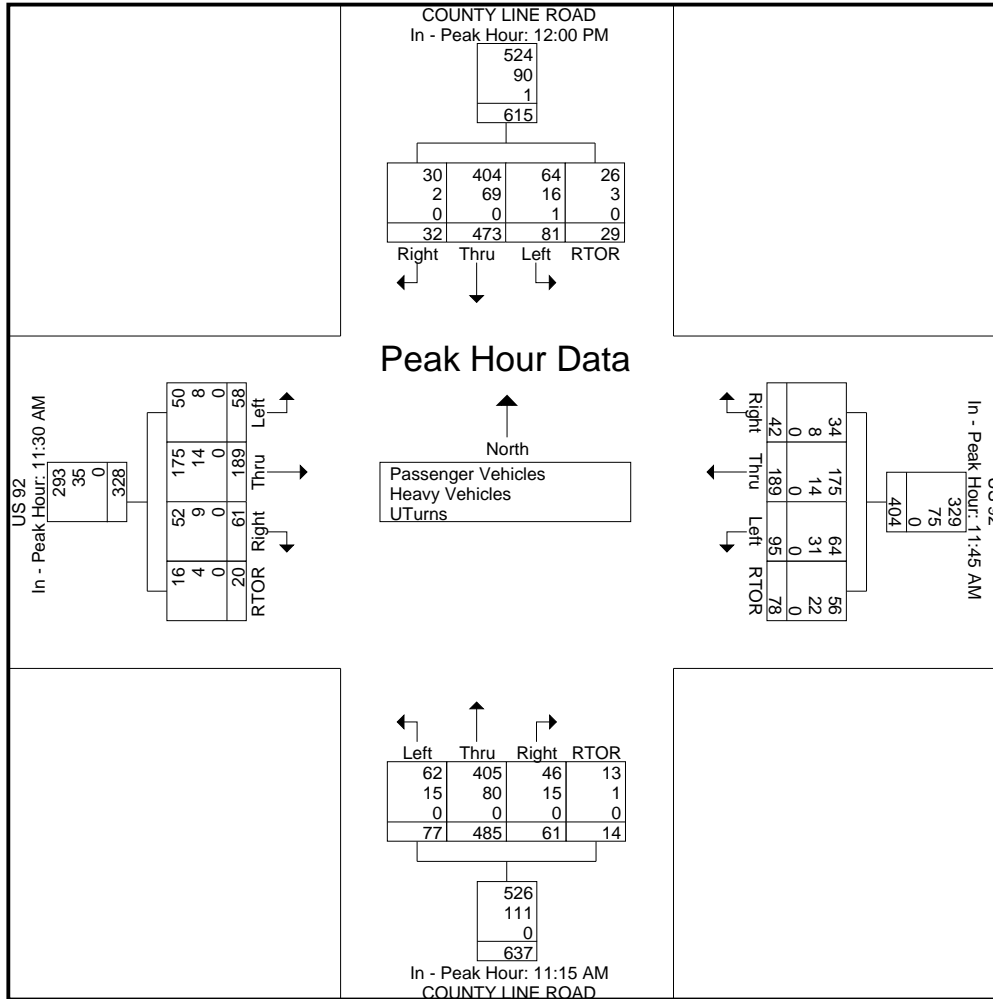
File Name : US92&CountyLine
 Site Code : 14035
 Start Date : 3/19/2015
 Page No : 9



Intersection Turning Movement Count

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

File Name : US92&CountyLine
 Site Code : 14035
 Start Date : 3/19/2015
 Page No : 11



Intersection Turning Movement Count

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

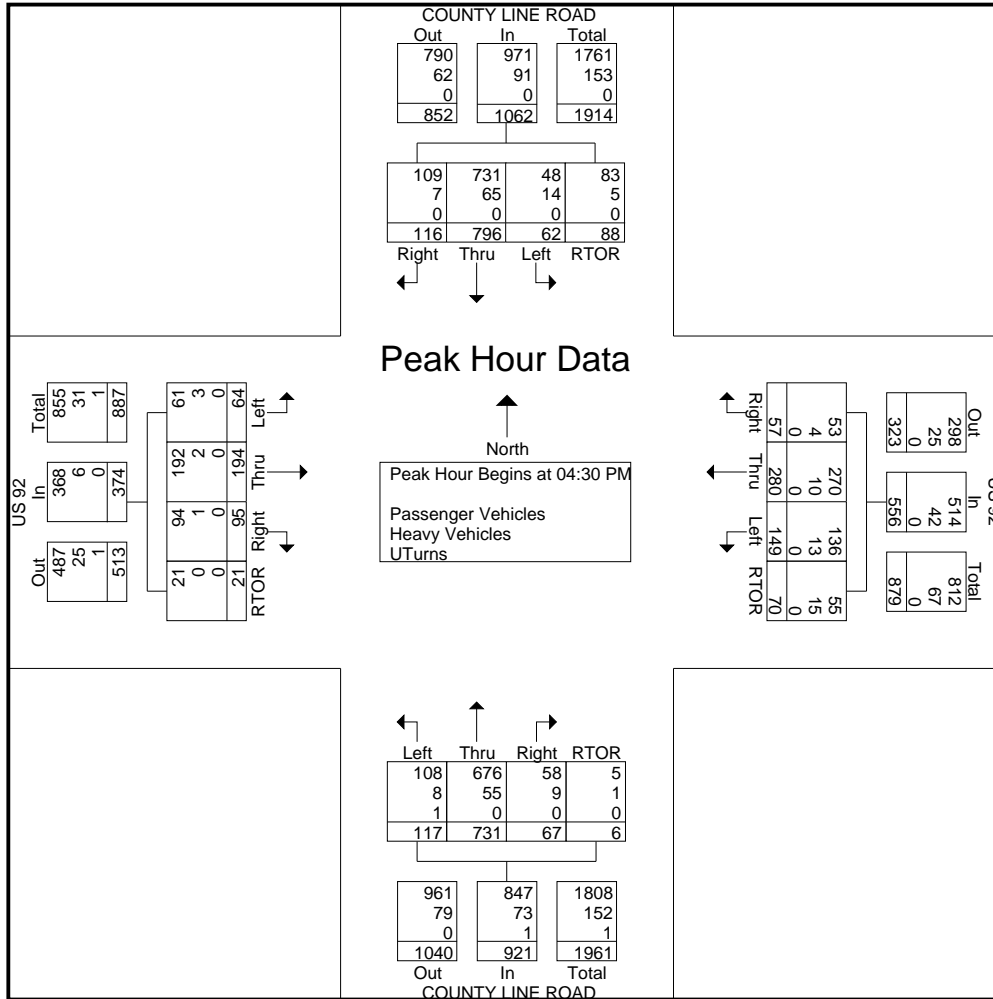
File Name : US92&CountyLine
 Site Code : 14035
 Start Date : 3/19/2015
 Page No : 12

Start Time	COUNTY LINE ROAD Southbound					US 92 Westbound					COUNTY LINE ROAD Northbound					US 92 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	
Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	14	165	32	10	221	48	75	14	17	154	33	200	18	2	253	16	53	17	4	90	718
04:45 PM	16	212	20	26	274	31	67	13	14	125	17	174	13	1	205	15	35	20	11	81	685
05:00 PM	16	200	35	17	268	39	63	13	22	137	30	159	14	3	206	18	53	28	2	101	712
05:15 PM	16	219	29	35	299	31	75	17	17	140	37	198	22	0	257	15	53	30	4	102	798
Total Volume	62	796	116	88	1062	149	280	57	70	556	117	731	67	6	921	64	194	95	21	374	2913
% App. Total	5.8	75	10.9	8.3		26.8	50.4	10.3	12.6		12.7	79.4	7.3	0.7		17.1	51.9	25.4	5.6		
PHF	.969	.909	.829	.629	.888	.776	.933	.838	.795	.903	.791	.914	.761	.500	.896	.889	.915	.792	.477	.917	.913
Passenger Vehicles	48	731	109	83	971	136	270	53	55	514	108	676	58	5	847	61	192	94	21	368	2700
% Passenger Vehicles	77.4	91.8	94.0	94.3	91.4	91.3	96.4	93.0	78.6	92.4	92.3	92.5	86.6	83.3	92.0	95.3	99.0	98.9	100	98.4	92.7
Heavy Vehicles	14	65	7	5	91	13	10	4	15	42	8	55	9	1	73	3	2	1	0	6	212
% Heavy Vehicles	22.6	8.2	6.0	5.7	8.6	8.7	3.6	7.0	21.4	7.6	6.8	7.5	13.4	16.7	7.9	4.7	1.0	1.1	0	1.6	7.3
UTurns	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
% UTurns	0	0	0	0	0	0	0	0	0	0	0.9	0	0	0	0.1	0	0	0	0	0	0.0

Intersection Turning Movement Count

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

File Name : US92&CountyLine
 Site Code : 14035
 Start Date : 3/19/2015
 Page No : 13



Intersection Turning Movement Count

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

File Name : US92&CountyLine
 Site Code : 14035
 Start Date : 3/19/2015
 Page No : 14

Start Time	COUNTY LINE ROAD Southbound					US 92 Westbound					COUNTY LINE ROAD Northbound					US 92 Eastbound					Int. Total
	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	

Peak Hour Analysis From 03:00 PM to 05:45 PM - Peak 1 of 1

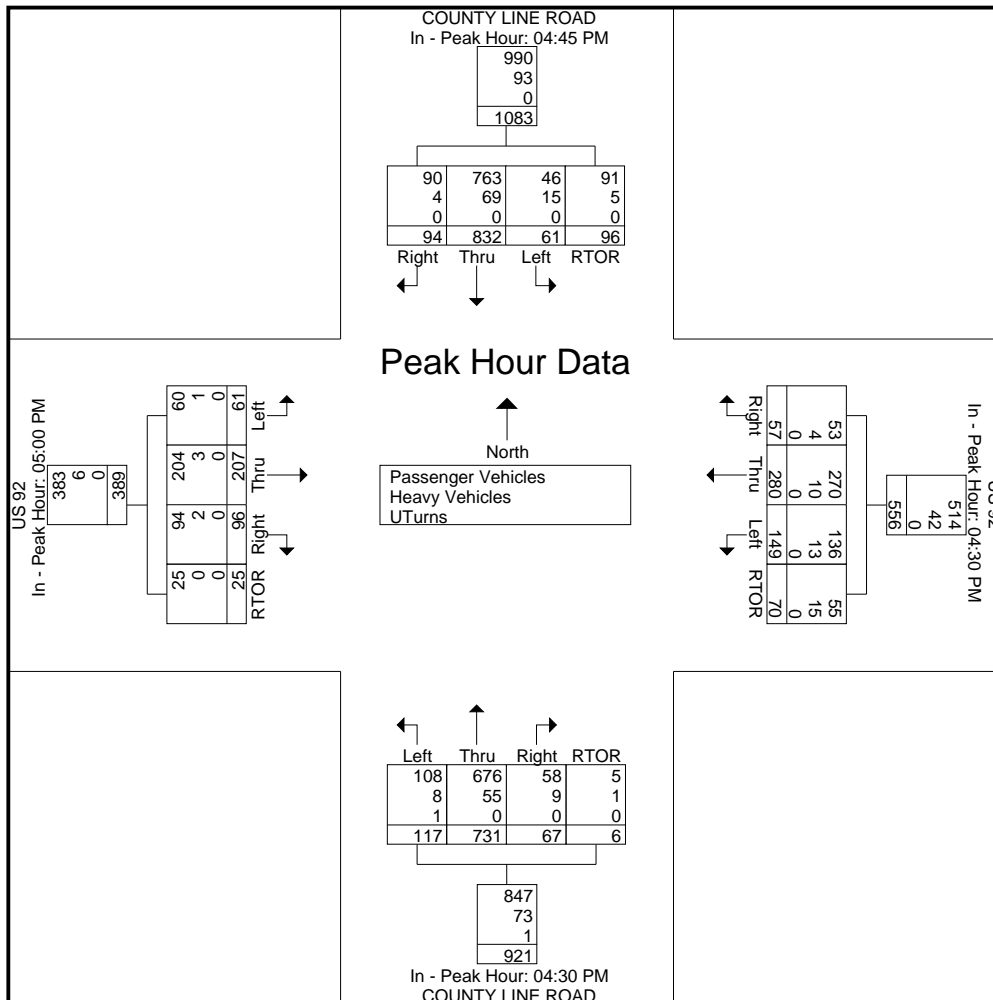
Peak Hour for Each Approach Begins at:

	04:45 PM					04:30 PM					04:30 PM					05:00 PM				
+0 mins.	16	212	20	26	274	48	75	14	17	154	33	200	18	2	253	18	53	28	2	101
+15 mins.	16	200	35	17	268	31	67	13	14	125	17	174	13	1	205	15	53	30	4	102
+30 mins.	16	219	29	35	299	39	63	13	22	137	30	159	14	3	206	21	46	21	13	101
+45 mins.	13	201	10	18	242	31	75	17	17	140	37	198	22	0	257	7	55	17	6	85
Total Volume	61	832	94	96	1083	149	280	57	70	556	117	731	67	6	921	61	207	96	25	389
% App. Total	5.6	76.8	8.7	8.9		26.8	50.4	10.3	12.6		12.7	79.4	7.3	0.7		15.7	53.2	24.7	6.4	
PHF	.953	.950	.671	.686	.906	.776	.933	.838	.795	.903	.791	.914	.761	.500	.896	.726	.941	.800	.481	.953
Passenger Vehicles	46	763	90	91	990	136	270	53	55	514	108	676	58	5	847	60	204	94	25	383
% Passenger Vehicles	75.4	91.7	95.7	94.8	91.4	91.3	96.4	93	78.6	92.4	92.3	92.5	86.6	83.3	92	98.4	98.6	97.9	100	98.5
Heavy Vehicles	15	69	4	5	93	13	10	4	15	42	8	55	9	1	73	1	3	2	0	6
% Heavy Vehicles	24.6	8.3	4.3	5.2	8.6	8.7	3.6	7	21.4	7.6	6.8	7.5	13.4	16.7	7.9	1.6	1.4	2.1	0	1.5
UTurns	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
% UTurns	0	0	0	0	0	0	0	0	0	0	0.9	0	0	0	0.1	0	0	0	0	0

Intersection Turning Movement Count

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

File Name : US92&CountyLine
 Site Code : 14035
 Start Date : 3/19/2015
 Page No : 15



Intersection Pedestrian & Bicycle Count

Date: 3/19/15

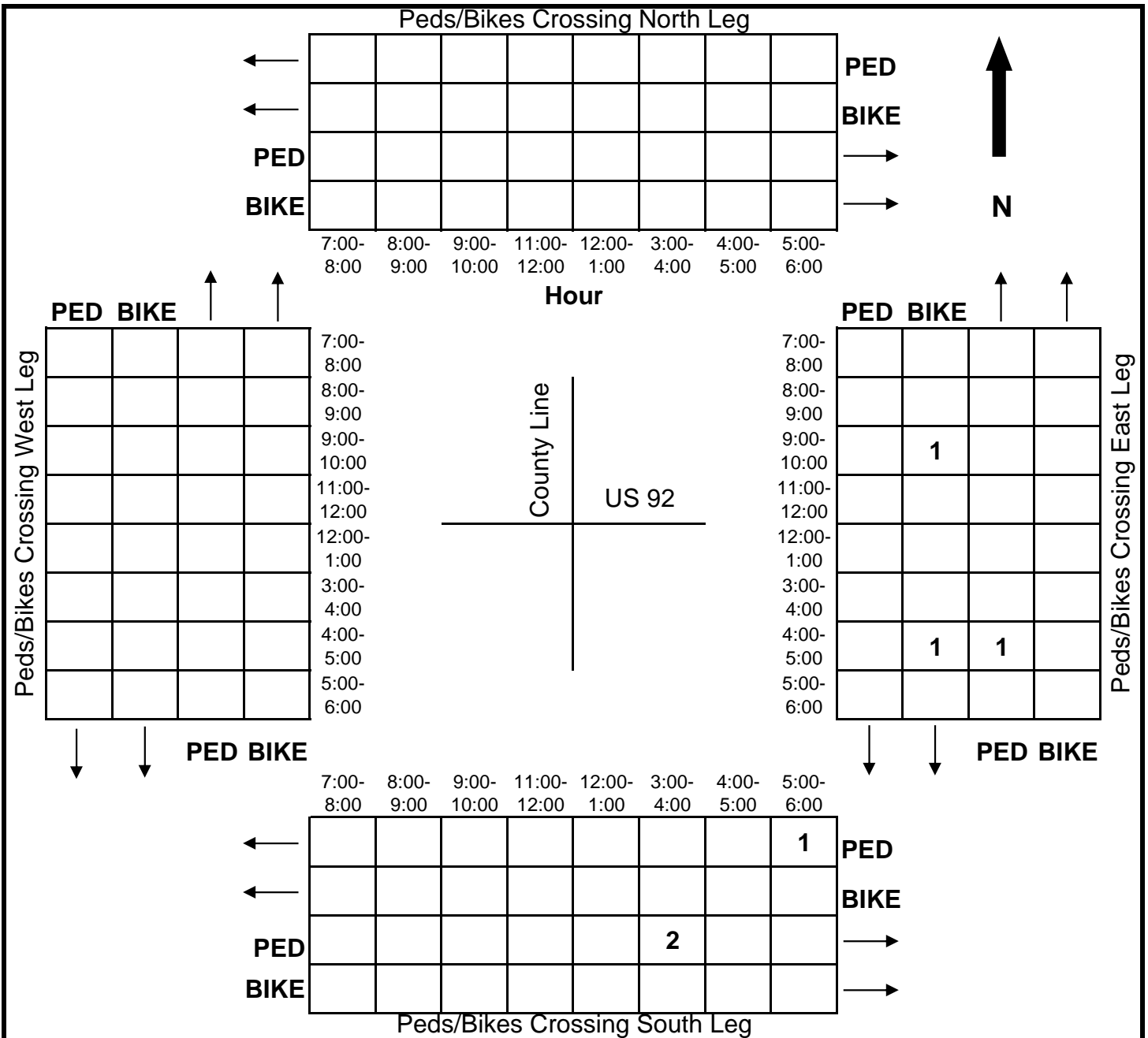
Day: Thursday

Count Times: 7-10am; 11am-1pm; 3-6pm

Weather: Clear

Intersection: US 92 at County Line Road

Comments: _____



Appendix B

Recommended Design Hour Traffic Factors

Financial Project ID: 435749-1

SR 600 (US 92) PD&E - From East of Interstate 4 to East of County Line Road

Recommended K-Factor: 9.0% (Standard per 2014 Project Traffic Forecasting Handbook)

Calculation of D-Factor for SR 600 (US 92)

Location along SR 600 (US 92)	D-Factor*	D-Factor along SR 600 (US 92) within project limits from 2013 FTI DVD	Average of D-Factor along SR 600 (US 92) within project limits from 2009-2013	Acceptable Range of D-Factor from 2014 Project Traffic Forecasting Handbook for Urban Other Principal Arterial	Recommended D-Factor
West of Falkenburg Road	53.20%	58.20%	57.22%	50.8% - 67.1% (Median Value is 57.9%)	59.60% (Based on the classification counts conducted)
West of McIntosh Road	62.60%				
East of County Line Road	63.00%				
Average	59.60%				

* Based on 72-Hour Classification Counts conducted

Peak Direction:

For AM - Westbound (WB) is the peak direction along SR 600 (US 92) between I-4 and County Line Road.
 For PM - Eastbound (EB) along SR 600 (US 92) (Reverse of AM) will be used.

Summary of Historical D-Factors along SR 600 (US 92) within Project Limits

Location of Count	Count Station	Year	D-Factor	Recommended D-Factor
SR 600 (US 92) – West of Falkenburg Road	100036	2013	58.20%	57.22%
		2012	59.00%	
		2011	57.20%	
		2010	56.00%	
		2009	55.72%	
SR 600 (US 92) – West of Mango Road	100054	2013	58.20%	57.22%
		2012	59.00%	
		2011	57.20%	
		2010	56.00%	
		2009	55.72%	
SR 600 (US 92) – East of Kingsway Road	100053	2013	58.20%	57.22%
		2012	59.00%	
		2011	57.20%	
		2010	56.00%	
		2009	55.72%	
SR 600 (US 92) – West of Gallagher Road	106001	2013	58.20%	57.22%
		2012	59.00%	
		2011	57.20%	
		2010	56.00%	
		2009	55.72%	

Location of Count	Count Station	Year	D-Factor	Recommended D-Factor
SR 600 (US 92) – West of Tanner Road	100192	2013	58.20%	57.22%
		2012	59.00%	
		2011	57.20%	
		2010	56.00%	
		2009	55.72%	
SR 600 (US 92) – West of Turkey Creek Road	100080	2013	55.10%	55.36%
		2012	55.00%	
		2011	55.00%	
		2010	56.00%	
		2009	55.72%	
SR 600 (US 92) – West of Thonotosassa Road	105029	2013	58.20%	57.22%
		2012	59.00%	
		2011	57.20%	
		2010	56.00%	
		2009	55.72%	
SR 600 (US 92) – West of Maryland Avenue	105008	2013	58.20%	57.22%
		2012	59.00%	
		2011	57.20%	
		2010	56.00%	
		2009	55.72%	

Location of Count	Count Station	Year	D-Factor	Recommended D-Factor
SR 600 (US 92) – West of County Line Road	105604	2013	58.20%	57.22%
		2012	59.00%	
		2011	57.20%	
		2010	56.00%	
		2009	55.72%	
SR 600 (US 92) – East of County Line Road	160073	2013	55.90%	55.96%
		2012	55.80%	
		2011	55.70%	
		2010	56.07%	
		2009	56.35%	
<i>Recommended D within project limit</i>		-	-	57.22%

SR 600 (US 92) PD&E - From East of Interstate 4 to East of County Line Road

Truck Factor

SR 600 (US 92)	Daily Truck (%)	Design Hour Truck (DHT = 0.5*Daily Truck)
West of Falkenburg Road	7.0%	4%
West of McIntosh Road	9.0%	5%
East of County Line Road	14.9%	7%
<i>Recommended T-factor between I-4 and County Line Road</i>	9.0%	5%

Source - From Existing 72-Hour Classification Counts conducted.

SR 600 (US 92) PD&E - From East of Interstate 4 to East of County Line Road

D-factor for Side-Streets

Traffic Count Location	D for AM Peak	D for PM Peak	Peak Direction for AM	Peak Direction for PM
Falkenburg Road				
South of SR 600 (US 92)	62.50%	78.92%	SB	NB
North of SR 600 (US 92)	57.89%	52.54%	SB	NB
Williams Road				
South of SR 600 (US 92)	55.40%	56.49%	NB	SB
North of SR 600 (US 92)	55.22%	57.50%	SB	NB
CR 579/Mango Road				
South of SR 600 (US 92)	58.31%	55.99%	NB	SB
North of SR 600 (US 92)	55.80%	55.53%	NB	SB
Peach Avenue				
South of SR 600 (US 92)	75.93%	69.23%	NB	SB
North of SR 600 (US 92)	54.48%	51.98%	NB	SB
Pine Street				
South of SR 600 (US 92)	56.77%	52.86%	NB	SB
North of SR 600 (US 92)	64.57%	72.34%	NB	SB
Parsons Avenue				
South of SR 600 (US 92)	55.47%	57.72%	NB	SB
North of SR 600 (US 92)	54.88%	56.25%	SB	SB
Kingsway Road				
South of SR 600 (US 92)	61.00%	63.66%	NB	SB
North of SR 600 (US 92)	50.28%	51.65%	NB	SB
McIntosh Road				
South of SR 600 (US 92)	57.91%	62.93%	NB	SB
North of SR 600 (US 92)	58.55%	59.52%	NB	SB
Gallagher Road				
South of SR 600 (US 92)	61.03%	52.20%	NB	NB
North of SR 600 (US 92)	60.27%	51.53%	NB	NB
Branch Forbes Road				
South of SR 600 (US 92)	60.10%	60.51%	NB	SB
North of SR 600 (US 92)	60.59%	56.01%	NB	SB
Turkey Creek Road				
South of SR 600 (US 92)	65.29%	53.69%	NB	SB
Whitehurst Road/Walter Drive				
South of SR 600 (US 92)	52.73%	58.76%	NB	SB
North of SR 600 (US 92)	54.35%	55.94%	SB	NB
Thonotosassa Road/Lemon Street				
South of SR 600 (US 92)	52.38%	58.01%	SB	NB
North of SR 600 (US 92)	51.97%	55.89%	NB	NB
Maryland Avenue				
South of SR 600 (US 92)	57.00%	51.53%	NB	SB
North of SR 600 (US 92)	54.25%	61.86%	NB	NB
Park Road				
South of SR 600 (US 92)	51.21%	54.26%	NB	SB
North of SR 600 (US 92)	50.55%	53.71%	NB	SB
County Line Road				
South of SR 600 (US 92)	51.44%	53.58%	NB	SB
North of SR 600 (US 92)	52.96%	53.87%	NB	SB

Source - From Existing Turning Movement Counts conducted.

SR 600 (US 92) PD&E - From East of Interstate 4 to East of County Line Road

Design Hour Truck (DHT)-factor for Side-Streets

Study Intersections	AM Peak		PM Peak	
	Northbound	Southbound	Northbound	Southbound
Falkenburg Road	4.8%	4.8%	1.9%	0.0%
Williams Road	1.2%	1.6%	1.2%	2.5%
CR 579/Mango Road	1.6%	4.1%	1.9%	2.1%
Peach Avenue	0.0%	0.0%	0.0%	5.1%
Pine Street	2.8%	20.0%	0.0%	0.0%
Parsons Avenue	3.5%	6.8%	1.8%	0.0%
Kingsway Road	3.3%	2.3%	4.0%	4.8%
McIntosh Road	3.0%	4.5%	4.4%	3.5%
Gallagher Road	0.8%	4.1%	3.8%	4.6%
Branch Forbes Road	2.9%	6.4%	2.9%	4.2%
Turkey Creek Road	8.0%	-	2.5%	-
Whitehurst Road/Walter Drive	0.0%	2.1%	0.0%	0.0%
Thonotosassa Road/Lemon Street	9.2%	2.5%	2.3%	1.1%
Maryland Avenue	4.3%	2.6%	0.6%	0.7%
Park Road	5.7%	9.4%	6.1%	6.8%
County Line Road	8.4%	10.6%	7.9%	8.6%

Source - From Existing 2015 Turning Movement Counts conducted.

Florida Department of Transportation
 Transportation Statistics Office
 2013 Historical AADT Report

County: 10 - HILLSBOROUGH

Site: 0036 - SR 600/US 92, WEST OF FALKENBURG RD.

Year	AADT	Direction 1	Direction 2	*K Factor	D Factor	T Factor
2013	14500	C	E 7600	9.00	58.20	7.40
2012	14500	C	E 7700	9.00	59.00	8.00
2011	15000	C	E 7100	9.00	57.20	8.30
2010	14100	C	E 7500	9.51	56.00	8.10
2009	13200	C	E 7000	9.54	55.72	7.50
2008	14200	C	E 7400	9.13	55.29	9.10
2007	14300	C	E 7400	9.52	56.79	9.50
2006	14000	C	E 7300	9.41	55.29	8.50
2005	12700	C	E 6500	9.70	55.90	9.40
2004	12200	C	E 6500	8.60	54.00	9.40
2003	11400	C	E 6000	9.80	58.50	7.40
2002	12500	C	E 6500	9.80	55.20	5.00
2001	15700	F	E 7900	9.20	53.50	9.40
2000	15700	C	E 7900	9.60	55.00	7.60
1999	9200	C	E 7000	10.40	54.60	6.20
1998	13900	C	E 7000	9.90	54.40	8.30

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
 S = Second Year Estimate; T = Third Year Estimate; F = 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
 2013 Historical AADT Report

County: 10 - HILLSBOROUGH

Site: 0054 - SR 600/US 92, W OF CR 579

Year	AADT	Direction 1	Direction 2	*K Factor	D Factor	T Factor
2013	13300 C	E 7100	W 6200	9.00	58.20	8.10
2012	12600 C	E 6700	W 5900	9.00	59.00	7.20
2011	13600 C	E 7200	W 6400	9.00	57.20	9.50
2010	13600 C	E 7200	W 6400	9.51	56.00	9.20
2009	13600 C	E 6600	W 7000	9.54	55.72	9.00
2008	15000 C	E 7600	W 7400	9.13	55.29	13.70
2007	15100 C	E 8000	W 7100	9.52	56.79	8.70
2006	15700 C	E 7600	W 8100	9.41	55.29	8.30
2005	13700 C	E 6800	W 6900	9.70	55.90	8.60
2004	13300 C	E 7100	W 6200	8.60	54.00	8.00
2003	11800 C	E 6000	W 5800	9.80	58.50	9.30

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
 S = Second Year Estimate; T = Third Year Estimate; F = 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
 2013 Historical AADT Report

County: 10 - HILLSBOROUGH

Site: 0053 - SR 600/US 92, EAST OF KINGSWAY ROAD

Year	AADT	Direction 1	Direction 2	*K Factor	D Factor	T Factor	
2013	8200	C	E 4300	W 3900	9.00	58.20	14.20
2012	8000	C	E 4100	W 3900	9.00	59.00	9.10
2011	10100	C	E 5100	W 5000	9.00	57.20	9.50
2010	10000	C	E 5000	W 5000	9.51	56.00	9.20
2009	9400	C	E 4800	W 4600	9.54	55.72	8.70
2008	9300	F	E 4600	W 4700	9.13	55.29	8.70
2007	9300	C	E 4600	W 4700	9.52	56.79	8.70
2006	9200	C	E 4700	W 4500	9.41	55.29	8.30
2005	8800	C	E 4300	W 4500	9.70	55.90	8.00
2004	9000	C	E 4600	W 4400	8.60	54.00	8.00
2003	8000	C	E 4100	W 3900	9.80	58.50	4.80
2002	8400	C	E 4200	W 4200	9.80	55.20	6.10
2001	9800	F	E 4900	W 4900	9.20	53.50	5.60
2000	9800	C	E 4900	W 4900	9.60	55.00	5.80
1999	12500	C	E 6400	W 6100	10.40	54.60	9.90
1998	9400	C	E 4700	W 4700	9.90	54.40	4.70

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
 S = Second Year Estimate; T = Third Year Estimate; P = Fourth Year Estimate
 V = Fifth Year Estimate; 6 = Sixth Year Estimate; X = Unknown
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Florida Department of Transportation
 Transportation Statistics Office
 2013 Historical AADT Report

County: 10 - HILLSBOROUGH

Site: 6001 - SR 600/US 92, W OF GALLAGHER RD

Year	AADT	Direction 1	Direction 2	*K Factor	D Factor	T Factor
2013	10600 C	E 5400	W 5200	9.00	58.20	9.70
2012	10200 C	E 5100	W 5100	9.00	59.00	9.20
2011	10800 C	E 5400	W 5400	9.00	57.20	9.50
2010	9600 F	E 4700	W 4900	9.51	56.00	9.20
2009	9800 C	E 4800	W 5000	9.54	55.72	10.50
2008	10100 F	E 5000	W 5100	9.13	55.29	10.50
2007	10100 C	E 5000	W 5100	9.52	56.79	10.50
2006	9600 C	E 4800	W 4800	9.41	55.29	12.10
2005	9300 C	E 4500	W 4800	9.70	55.90	8.60
2004	9300 C	E 4700	W 4600	8.60	54.00	8.00
2003	9500 C	E 4900	W 4600	9.80	58.50	9.30

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
 S = Second Year Estimate; T = Third Year Estimate; F = 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
 2013 Historical AADT Report

County: 10 - HILLSBOROUGH

Site: 0192 - SR 600/US 92, WEST OF TANNER ROAD

Year	AADT	Direction 1	Direction 2	*K Factor	D Factor	T Factor
2013	7800 C	E 3900	W 3900	9.00	58.20	9.70
2012	7700 C	E 3900	W 3800	9.00	59.00	9.80
2011	7600 C	E 3700	W 3900	9.00	57.20	10.50
2010	8000 C	E 4000	W 4000	9.51	56.00	10.20
2009	6700 C	E 3400	W 3300	9.54	55.72	10.50
2008	6600 C	E 3200	W 3400	9.13	55.29	13.70
2007	8300 C	E 4100	W 4200	9.52	56.79	11.50
2006	7800 C	E 3900	W 3900	9.41	55.29	11.00
2005	8100 C	E 4100	W 4000	9.70	55.90	10.40
2004	7700 C	E 3900	W 3800	8.60	54.00	10.40

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
 S = Second Year Estimate; T = Third Year Estimate; F = Fourth Year Estimate
 V = Fifth Year Estimate; 6 = Sixth Year Estimate; X = Unknown
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Florida Department of Transportation
 Transportation Statistics Office
 2013 Historical AADT Report

County: 10 - HILLSBOROUGH

Site: 0080 - SR-600/US-92, 0.2 MI W OF TURKEY CREEK RD,HILLS. CO

Year	AADT	Direction 1	Direction 2	*K Factor	D Factor	T Factor			
2013	12211	C	E	5876	W	6335	9.00	55.10	8.60
2012	11848	C	E	5688	W	6160	9.00	55.00	8.40
2011	11624	C	E	5599	W	6025	9.00	55.00	8.50
2010	11197	C	E	5404	W	5793	9.51	56.00	9.20
2009	13000	S		0		0	9.54	55.72	9.00
2008	12800	F		0		0	9.73	55.52	5.50
2007	13099	C	E	6563	W	6536	9.80	54.37	17.80
2006	13371	C	E	6472	W	6899	9.80	54.37	17.80
2005	13151	C	E	6358	W	6793	9.80	54.40	17.80
2004	12835	C	E	6205	W	6630	10.80	60.00	11.90
2003	12466	C	E	6044	W	6422	10.80	60.00	10.20
2002	12358	C	E	6006	W	6352	11.30	57.70	8.40
2001	12123	C	E	5877	W	6246	10.20	52.60	11.30
2000	11740	C	E	5652	W	6088	11.40	58.00	13.00
1999	11937	C	E	5774	W	6163	11.30	55.80	11.90
1998	12184	C	E	5992	W	6192	9.90	59.90	11.80

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
 S = Second Year Estimate; T = Third Year Estimate; F = 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
 2013 Historical AADT Report

County: 10 - HILLSBOROUGH

Site: 5029 - SR 600/US 92/W BAKER ST, WEST OF SR 566/THONOTOSASSA RD

Year	AADT	Direction 1	Direction 2	*K Factor	D Factor	T Factor	
2013	9700	C	E 4600	W 5100	9.00	58.20	4.60
2012	10100	C	E 4800	W 5300	9.00	59.00	5.40
2011	10500	C	E 5000	W 5500	9.00	57.20	5.30
2010	11100	C	E 5200	W 5900	9.51	56.00	7.60
2009	10600	C	E 5300	W 5300	9.54	55.72	6.80
2008	10700	C	E 5200	W 5500	9.13	55.29	8.80
2007	10500	C	E 5300	W 5200	9.52	56.79	10.30
2006	11800	C	E 5700	W 6100	9.41	55.29	14.90
2005	11400	C	E 5500	W 5900	9.70	55.90	10.90
2004	12100	C	E 5800	W 6300	8.60	54.00	10.90
2003	13600	C	E 6700	W 6900	9.80	58.50	10.20
2002	12400	F	E 5900	W 6500	9.80	55.20	6.90
2001	12000	C	E 5700	W 6300	9.20	53.50	6.50
2000	11400	C	E 5500	W 5900	9.60	55.00	8.70
1999	11500	C	E 5500	W 6000	10.40	54.60	6.70
1998	11800	C	E 5500	W 6300	9.90	54.40	8.00

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
 S = Second Year Estimate; T = Third Year Estimate; F = 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
 2013 Historical AADT Report

County: 10 - HILLSBOROUGH

Site: 5008 - SR 600/US 92/E BAKER ST, W OF MARYLAND AVE

Year	AADT	Direction 1	Direction 2	*K Factor	D Factor	T Factor			
2013	10800	C	E	5100	W	5700	9.00	58.20	7.30
2012	10200	C	E	4500	W	5700	9.00	59.00	8.60
2011	11500	E	E	5500	W	6000	9.00	57.20	5.40
2010	11300	C	E	5400	W	5900	9.51	56.00	6.30
2009	11600	C	E	5600	W	6000	9.54	55.72	6.30
2008	12500	C	E	6100	W	6400	9.13	55.29	6.30
2007	15100	C	E	7300	W	7800	9.52	56.79	6.60
2006	14500	C	E	7100	W	7400	9.41	55.29	6.90
2005	14400	C	E	7100	W	7300	9.70	55.90	6.50
2004	13900	C	E	6800	W	7100	8.60	54.00	6.50
2003	13900	C	E	6800	W	7100	9.80	58.50	7.10
2002	13900	F	E	6500	W	7400	9.80	55.20	6.90
2001	13500	C	E	6300	W	7200	9.20	53.50	6.00
2000	13600	C	E	6800	W	6800	9.60	55.00	6.70
1999	15400	C	E	7700	W	7700	10.40	54.60	4.10
1998	12900	C	E	6400	W	6500	9.90	54.40	8.00

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
 S = Second Year Estimate; T = Third Year Estimate; F = 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
 2013 Historical AADT Report

County: 10 - HILLSBOROUGH

Site: 5604 - SR 600/US 92, WEST OF POLK CO. LINE

Year	AADT	Direction 1	Direction 2	*K Factor	D Factor	T Factor
2013	8500 C	E 4300	W 4200	9.00	58.20	7.10
2012	8300 C	E 4100	W 4200	9.00	59.00	7.80
2011	8500 C	E 4200	W 4300	9.00	57.20	14.90
2010	8300 C	E 4100	W 4200	9.51	56.00	9.10
2009	8000 C	E 4000	W 4000	9.54	55.72	8.70
2008	8400 C	E 4200	W 4200	9.13	55.29	8.80
2007	9700 C	E 4900	W 4800	9.52	56.79	9.50
2006	9300 C	E 5000	W 4300	9.41	55.29	10.20
2005	9800 C	E 5000	W 4800	9.70	55.90	9.70
2004	8600 C	E 4400	W 4200	8.60	54.00	9.70
2003	8900 C	E 4600	W 4300	9.80	58.50	9.30
2002	9500 F	E 4800	W 4700	9.80	55.20	6.90
2001	9300 C	E 4700	W 4600	9.20	53.50	7.50
2000	10200 C	E 5200	W 5000	9.60	55.00	8.80
1999	11800 C	E 6000	W 5800	10.40	54.60	6.00
1998	9300 C	E 4800	W 4500	9.90	54.40	11.70

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
 S = Second Year Estimate; T = Third Year Estimate; F = 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
 2013 Historical AADT Report

County: 16 - POLK

Site: 0073 - SR 600/US 92, E OF HILLSBOROUGH/FOLK COUNTY LINE

Year	AADT	Direction 1	Direction 2	*K Factor	D Factor	T Factor			
2013	9900	C	E	4600	W	5300	9.00	55.90	15.40
2012	9100	C	E	4300	W	4800	9.00	55.80	14.60
2011	9600	F	E	4400	W	5200	9.00	55.70	16.10
2010	9600	C	E	4400	W	5200	9.55	56.07	16.10
2009	9200	C	E	4400	W	4800	9.36	56.35	16.00
2008	9900	C	E	4800	W	5100	9.78	55.29	20.20
2007	10400	C	E	5000	W	5400	9.66	55.30	18.60
2006	11600	C	E	5600	W	6000	9.62	55.83	13.10
2005	11800	C	E	5700	W	6100	9.30	54.80	14.20
2004	11400	C	E	5300	W	6100	9.50	55.70	14.20
2003	10900	C	E	5000	W	5900	9.30	55.20	14.20
2002	9700	C	E	4500	W	5200	9.60	54.90	14.70
2001	10900	C	E	5200	W	5700	9.80	56.10	12.40
2000	11700	C	E	5600	W	6100	9.40	54.20	9.40
1999	12400	F	E	6000	W	6400	9.60	51.80	9.70
1998	12000	C	E	5800	W	6200	9.40	54.40	16.80

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
 S = Second Year Estimate; T = Third Year Estimate; F = 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

Appendix C

Approved Traffic Methodology

**American Consulting Professionals, LLC
American Consulting Engineers of Florida, LLC**

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Wesley Chapel, Florida 33544
Tel 813.435.2600 • Fax 813.435.2601
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MEMORANDUM

Date: March 6, 2015
To: Waddah Farah, Florida Department of Transportation (FDOT), District Seven
From: Akram Hussein, PE, PTOE
Cc: Stephanie Pierce (FDOT PD&E Project Manager); Peter Maass PE, PTOE; David Winkle, AICP; Alex Hull, PE, Arpita Guha, PE
Subject: Draft Traffic Methodology Statement for:
FPID: 435749-1-22-01 SR 600 (US 92) PD&E Study from East of I-4 to East of County Line Road Design Traffic Technical Memorandum
American Project No: 5157092

1. Traffic data collection including 72-hour vehicle classification counts, 72-hour bi-directional counts at intersection approaches and at the same time 8-hour turning movement counts at the study intersections will be conducted in March 2015 as shown below:
 - A. 72-hour vehicle classification counts (bi-directional approach volumes) at the following locations:
 - (1) US 92 – West of Falkenburg Road
 - (2) US 92 – West of McIntosh Road
 - (3) US 92 – East of County Line Road (Polk)
 - B. 72-hour machine counts (bi-directional approach volumes) and at the same time, 8-hour (3 hours AM, 2 hours Mid-day and 3 hours PM) manual vehicle turning movement counts will be performed for peak hours at the following signalized intersections:
 - (1) US 92 @ Falkenburg Road
 - (2) US 92 @ Williams Road
 - (3) US 92 @ CR 579/Mango Road
 - (4) US 92 @ Peach Avenue
 - (5) US 92 @ Pine Street
 - (6) US 92 @ Parsons Avenue
 - (7) US 92 @ Kingsway Road
 - (8) US 92 @ McIntosh Road
 - (9) US 92 @ Gallagher Road

- (10) US 92 @ Branch Forbes Road
- (11) US 92 @ Turkey Creek Road
- (12) US 92 @ Whitehurst Road/Walter Drive – Flashing
- (13) US 92 @ SR 566/Thonotosassa Road/Lemon Street
- (14) US 92 @ Maryland Avenue
- (15) US 92 @ SR 553/Park Road
- (16) US 92 @ County Line Road

The 8-hours for the turning movement counts at the study intersections are 7:00–10:00am; 11:00–1:00pm; and, 3:00–6:00pm.

2. The project will use the standard K factor of 9% for this area. Recommendations will be made for the D-factor and the truck percentages to be used for this study. A memorandum on the recommended design traffic factors will be submitted to FDOT for review and approval.
3. Existing year 2015 design hour traffic volumes will be developed by applying the recommended K and D factors to the annual average daily traffic (AADT) on the intersection approaches to determine the directional design hour volumes (DDHV) and then distributing the DDHV in the proportion of the existing turning traffic at the intersections to derive the design hour volumes.
4. K and D factors along with existing turning percentages will be used for the development of the existing and the future design hour volumes. The TURNS program will not be used.
5. The latest available Tampa Bay Regional Planning (TBRPM) Version 7.2 Base year (2006) model or newer will be used for design traffic forecasts. Base year model will be checked for reasonableness and if necessary, adjustments will be made for accuracy as needed.
6. 2035 or newer model traffic projections will be extrapolated to derive 2040 AADTs.
7. The opening year will be 2020, the design year will be 2040 and the interim year will be 2030.
8. The opening (2020), interim (2030) and design year (2040) AADTs will be developed through interpolation/extrapolation (as needed) in between the existing year (2015) AADT volumes and Future Build 2035 or newer Model traffic volumes.
9. Future design hour traffic volumes will be developed by applying the recommended K and D factors to the annual average daily traffic (AADT) on the intersection approaches to determine the directional design hour volumes (DDHV) and then distributing the DDHV in the proportion of the existing turning traffic at the intersections to derive the future design hour volumes.

10. The traffic volumes will not be balanced exactly from one intersection departure to the next intersection approach. Reasonableness checks will be done based on access (driveways) and land uses that occur between intersections.
11. The future AADTs and therefore, the AM and PM peak hour volumes for the no-build and the build conditions will be considered to be the same.
12. All existing and future traffic volumes will be reviewed and approved by FDOT.
13. AM and PM design hour volumes will both be developed to insure adequate lane geometry.
14. Existing, No-Build and Build intersection analysis will be conducted using SYNCHRO 8 and HCS Version 6.6.
15. Future analysis of No Build condition will be conducted for the opening year 2020 and the design year 2040. Future analysis of Build condition will be conducted for opening year 2020, interim year 2030 and design year 2040.
16. Queue length analysis will be conducted for the design year 2040 AM and PM peak hours for build conditions.
17. Arterial analysis will be conducted using SYNCHRO 8 within the intersections shown in number 1.
18. Acceptable LOS will be considered to be "D" at the intersections and along the study corridor in the urbanized area within the project limits. These LOS criteria are based on the Planning Boundaries for LOS Standards for Hillsborough County and Page 123 of the 2013 FDOT Quality/Level of Service Handbook.

10 FLORIDA'S LOS STANDARDS FOR THE STATE

It is the Department's intent to plan, design, and operate the State Highway System at an acceptable level of service for the traveling public. Level of service standards for the State Highway System during peak travel hours are D in urbanized areas and C outside urbanized areas. For additional information, refer to FDOT's Procedure on **Level of Service Standards and Highway Capacity Analysis for the State Highway System (Topic No. 525-000-006)**.

10.1. Application of Standards

The use of standard LOS is intended to promote public safety and general welfare, ensure the mobility of people and goods, and preserve the facilities on the State Highway System. The standards are to be applied to FDOT's planning activities. Unless otherwise provided by law, the minimum LOS standards for the State Highway System will be used by FDOT in review of local government comprehensive plans, assessing impacts related to developments of regional impact (DRI), and assessing other developments affecting the State Highway System.

The standards require all LOS determinations be based on the latest edition of the HCM, this FDOT Q/LOS Handbook or a methodology determined by FDOT as having comparable reliability. There are only two FDOT supported highway capacity and LOS analysis tools for generalized and conceptual planning: FDOT's Generalized Service Volume Tables and FDOT's LOSPLAN software. These two tools form the core for all FDOT's highway capacity and LOS analyses and reviews in planning stages.

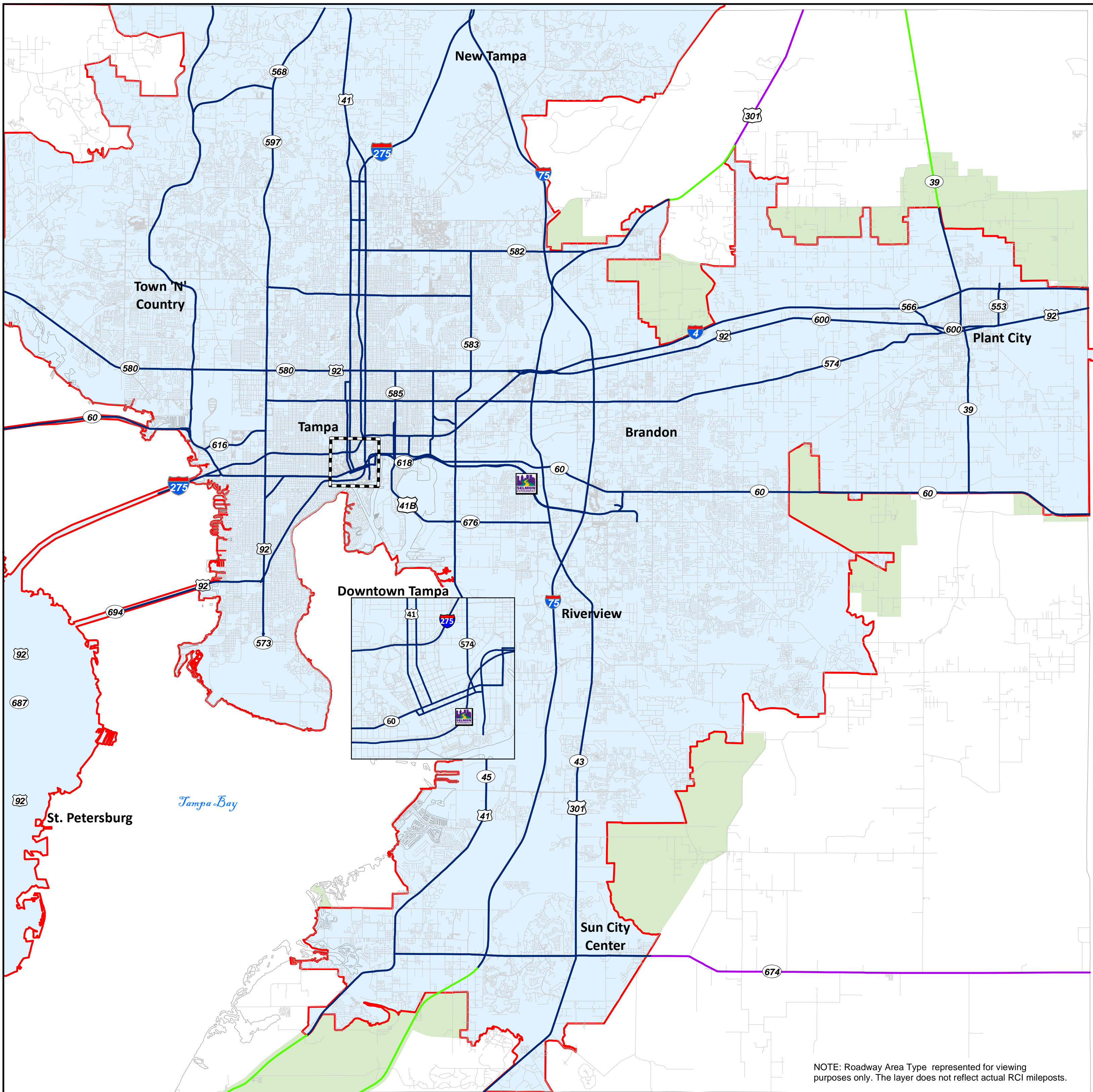
10.1.1. Area Type

The area and roadway types in the LOS standards match well with FDOT's Generalized Service Volume Tables appearing at the end of this Q/LOS Handbook; however, subtleties exist on delineation of areas, as discussed in **Chapter 4**.

While the standards are applicable at the facility and section levels, there may be small lengths of roadways (e.g., 2 miles) between area types that from a logical and analytical perspective should be combined into one area type or another. This situation typically happens in transitioning areas, but may also occur elsewhere. FDOT District LOS Coordinators should be consulted for applicable boundaries within their districts.

Urban State Highway System LOS Standard = LOS D

Outside Urban Areas = LOS C

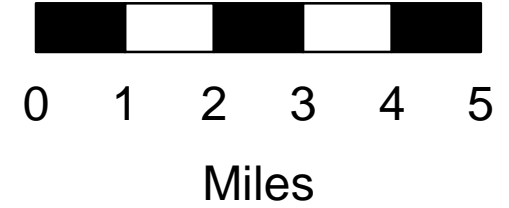
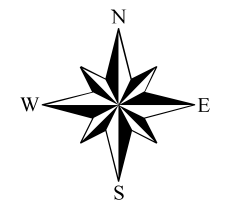


LEGEND

Roadway Area Type

- Rural Developed
- Rural Undeveloped
- Transitioning
- Urban Area
- Other Urbanized Areas < 1,000,000 persons
- Large Urbanized Areas > 1,000,000 persons

- Local Road
- 2010 FHWA Urban Area
- Transitioning Areas



**Planning Boundaries
for LOS Standards
Hillsborough County**

Map Review Notes			
Date:	6-9-14	7-10-14	
By:	E.M.	W.B., B.W., P.M., E.M.	

NOTE: Roadway Area Type represented for viewing purposes only. The layer does not reflect actual RCI mileposts.

Appendix D

Development of Existing Traffic Volumes

AADTS AND ADJUSTMENT FACTORS

SR 600 (US 92) PD&E - From East of Interstate 4 to East of County Line Road

Calculation of AADTs from Approach Counts

Traffic Count Location	Date of Count	Year 2015 ADTCOUNT	Seasonal Factor ⁽¹⁾	Axle Factor ⁽¹⁾	2014 AADT	Rounded 2015 AADT
SR 600 (US 92)						
West of Falkenburg Road	3/3/2015 - 3/5/2015	16706	0.95	0.97	15395	15400
East of Falkenburg Road	3/3/2015 - 3/5/2015	13771	0.95	0.97	12690	12700
West of Williams Road	3/3/2015 - 3/5/2015	14100	0.95	0.95	12725	12750
East of Williams Road	3/3/2015 - 3/5/2015	14220	0.95	0.95	12834	12850
West of CR 579/Mango Road	3/24/2015 - 3/26/2015	15922	0.95	0.95	14370	14350
East of CR 579/Mango Road	3/24/2015 - 3/26/2015	19035	0.95	0.95	17179	17200
West of Peach Avenue	3/3/2015 - 3/5/2015	19362	0.95	0.95	17474	17450
Between Peach Avenue and Pine Street	3/3/2015 - 3/5/2015	18902	0.95	0.95	17059	17050
East of Pine Street	3/3/2015 - 3/5/2015	18161	0.95	0.95	16390	16400
West of Parsons Avenue	3/24/2015 - 3/26/2015	17491	0.95	0.95	15786	15800
East of Parsons Avenue	3/24/2015 - 3/26/2015	15030	0.95	0.95	13565	13550
West of Kingsway Road	3/24/2015 - 3/26/2015	14898	0.95	0.95	13445	13450
East of Kingsway Road	3/24/2015 - 3/26/2015	11771	0.95	0.95	10623	10600
West of McIntosh Road	3/24/2015 - 3/26/2015	9675	0.95	0.95	8732	8750
Between McIntosh Road and Gallagher Road	3/24/2015 - 3/26/2015	12317	0.95	0.95	11116	11100
East of Gallagher Road	3/24/2015 - 3/26/2015	11085	0.95	0.95	10004	10000
West of Branch Forbes Road	3/24/2015 - 3/26/2015	10231	0.95	0.95	9233	9250
East of Branch Forbes Road	3/24/2015 - 3/26/2015	15423	0.95	0.95	13919	13900
West of Turkey Creek Road	3/17/2015 - 3/19/2015	15642	0.94	0.95	13968	13950
East of Turkey Creek Road	3/17/2015 - 3/19/2015	11313	0.94	0.95	10103	10100
West of Whitehurst Road/Walter Drive	3/17/2015 - 3/19/2015	12537	0.94	0.95	11196	11200
East of Whitehurst Road/Walter Drive	3/17/2015 - 3/19/2015	12905	0.94	0.98	11888	11900
West of Thonotosassa Road/Lemon Street	3/17/2015 - 3/19/2015	11966	0.94	0.98	11023	11000
East of Thonotosassa Road/Lemon Street	3/17/2015 - 3/19/2015	23159	0.94	0.98	21334	21350
West of Maryland Avenue	3/17/2015 - 3/19/2015	13516	0.94	0.98	12451	12450
Between Maryland Avenue and Park Road	3/17/2015 - 3/19/2015	13024	0.94	0.98	11998	12000
East of Park Road	3/17/2015 - 3/19/2015	14720	0.94	0.96	13283	13300
West of County Line Road	3/17/2015 - 3/19/2015	11054	0.94	0.96	9975	10000
East of County Line Road	3/17/2015 - 3/19/2015	12851	0.94	0.96	11597	11600
Falkenburg Road						
South of SR 600 (US 92)	3/3/2015 - 3/5/2015	9607	0.95	0.96	8762	8750
North of SR 600 (US 92)	3/3/2015 - 3/5/2015	647	0.95	0.96	590	590
Williams Road						
South of SR 600 (US 92)	3/3/2015 - 3/5/2015	7827	0.95	0.96	7138	7150
North of SR 600 (US 92)	3/3/2015 - 3/5/2015	5543	0.95	0.96	5055	5050
CR 579/Mango Road						
South of SR 600 (US 92)	3/24/2015 - 3/26/2015	14605	0.95	0.96	13320	13300
North of SR 600 (US 92)	3/24/2015 - 3/26/2015	26367	0.95	0.96	24047	24050
Peach Avenue						
South of SR 600 (US 92)	3/3/2015 - 3/5/2015	396	0.95	0.96	361	360
North of SR 600 (US 92)	3/3/2015 - 3/5/2015	2457	0.95	0.96	2241	2250
Pine Street						
South of SR 600 (US 92)	3/3/2015 - 3/5/2015	1478	0.95	0.96	1348	1350
North of SR 600 (US 92)	3/3/2015 - 3/5/2015	1255	0.95	0.96	1145	1150
Parsons Avenue						
South of SR 600 (US 92)	3/24/2015 - 3/26/2015	8400	0.95	0.96	7661	7650
North of SR 600 (US 92)	3/24/2015 - 3/26/2015	1164	0.95	0.96	1062	1050
Kingsway Road						
South of SR 600 (US 92)	3/24/2015 - 3/26/2015	7902	0.95	0.96	7207	7200
North of SR 600 (US 92)	3/24/2015 - 3/26/2015	5597	0.95	0.96	5104	5100
McIntosh Road						
South of SR 600 (US 92)	3/24/2015 - 3/26/2015	11627	0.95	0.96	10604	10600
North of SR 600 (US 92)	3/24/2015 - 3/26/2015	18944	0.95	0.96	17277	17300
Gallagher Road						
South of SR 600 (US 92)	3/24/2015 - 3/26/2015	2789	0.95	0.96	2544	2550
North of SR 600 (US 92)	3/24/2015 - 3/26/2015	5313	0.95	0.96	4845	4850

Branch Forbes Road						
South of SR 600 (US 92)	3/24/2015 - 3/26/2015	8141	0.95	0.96	7425	7450
North of SR 600 (US 92)	3/24/2015 - 3/26/2015	16548	0.95	0.96	15092	15100
Turkey Creek Road						
South of SR 600 (US 92)	3/17/2015 - 3/19/2015	10702	0.94	0.96	9657	9650
Whitehurst Road/Walter Drive						
South of SR 600 (US 92)	3/17/2015 - 3/19/2015	2101	0.94	0.96	1896	1900
North of SR 600 (US 92)	3/17/2015 - 3/19/2015	1762	0.94	0.96	1590	1600
Thonotosassa Road/Lemon Street						
South of SR 600 (US 92)	3/17/2015 - 3/19/2015	3898	0.94	0.96	3518	3500
North of SR 600 (US 92)	3/17/2015 - 3/19/2015	18413	0.94	0.96	16616	16600
Maryland Avenue						
South of SR 600 (US 92)	3/17/2015 - 3/19/2015	3799	0.94	0.96	3428	3450
North of SR 600 (US 92)	3/17/2015 - 3/19/2015	2619	0.94	0.96	2363	2350
Park Road						
South of SR 600 (US 92)	3/17/2015 - 3/19/2015	25035	0.94	0.96	22592	22600
North of SR 600 (US 92)	3/17/2015 - 3/19/2015	24009	0.94	0.96	21666	21650
County Line Road						
South of SR 600 (US 92)	3/17/2015 - 3/19/2015	29345	0.94	0.96	26481	26500
North of SR 600 (US 92)	3/17/2015 - 3/19/2015	27968	0.94	0.96	25238	25250

(1) Source: 2013 Florida Traffic Information DVD

Segments with more than one AADT, the one used is in **BOLD**

Average of 72-Hour ADT considered

2013 Peak Season Factor Category Report - Report Type: ALL
 Category: 1000 HILLSBOROUGH COUNTYWIDE

Week	Dates	SF	MOCF: 0.96 PSCF
1	01/01/2013 - 01/05/2013	1.06	1.10
2	01/06/2013 - 01/12/2013	1.04	1.08
3	01/13/2013 - 01/19/2013	1.02	1.06
4	01/20/2013 - 01/26/2013	1.01	1.05
5	01/27/2013 - 02/02/2013	0.99	1.03
* 6	02/03/2013 - 02/09/2013	0.98	1.02
* 7	02/10/2013 - 02/16/2013	0.96	1.00
* 8	02/17/2013 - 02/23/2013	0.95	0.99
* 9	02/24/2013 - 03/02/2013	0.95	0.99
*10	03/03/2013 - 03/09/2013	0.95	0.99
*11	03/10/2013 - 03/16/2013	0.94	0.98
*12	03/17/2013 - 03/23/2013	0.94	0.98
*13	03/24/2013 - 03/30/2013	0.95	0.99
*14	03/31/2013 - 04/06/2013	0.95	0.99
*15	04/07/2013 - 04/13/2013	0.96	1.00
*16	04/14/2013 - 04/20/2013	0.97	1.01
*17	04/21/2013 - 04/27/2013	0.98	1.02
*18	04/28/2013 - 05/04/2013	0.98	1.02
19	05/05/2013 - 05/11/2013	0.99	1.03
20	05/12/2013 - 05/18/2013	1.00	1.04
21	05/19/2013 - 05/25/2013	1.00	1.04
22	05/26/2013 - 06/01/2013	1.00	1.04
23	06/02/2013 - 06/08/2013	1.00	1.04
24	06/09/2013 - 06/15/2013	1.00	1.04
25	06/16/2013 - 06/22/2013	1.01	1.05
26	06/23/2013 - 06/29/2013	1.02	1.06
27	06/30/2013 - 07/06/2013	1.03	1.07
28	07/07/2013 - 07/13/2013	1.05	1.09
29	07/14/2013 - 07/20/2013	1.06	1.10
30	07/21/2013 - 07/27/2013	1.06	1.10
31	07/28/2013 - 08/03/2013	1.05	1.09
32	08/04/2013 - 08/10/2013	1.04	1.08
33	08/11/2013 - 08/17/2013	1.03	1.07
34	08/18/2013 - 08/24/2013	1.03	1.07
35	08/25/2013 - 08/31/2013	1.03	1.07
36	09/01/2013 - 09/07/2013	1.03	1.07
37	09/08/2013 - 09/14/2013	1.02	1.06
38	09/15/2013 - 09/21/2013	1.02	1.06
39	09/22/2013 - 09/28/2013	1.02	1.06
40	09/29/2013 - 10/05/2013	1.01	1.05
41	10/06/2013 - 10/12/2013	1.00	1.04
42	10/13/2013 - 10/19/2013	0.99	1.03
43	10/20/2013 - 10/26/2013	1.00	1.04
44	10/27/2013 - 11/02/2013	1.00	1.04
45	11/03/2013 - 11/09/2013	1.01	1.05
46	11/10/2013 - 11/16/2013	1.01	1.05
47	11/17/2013 - 11/23/2013	1.02	1.06
48	11/24/2013 - 11/30/2013	1.03	1.07
49	12/01/2013 - 12/07/2013	1.04	1.08
50	12/08/2013 - 12/14/2013	1.05	1.09
51	12/15/2013 - 12/21/2013	1.06	1.10
52	12/22/2013 - 12/28/2013	1.04	1.08
53	12/29/2013 - 12/31/2013	1.02	1.06

* Peak Season

2013 Weekly Axle Factor Category Report - Report Type: ALL

County: 10 - HILLSBOROUGH

Week	Dates	1000 HILLSBOROUGH - COUNTY WID	1001 HILLSBOROUGH RURAL	1002 HILLSBOROUGH URBAN	1003 I75, MANATEE-US301
1	01/01/2013 - 01/05/2013	0.96	0.85	0.95	0.91
2	01/06/2013 - 01/12/2013	0.96	0.85	0.95	0.91
3	01/13/2013 - 01/19/2013	0.96	0.85	0.95	0.91
4	01/20/2013 - 01/26/2013	0.96	0.85	0.95	0.91
5	01/27/2013 - 02/02/2013	0.97	0.85	0.95	0.91
6	02/03/2013 - 02/09/2013	0.97	0.85	0.95	0.91
7	02/10/2013 - 02/16/2013	0.97	0.85	0.95	0.91
8	02/17/2013 - 02/23/2013	0.97	0.85	0.95	0.91
9	02/24/2013 - 03/02/2013	0.97	0.85	0.95	0.91
10	03/03/2013 - 03/09/2013	0.96	0.85	0.95	0.91
11	03/10/2013 - 03/16/2013	0.96	0.85	0.95	0.91
12	03/17/2013 - 03/23/2013	0.96	0.85	0.95	0.91
13	03/24/2013 - 03/30/2013	0.96	0.85	0.95	0.91
14	03/31/2013 - 04/06/2013	0.96	0.85	0.95	0.91
15	04/07/2013 - 04/13/2013	0.96	0.85	0.95	0.91
16	04/14/2013 - 04/20/2013	0.96	0.85	0.95	0.91
17	04/21/2013 - 04/27/2013	0.96	0.85	0.95	0.91
18	04/28/2013 - 05/04/2013	0.96	0.85	0.95	0.91
19	05/05/2013 - 05/11/2013	0.96	0.85	0.95	0.91
20	05/12/2013 - 05/18/2013	0.96	0.85	0.95	0.91
21	05/19/2013 - 05/25/2013	0.96	0.85	0.95	0.91
22	05/26/2013 - 06/01/2013	0.96	0.85	0.95	0.91
23	06/02/2013 - 06/08/2013	0.96	0.85	0.95	0.91
24	06/09/2013 - 06/15/2013	0.96	0.85	0.95	0.91
25	06/16/2013 - 06/22/2013	0.96	0.85	0.95	0.91
26	06/23/2013 - 06/29/2013	0.96	0.85	0.95	0.91
27	06/30/2013 - 07/06/2013	0.96	0.85	0.95	0.91
28	07/07/2013 - 07/13/2013	0.96	0.85	0.95	0.91
29	07/14/2013 - 07/20/2013	0.96	0.85	0.95	0.91
30	07/21/2013 - 07/27/2013	0.96	0.85	0.95	0.91
31	07/28/2013 - 08/03/2013	0.96	0.85	0.95	0.91
32	08/04/2013 - 08/10/2013	0.96	0.85	0.95	0.91
33	08/11/2013 - 08/17/2013	0.96	0.85	0.95	0.91
34	08/18/2013 - 08/24/2013	0.96	0.85	0.95	0.91
35	08/25/2013 - 08/31/2013	0.96	0.85	0.95	0.91
36	09/01/2013 - 09/07/2013	0.96	0.85	0.95	0.91
37	09/08/2013 - 09/14/2013	0.96	0.85	0.95	0.91
38	09/15/2013 - 09/21/2013	0.96	0.85	0.95	0.91
39	09/22/2013 - 09/28/2013	0.96	0.85	0.95	0.91
40	09/29/2013 - 10/05/2013	0.96	0.85	0.95	0.91
41	10/06/2013 - 10/12/2013	0.95	0.85	0.95	0.91
42	10/13/2013 - 10/19/2013	0.95	0.85	0.95	0.91
43	10/20/2013 - 10/26/2013	0.95	0.85	0.95	0.91
44	10/27/2013 - 11/02/2013	0.96	0.85	0.95	0.91
45	11/03/2013 - 11/09/2013	0.96	0.85	0.95	0.91
46	11/10/2013 - 11/16/2013	0.96	0.85	0.95	0.91
47	11/17/2013 - 11/23/2013	0.96	0.85	0.95	0.91
48	11/24/2013 - 11/30/2013	0.96	0.85	0.95	0.91
49	12/01/2013 - 12/07/2013	0.96	0.85	0.95	0.91
50	12/08/2013 - 12/14/2013	0.96	0.85	0.95	0.91
51	12/15/2013 - 12/21/2013	0.96	0.85	0.95	0.91
52	12/22/2013 - 12/28/2013	0.96	0.85	0.95	0.91
53	12/29/2013 - 12/31/2013	0.96	0.85	0.95	0.91

2013 Weekly Axle Factor Category Report - Report Type: ALL

County: 10 - HILLSBOROUGH

Week	Dates	1018 SR685, SR580 - SR579	1019 SR685, SR579 - SR45	1020 SR685 (SB), SR574-SR60	1021 US92, US41 - I-75
1	01/01/2013 - 01/05/2013	0.99	0.99	0.99	0.97
2	01/06/2013 - 01/12/2013	0.99	0.99	0.99	0.97
3	01/13/2013 - 01/19/2013	0.99	0.99	0.99	0.97
4	01/20/2013 - 01/26/2013	0.99	0.99	0.99	0.97
5	01/27/2013 - 02/02/2013	0.99	0.99	0.99	0.97
6	02/03/2013 - 02/09/2013	0.99	0.99	0.99	0.97
7	02/10/2013 - 02/16/2013	0.99	0.99	0.99	0.97
8	02/17/2013 - 02/23/2013	0.99	0.99	0.99	0.97
9	02/24/2013 - 03/02/2013	0.99	0.99	0.99	0.97
10	03/03/2013 - 03/09/2013	0.99	0.99	0.99	0.97
11	03/10/2013 - 03/16/2013	0.99	0.99	0.99	0.97
12	03/17/2013 - 03/23/2013	0.99	0.99	0.99	0.97
13	03/24/2013 - 03/30/2013	0.99	0.99	0.99	0.97
14	03/31/2013 - 04/06/2013	0.99	0.99	0.99	0.97
15	04/07/2013 - 04/13/2013	0.99	0.99	0.99	0.97
16	04/14/2013 - 04/20/2013	0.99	0.99	0.99	0.97
17	04/21/2013 - 04/27/2013	0.99	0.99	0.99	0.97
18	04/28/2013 - 05/04/2013	0.99	0.99	0.99	0.97
19	05/05/2013 - 05/11/2013	0.99	0.99	0.99	0.97
20	05/12/2013 - 05/18/2013	0.99	0.99	0.99	0.97
21	05/19/2013 - 05/25/2013	0.99	0.99	0.99	0.97
22	05/26/2013 - 06/01/2013	0.99	0.99	0.99	0.97
23	06/02/2013 - 06/08/2013	0.99	0.99	0.99	0.97
24	06/09/2013 - 06/15/2013	0.99	0.99	0.99	0.97
25	06/16/2013 - 06/22/2013	0.99	0.99	0.99	0.97
26	06/23/2013 - 06/29/2013	0.99	0.99	0.99	0.97
27	06/30/2013 - 07/06/2013	0.99	0.99	0.99	0.97
28	07/07/2013 - 07/13/2013	0.99	0.99	0.99	0.97
29	07/14/2013 - 07/20/2013	0.99	0.99	0.99	0.97
30	07/21/2013 - 07/27/2013	0.99	0.99	0.99	0.97
31	07/28/2013 - 08/03/2013	0.99	0.99	0.99	0.97
32	08/04/2013 - 08/10/2013	0.99	0.99	0.99	0.97
33	08/11/2013 - 08/17/2013	0.99	0.99	0.99	0.97
34	08/18/2013 - 08/24/2013	0.99	0.99	0.99	0.97
35	08/25/2013 - 08/31/2013	0.99	0.99	0.99	0.97
36	09/01/2013 - 09/07/2013	0.99	0.99	0.99	0.97
37	09/08/2013 - 09/14/2013	0.99	0.99	0.99	0.97
38	09/15/2013 - 09/21/2013	0.99	0.99	0.99	0.97
39	09/22/2013 - 09/28/2013	0.99	0.99	0.99	0.97
40	09/29/2013 - 10/05/2013	0.99	0.99	0.99	0.97
41	10/06/2013 - 10/12/2013	0.99	0.99	0.99	0.97
42	10/13/2013 - 10/19/2013	0.99	0.99	0.99	0.97
43	10/20/2013 - 10/26/2013	0.99	0.99	0.99	0.97
44	10/27/2013 - 11/02/2013	0.99	0.99	0.99	0.97
45	11/03/2013 - 11/09/2013	0.99	0.99	0.99	0.97
46	11/10/2013 - 11/16/2013	0.99	0.99	0.99	0.97
47	11/17/2013 - 11/23/2013	0.99	0.99	0.99	0.97
48	11/24/2013 - 11/30/2013	0.99	0.99	0.99	0.97
49	12/01/2013 - 12/07/2013	0.99	0.99	0.99	0.97
50	12/08/2013 - 12/14/2013	0.99	0.99	0.99	0.97
51	12/15/2013 - 12/21/2013	0.99	0.99	0.99	0.97
52	12/22/2013 - 12/28/2013	0.99	0.99	0.99	0.97
53	12/29/2013 - 12/31/2013	0.99	0.99	0.99	0.97

2013 Weekly Axle Factor Category Report - Report Type: ALL

County: 10 - HILLSBOROUGH

Week	Dates	1022 US92, US301-WHITEHORS SR600, SR566-SR533	1024 US92 WB (BAKER ST.)	1025 US41, SR60 - SR574
1	01/01/2013 - 01/05/2013	0.96	0.98	0.99
2	01/06/2013 - 01/12/2013	0.96	0.98	0.99
3	01/13/2013 - 01/19/2013	0.95	0.98	0.99
4	01/20/2013 - 01/26/2013	0.95	0.98	0.99
5	01/27/2013 - 02/02/2013	0.96	0.98	0.99
6	02/03/2013 - 02/09/2013	0.96	0.98	0.99
7	02/10/2013 - 02/16/2013	0.96	0.98	0.99
8	02/17/2013 - 02/23/2013	0.96	0.98	0.99
9	02/24/2013 - 03/02/2013	0.96	0.98	0.99
10	03/03/2013 - 03/09/2013	0.95	0.98	0.99
11	03/10/2013 - 03/16/2013	0.95	0.98	0.99
12	03/17/2013 - 03/23/2013	0.95	0.98	0.99
13	03/24/2013 - 03/30/2013	0.95	0.98	0.99
14	03/31/2013 - 04/06/2013	0.95	0.98	0.99
15	04/07/2013 - 04/13/2013	0.95	0.98	0.99
16	04/14/2013 - 04/20/2013	0.95	0.98	0.99
17	04/21/2013 - 04/27/2013	0.95	0.98	0.99
18	04/28/2013 - 05/04/2013	0.95	0.98	0.99
19	05/05/2013 - 05/11/2013	0.95	0.98	0.99
20	05/12/2013 - 05/18/2013	0.95	0.98	0.99
21	05/19/2013 - 05/25/2013	0.95	0.98	0.99
22	05/26/2013 - 06/01/2013	0.95	0.98	0.99
23	06/02/2013 - 06/08/2013	0.95	0.98	0.99
24	06/09/2013 - 06/15/2013	0.95	0.98	0.99
25	06/16/2013 - 06/22/2013	0.95	0.98	0.99
26	06/23/2013 - 06/29/2013	0.95	0.98	0.99
27	06/30/2013 - 07/06/2013	0.95	0.98	0.99
28	07/07/2013 - 07/13/2013	0.95	0.98	0.99
29	07/14/2013 - 07/20/2013	0.95	0.98	0.99
30	07/21/2013 - 07/27/2013	0.95	0.98	0.99
31	07/28/2013 - 08/03/2013	0.95	0.98	0.99
32	08/04/2013 - 08/10/2013	0.95	0.98	0.99
33	08/11/2013 - 08/17/2013	0.95	0.98	0.99
34	08/18/2013 - 08/24/2013	0.95	0.98	0.99
35	08/25/2013 - 08/31/2013	0.95	0.98	0.99
36	09/01/2013 - 09/07/2013	0.96	0.98	0.99
37	09/08/2013 - 09/14/2013	0.96	0.98	0.99
38	09/15/2013 - 09/21/2013	0.96	0.98	0.99
39	09/22/2013 - 09/28/2013	0.96	0.98	0.99
40	09/29/2013 - 10/05/2013	0.96	0.98	0.99
41	10/06/2013 - 10/12/2013	0.95	0.98	0.99
42	10/13/2013 - 10/19/2013	0.95	0.98	0.99
43	10/20/2013 - 10/26/2013	0.95	0.98	0.99
44	10/27/2013 - 11/02/2013	0.95	0.98	0.99
45	11/03/2013 - 11/09/2013	0.95	0.98	0.99
46	11/10/2013 - 11/16/2013	0.95	0.98	0.99
47	11/17/2013 - 11/23/2013	0.95	0.98	0.99
48	11/24/2013 - 11/30/2013	0.95	0.98	0.99
49	12/01/2013 - 12/07/2013	0.96	0.98	0.99
50	12/08/2013 - 12/14/2013	0.96	0.98	0.99
51	12/15/2013 - 12/21/2013	0.96	0.98	0.99
52	12/22/2013 - 12/28/2013	0.96	0.98	0.99
53	12/29/2013 - 12/31/2013	0.95	0.98	0.99

**CALCULATION OF DIRECTIONAL DESIGN
HOUR VOLUMES AND AM AND PM TURNING
TRAFFIC VOLUMES**

SR 600 (US 92) PD&E - From East of Interstate 4 to East of County Line Road

Calculation of DDHVs from AADTs - AM Peak

Traffic Count Location	2015 AADT	K	D-Peak	D-Off Peak	Peak DDHV	Off Peak DDHV
SR 600 (US 92)						
West of Falkenburg Road	15400	9.00%	59.60%	40.40%	826	560
Falkenburg Road - Williams Road	12750	9.00%	59.60%	40.40%	684	464
Williams Road - CR 579/Mango Road	14350	9.00%	59.60%	40.40%	770	522
CR 579/Mango Road - Peach Avenue	17450	9.00%	59.60%	40.40%	936	634
Peach Avenue - Pine Street	17050	9.00%	59.60%	40.40%	915	620
Pine Street - Parsons Avenue	16400	9.00%	59.60%	40.40%	880	596
Parsons Avenue - Kingsway Road	13550	9.00%	59.60%	40.40%	727	493
Kingsway Road - McIntosh Road	10600	9.00%	59.60%	40.40%	569	385
McIntosh Road - Gallagher Road	11100	9.00%	59.60%	40.40%	595	404
Gallagher Road - Branch Forbes Road	10000	9.00%	59.60%	40.40%	536	364
Branch Forbes Road - Turkey Creek Road	13950	9.00%	59.60%	40.40%	748	507
Turkey Creek Road - Whitehurst Road/Walter Drive	11200	9.00%	59.60%	40.40%	601	407
Whitehurst Road/Walter Drive - Thonotosassa Road/Lemon Street	11900	9.00%	59.60%	40.40%	638	433
East of Thonotosassa Road/Lemon Street	21350	9.00%	59.60%	40.40%	1145	776
West of Maryland Avenue	12450	9.00%	59.60%	40.40%	668	453
Maryland Avenue - Park Road	12000	9.00%	59.60%	40.40%	644	436
Park Road - County Line Road	13300	9.00%	59.60%	40.40%	713	484
East of County Line Road	11600	9.00%	59.60%	40.40%	622	422
Falkenburg Road						
South of SR 600 (US 92)	8750	9.00%	62.50%	37.50%	492	295
North of SR 600 (US 92)	590	9.00%	57.89%	42.11%	31	22
Williams Road						
South of SR 600 (US 92)	7150	9.00%	55.40%	44.60%	356	287
North of SR 600 (US 92)	5050	9.00%	55.22%	44.78%	251	204
CR 579/Mango Road						
South of SR 600 (US 92)	13300	9.00%	58.31%	41.69%	698	499
North of SR 600 (US 92)	24050	9.00%	55.80%	44.20%	1208	957
Peach Avenue						
South of SR 600 (US 92)	360	9.00%	75.93%	24.07%	25	8
North of SR 600 (US 92)	2250	9.00%	54.48%	45.52%	110	92
Pine Street						
South of SR 600 (US 92)	1350	9.00%	56.77%	43.23%	69	53
North of SR 600 (US 92)	1150	9.00%	64.57%	35.43%	67	37
Parsons Avenue						
South of SR 600 (US 92)	7650	9.00%	55.47%	44.53%	382	307
North of SR 600 (US 92)	1050	9.00%	54.88%	45.12%	52	43
Kingsway Road						
South of SR 600 (US 92)	7200	9.00%	61.00%	39.00%	395	253
North of SR 600 (US 92)	5100	9.00%	50.28%	49.72%	231	228
McIntosh Road						
South of SR 600 (US 92)	10600	9.00%	57.91%	42.09%	552	402
North of SR 600 (US 92)	17300	9.00%	58.55%	41.45%	912	645
Gallagher Road						
South of SR 600 (US 92)	2550	9.00%	61.03%	38.97%	140	89
North of SR 600 (US 92)	4850	9.00%	60.27%	39.73%	263	173
Branch Forbes Road						
South of SR 600 (US 92)	7450	9.00%	60.10%	39.90%	403	268
North of SR 600 (US 92)	15100	9.00%	60.59%	39.41%	823	536
Turkey Creek Road						
South of SR 600 (US 92)	9650	9.00%	65.29%	34.71%	567	301
Whitehurst Road/Walter Drive						
South of SR 600 (US 92)	1900	9.00%	52.73%	47.27%	90	81
North of SR 600 (US 92)	1600	9.00%	54.35%	45.65%	78	66
Thonotosassa Road/Lemon Street						
South of SR 600 (US 92)	3500	9.00%	52.38%	47.62%	165	150
North of SR 600 (US 92)	16600	9.00%	51.97%	48.03%	776	718
Maryland Avenue						
South of SR 600 (US 92)	3450	9.00%	57.00%	43.00%	177	134
North of SR 600 (US 92)	2350	9.00%	54.25%	45.75%	115	97
Park Road						
South of SR 600 (US 92)	22600	9.00%	51.21%	48.79%	1042	992
North of SR 600 (US 92)	21650	9.00%	50.55%	49.45%	985	964
County Line Road						
South of SR 600 (US 92)	26500	9.00%	51.44%	48.56%	1227	1158
North of SR 600 (US 92)	25250	9.00%	52.96%	47.04%	1204	1069

SR 600 (US 92) PD&E - From East of Interstate 4 to East of County Line Road

Calculation of DDHVs from AADTs - PM Peak

Traffic Count Location	2015 AADT	K	D-Peak	D-Off Peak	Peak DDHV	Off Peak DDHV
SR 600 (US 92)						
West of Falkenburg Road	15400	9.00%	59.60%	40.40%	826	560
Falkenburg Road - Williams Road	12750	9.00%	59.60%	40.40%	684	464
Williams Road - CR 579/Mango Road	14350	9.00%	59.60%	40.40%	770	522
CR 579/Mango Road - Peach Avenue	17450	9.00%	59.60%	40.40%	936	634
Peach Avenue - Pine Street	17050	9.00%	59.60%	40.40%	915	620
Pine Street - Parsons Avenue	16400	9.00%	59.60%	40.40%	880	596
Parsons Avenue - Kingsway Road	13550	9.00%	59.60%	40.40%	727	493
Kingsway Road - McIntosh Road	10600	9.00%	59.60%	40.40%	569	385
McIntosh Road - Gallagher Road	11100	9.00%	59.60%	40.40%	595	404
Gallagher Road - Branch Forbes Road	10000	9.00%	59.60%	40.40%	536	364
Branch Forbes Road - Turkey Creek Road	13950	9.00%	59.60%	40.40%	748	507
Turkey Creek Road - Whitehurst Road/Walter Drive	11200	9.00%	59.60%	40.40%	601	407
Whitehurst Road/Walter Drive - Thonotosassa Road/Lemon Street	11900	9.00%	59.60%	40.40%	638	433
East of Thonotosassa Road/Lemon Street	21350	9.00%	59.60%	40.40%	1145	776
West of Maryland Avenue	12450	9.00%	59.60%	40.40%	668	453
Maryland Avenue - Park Road	12000	9.00%	59.60%	40.40%	644	436
Park Road - County Line Road	13300	9.00%	59.60%	40.40%	713	484
East of County Line Road	11600	9.00%	59.60%	40.40%	622	422
Falkenburg Road						
South of SR 600 (US 92)	8750	9.00%	78.92%	21.08%	621	166
North of SR 600 (US 92)	590	9.00%	52.54%	47.46%	28	25
Williams Road						
South of SR 600 (US 92)	7150	9.00%	56.49%	43.51%	364	280
North of SR 600 (US 92)	5050	9.00%	57.50%	42.50%	261	193
CR 579/Mango Road						
South of SR 600 (US 92)	13300	9.00%	55.99%	44.01%	670	527
North of SR 600 (US 92)	24050	9.00%	55.53%	44.47%	1202	963
Peach Avenue						
South of SR 600 (US 92)	360	9.00%	69.23%	30.77%	22	10
North of SR 600 (US 92)	2250	9.00%	51.98%	48.02%	105	97
Pine Street						
South of SR 600 (US 92)	1350	9.00%	52.86%	47.14%	64	57
North of SR 600 (US 92)	1150	9.00%	72.34%	27.66%	75	29
Parsons Avenue						
South of SR 600 (US 92)	7650	9.00%	57.72%	42.28%	397	291
North of SR 600 (US 92)	1050	9.00%	56.25%	43.75%	53	41
Kingsway Road						
South of SR 600 (US 92)	7200	9.00%	63.66%	36.34%	413	235
North of SR 600 (US 92)	5100	9.00%	51.65%	48.35%	237	222
McIntosh Road						
South of SR 600 (US 92)	10600	9.00%	62.93%	37.07%	600	354
North of SR 600 (US 92)	17300	9.00%	59.52%	40.48%	927	630
Gallagher Road						
South of SR 600 (US 92)	2550	9.00%	52.20%	47.80%	120	110
North of SR 600 (US 92)	4850	9.00%	51.53%	48.47%	225	212
Branch Forbes Road						
South of SR 600 (US 92)	7450	9.00%	60.51%	39.49%	406	265
North of SR 600 (US 92)	15100	9.00%	56.01%	43.99%	761	598
Turkey Creek Road						
South of SR 600 (US 92)	9650	9.00%	53.69%	46.31%	466	402
Whitehurst Road/Walter Drive						
South of SR 600 (US 92)	1900	9.00%	58.76%	41.24%	100	71
North of SR 600 (US 92)	1600	9.00%	55.94%	44.06%	81	63
Thonotosassa Road/Lemon Street						
South of SR 600 (US 92)	3500	9.00%	58.01%	41.99%	183	132
North of SR 600 (US 92)	16600	9.00%	55.89%	44.11%	835	659
Maryland Avenue						
South of SR 600 (US 92)	3450	9.00%	51.53%	48.47%	160	150
North of SR 600 (US 92)	2350	9.00%	61.86%	38.14%	131	81
Park Road						
South of SR 600 (US 92)	22600	9.00%	54.26%	45.74%	1104	930
North of SR 600 (US 92)	21650	9.00%	53.71%	46.29%	1047	902
County Line Road						
South of SR 600 (US 92)	26500	9.00%	53.58%	46.42%	1278	1107
North of SR 600 (US 92)	25250	9.00%	53.87%	46.13%	1224	1048

SR 600 (US 92) -
From East of I-4 to County Line Road
Estimation of AM Peak Hour Traffic Volumes
WB Peak Direction

Recommended AM Peak: 7:00am - 8:00am considered

Intersection	Movement	AM Turning Volume (Raw TMC)	Approach Total	Turn Percent (%)	2015 AM	2015 AM
					DDHV	Turning Volume
US 92 @ Falkenburg Road	EBLT	4	642	1%	560	3
	EBTH	291		45%		254
	EBRT	347		54%		303
	NBLT	196	315	62%	295	184
	NBTH	7		2%		7
	NBRT	112		36%		105
	WBLT	171	599	29%	684	195
	WBTH	423		71%		483
	WBRT	5		1%		6
	SBLT	10	22	45%	31	14
	SBTH	7		32%		10
	SBRT	5		23%		7
US 92 @ Williams Road	EBLT	36	396	9%	464	42
	EBTH	293		74%		343
	EBRT	67		17%		79
	NBLT	111	323	34%	356	122
	NBTH	124		38%		137
	NBRT	88		27%		97
	WBLT	68	597	11%	770	88
	WBTH	440		74%		568
	WBRT	89		15%		115
	SBLT	98	307	32%	251	80
	SBTH	125		41%		102
	SBRT	84		27%		69
US 92 @ CR 579/Mango Road	EBLT	213	682	31%	522	163
	EBTH	345		51%		264
	EBRT	124		18%		95
	NBLT	146	709	21%	698	144
	NBTH	500		71%		492
	NBRT	63		9%		62
	WBLT	101	1019	10%	936	93
	WBTH	390		38%		358
	WBRT	528		52%		485
	SBLT	316	983	32%	957	308
	SBTH	282		29%		275
	SBRT	385		39%		375
US 92 @ Peach Avenue	EBLT	179	678	26%	634	167
	EBTH	494		73%		462
	EBRT	5		1%		5
	NBLT	7	41	17%	25	4
	NBTH	31		76%		19
	NBRT	3		7%		2
	WBLT	1	911	0%	915	1
	WBTH	804		88%		808
	WBRT	106		12%		106
	SBLT	72	264	27%	92	25
	SBTH	7		3%		2
	SBRT	185		70%		64
US 92 @ Pine Street	EBLT	101	549	18%	620	114
	EBTH	415		76%		469
	EBRT	33		6%		37
	NBLT	35	109	32%	69	22
	NBTH	54		50%		34
	NBRT	20		18%		13
	WBLT	21	899	2%	880	21
	WBTH	787		88%		770
	WBRT	91		10%		89
	SBLT	44	135	33%	37	12
	SBTH	29		21%		8
	SBRT	62		46%		17
US 92 @ Parsons Avenue	EBLT	12	483	2%	596	15
	EBTH	329		68%		406
	EBRT	142		29%		175
	NBLT	249	345	72%	382	276
	NBTH	14		4%		16
	NBRT	82		24%		91
	WBLT	118	779	15%	727	110
	WBTH	650		83%		607
	WBRT	11		1%		10
	SBLT	11	45	24%	52	13
	SBTH	17		38%		20
	SBRT	17		38%		20
US 92 @ Kingsway Road	EBLT	84	430	20%	493	96
	EBTH	259		60%		297
	EBRT	87		20%		100
	NBLT	141	366	39%	395	152
	NBTH	150		41%		162
	NBRT	75		20%		81
	WBLT	57	544	10%	569	60
	WBTH	451		83%		472
	WBRT	36		7%		38
	SBLT	27	267	10%	228	23
	SBTH	90		34%		77
	SBRT	150		56%		128

SR 600 (US 92) -
From East of I-4 to County Line Road
Estimation of AM Peak Hour Traffic Volumes
WB Peak Direction

Intersection	Movement	AM Turning Volume (Raw TMC)	Approach Total	Turn Percent (%)	2015 AM	2015 AM
					DDHV	Turning Volume
US 92 @ McIntosh Road	EBLT	158	430	37%	385	141
	EBTH	245		57%		219
	EBRT	27		6%		24
	NBLT	28	516	5%	552	30
	NBTH	412		80%		441
	NBRT	76		15%		81
	WBLT	95	724	13%	595	78
	WBTH	251		35%		206
	WBRT	378		52%		311
	SBLT	269	671	40%	645	259
	SBTH	253		38%		243
	SBRT	149		22%		143
	US 92 @ Gallagher Road	EBLT	367	538	68%	404
EBTH		146	27%		110	
EBRT		25	5%		19	
NBLT		56	249	22%	140	31
NBTH		180		72%		101
NBRT		13		5%		7
WBLT		27	715	4%	536	20
WBTH		384		54%		288
WBRT		304		43%		228
SBLT		165	561	29%	173	51
SBTH		107		19%		33
SBRT		289		52%		89
US 92 @ Branch Forbes Road		EBLT	74	324	23%	364
	EBTH	211	65%		237	
	EBRT	39	12%		44	
	NBLT	48	482	10%	403	40
	NBTH	411		85%		344
	NBRT	23		5%		19
	WBLT	26	680	4%	748	29
	WBTH	272		40%		299
	WBRT	382		56%		420
	SBLT	129	564	23%	536	123
	SBTH	255		45%		242
	SBRT	180		32%		171
	US 92 @ Turkey Creek Road	EBTH	197	369	53%	507
EBRT		172	47%		236	
NBLT		418	78%		441	
NBRT		120	538	22%	567	126
WBLT		114		24%		143
WBTH		365		76%		458
US 92 @ Whitehurst Road/Walter Drive	EBLT	10	323	3%	407	13
	EBTH	301		93%		379
	EBRT	12		4%		15
	NBLT	15	58	26%	90	23
	NBTH	9		16%		14
	NBRT	34		59%		53
	WBLT	25	449	6%	638	36
	WBTH	401		89%		570
	WBRT	23		5%		33
	SBLT	23	50	46%	78	36
	SBTH	15		30%		23
SBRT	12	24%		19		
US 92 @ Thonotosassa Road/Lemon Street	EBLT	58	291	20%	433	86
	EBTH	202		69%		301
	EBRT	31		11%		46
	NBLT	27	120	23%	150	34
	NBTH	76		63%		95
	NBRT	17		14%		21
	WBLT	29	695	4%	1145	48
	WBTH	234		34%		386
	WBRT	432		62%		712
	SBLT	433	523	83%	718	594
	SBTH	72		14%		99
SBRT	18	3%		25		
US 92 @ Maryland Avenue	EBLT	24	237	10%	453	46
	EBTH	190		80%		383
	EBRT	23		10%		44
	NBLT	48	114	42%	177	75
	NBTH	37		32%		57
	NBRT	29		25%		45
	WBLT	39	367	11%	644	68
	WBTH	306		83%		537
	WBRT	22		6%		39
	SBLT	9	70	13%	97	12
	SBTH	24		34%		33
SBRT	37	53%		51		

SR 600 (US 92) -
From East of I-4 to County Line Road
Estimation of AM Peak Hour Traffic Volumes
WB Peak Direction

Intersection	Movement	AM Turning Volume (Raw TMC)	Approach Total	Turn Percent (%)	2015 AM DDHV	2015 AM Turning Volume
US 92 @ Park Road	EBLT	78	246	32%	436	138
	EBTH	118		48%		209
	EBRT	50		20%		89
	NBLT	90	828	11%	1042	113
	NBTH	598		72%		753
	NBRT	140		17%		176
	WBLT	196	496	40%	713	282
	WBTH	244		49%		351
	WBRT	56		11%		81
	SBLT	53	716	7%	964	71
	SBTH	543		76%		731
	SBRT	120		17%		162
US 92 @ County Line Road	EBLT	52	254	20%	484	99
	EBTH	125		49%		238
	EBRT	77		30%		147
	NBLT	67	945	7%	1227	87
	NBTH	793		84%		1030
	NBRT	85		9%		110
	WBLT	118	312	38%	622	235
	WBTH	127		41%		253
	WBRT	67		21%		134
	SBLT	81	810	10%	1069	107
	SBTH	697		86%		920
	SBRT	32		4%		42

SR 600 (US 92) -
From East of I-4 to County Line Road
Estimation of PM Peak Hour Traffic Volumes
EB Peak Direction

Recommended PM Peak: 5:00pm - 6:00pm considered

Intersection	Movement	PM Turning Volume (Raw TMC)	Approach Total	Turn Percent (%)	2015 PM	2015 PM Turning
					DDHV	Volume
US 92 @ Falkenburg Road	EBLT	7	778	1%	826	7
	EBTH	637		82%		676
	EBRT	134		17%		142
	NBLT	544		65%		407
	NBTH	14		2%		10
	NBRT	273		33%		204
	WBLT	78		20%		92
	WBTH	304		78%		360
	WBRT	10		3%		12
	SBLT	10		36%		9
	SBTH	10		36%		9
SBRT	8	29%	7			
US 92 @ Williams Road	EBLT	128	998	13%	684	88
	EBTH	697		70%		478
	EBRT	173		17%		119
	NBLT	71		17%		48
	NBTH	281		68%		189
	NBRT	64		15%		43
	WBLT	111		21%		112
	WBTH	328		63%		331
	WBRT	78		15%		79
	SBLT	72		20%		39
	SBTH	256		71%		137
SBRT	32	9%	17			
US 92 @ CR 579/Mango Road	EBLT	327	992	33%	770	254
	EBTH	519		52%		403
	EBRT	146		15%		113
	NBLT	76		13%		70
	NBTH	390		68%		359
	NBRT	107		19%		98
	WBLT	87		16%		103
	WBTH	199		37%		235
	WBRT	252		47%		297
	SBLT	543		45%		539
	SBTH	496		41%		493
SBRT	171	14%	170			
US 92 @ Peach Avenue	EBLT	69	1084	6%	936	60
	EBTH	1004		93%		867
	EBRT	11		1%		9
	NBLT	3		38%		4
	NBTH	4		50%		5
	NBRT	1		13%		1
	WBLT	4		1%		4
	WBTH	532		93%		577
	WBRT	36		6%		39
	SBLT	44		37%		39
	SBTH	3		3%		3
SBRT	71	60%	63			
US 92 @ Pine Street	EBLT	4	1079	0%	915	3
	EBTH	1033		96%		876
	EBRT	42		4%		36
	NBLT	23		35%		20
	NBTH	2		3%		2
	NBRT	41		62%		35
	WBLT	25		5%		28
	WBTH	500		94%		560
	WBRT	7		1%		8
	SBLT	11		32%		24
	SBTH	7		21%		15
SBRT	16	47%	35			
US 92 @ Parsons Avenue	EBLT	13	1036	1%	880	11
	EBTH	772		75%		656
	EBRT	251		24%		213
	NBLT	134		49%		144
	NBTH	16		6%		17
	NBRT	121		45%		130
	WBLT	101		24%		120
	WBTH	309		74%		366
	WBRT	6		1%		7
	SBLT	14		31%		16
	SBTH	18		40%		21
SBRT	13	29%	15			
US 92 @ Kingsway Road	EBLT	119	887	13%	727	98
	EBTH	567		64%		465
	EBRT	201		23%		165
	NBLT	73		28%		65
	NBTH	118		45%		106
	NBRT	71		27%		64
	WBLT	93		24%		93
	WBTH	279		73%		280
	WBRT	12		3%		12
	SBLT	30		11%		27
	SBTH	165		62%		147
SBRT	71	27%	63			

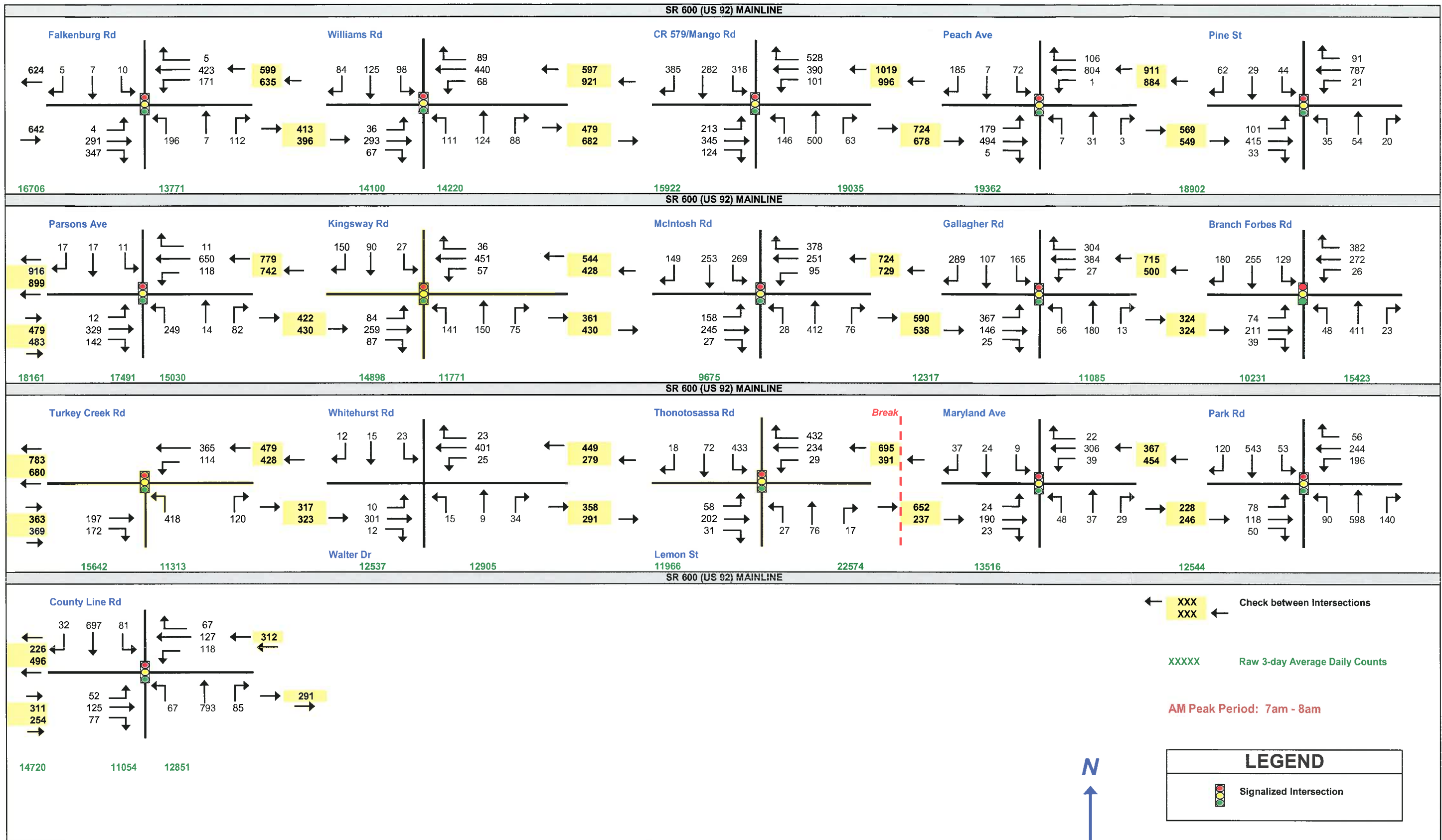
SR 600 (US 92) -
From East of I-4 to County Line Road
Estimation of PM Peak Hour Traffic Volumes
EB Peak Direction

Intersection	Movement	PM Turning Volume (Raw TMC)	Approach Total	Turn Percent (%)	2015 PM DDHV	2015 PM Turning Volume
US 92 @ McIntosh Road	EBLT	153	535	29%	569	163
	EBTH	329		61%		350
	EBRT	53		10%		56
	NBLT	22	334	7%	354	23
	NBTH	268		80%		284
	NBRT	44		13%		47
	WBLT	57	383	15%	404	60
	WBTH	179		47%		189
	WBRT	147		38%		155
	SBLT	257	835	31%	927	285
	SBTH	457		55%		507
SBRT	121	14%		134		
US 92 @ Gallagher Road	EBLT	87	616	14%	595	84
	EBTH	487		79%		470
	EBRT	42		7%		41
	NBLT	40	107	37%	120	45
	NBTH	26		24%		29
	NBRT	41		38%		46
	WBLT	21	325	6%	364	24
	WBTH	265		82%		297
	WBRT	39		12%		44
	SBLT	42	143	29%	212	62
	SBTH	35		24%		52
SBRT	66	46%		98		
US 92 @ Branch Forbes Road	EBLT	80	474	17%	536	90
	EBTH	357		75%		404
	EBRT	37		8%		42
	NBLT	24	263	9%	265	24
	NBTH	209		79%		211
	NBRT	30		11%		30
	WBLT	45	557	8%	507	41
	WBTH	274		49%		249
	WBRT	238		43%		217
	SBLT	271	671	40%	761	307
	SBTH	321		48%		364
SBRT	79	12%		90		
US 92 @ Turkey Creek Road	EBTH	396	700	57%	748	423
	EBRT	304		43%		325
	NBLT	266	395	67%	402	271
	NBRT	129		33%		131
	WBLT	154		31%		128
WBTH	336	490	69%	407	279	
US 92 @ Whitehurst Road/Walter Drive	EBLT	26	612	4%	601	26
	EBTH	536		88%		526
	EBRT	50		8%		49
	NBLT	33	73	45%	100	45
	NBTH	10		14%		14
	NBRT	30		41%		41
	WBLT	42	533	8%	433	34
	WBTH	447		84%		363
	WBRT	44		8%		36
	SBLT	24	63	38%	63	24
	SBTH	12		19%		12
SBRT	27	43%		27		
US 92 @ Thonotosassa Road/Lemon Street	EBLT	104	480	22%	638	138
	EBTH	358		75%		476
	EBRT	18		4%		24
	NBLT	19	192	10%	183	18
	NBTH	153		80%		146
	NBRT	20		10%		19
	WBLT	38	973	4%	776	30
	WBTH	400		41%		319
	WBRT	535		55%		427
	SBLT	494	625	79%	659	521
	SBTH	83		13%		88
SBRT	48	8%		51		
US 92 @ Maryland Avenue	EBLT	94	656	14%	668	96
	EBTH	507		77%		516
	EBRT	55		8%		56
	NBLT	45	158	28%	150	43
	NBTH	65		41%		62
	NBRT	48		30%		46
	WBLT	68	613	11%	436	48
	WBTH	485		79%		345
	WBRT	60		10%		43
	SBLT	43	135	32%	81	26
	SBTH	45		33%		27
SBRT	47	35%		28		

SR 600 (US 92) -
From East of I-4 to County Line Road
Estimation of PM Peak Hour Traffic Volumes
EB Peak Direction

Intersection	Movement	PM Turning Volume (Raw TMC)	Approach Total	Turn Percent (%)	2015 PM DDHV	2015 PM Turning Volume
US 92 @ Park Road	EBLT	218	686	32%	644	205
	EBTH	369		54%		346
	EBRT	99		14%		93
	NBLT	72	876	8%	930	76
	NBTH	571		65%		606
	NBRT	233		27%		247
	WBLT	294	816	36%	484	174
	WBTH	412		50%		244
	WBRT	110		13%		65
	SBLT	89	1043	9%	1047	89
	SBTH	646		62%		648
	SBRT	308		30%		309
US 92 @ County Line Road	EBLT	61	389	16%	713	112
	EBTH	207		53%		379
	EBRT	121		31%		222
	NBLT	132	920	14%	1107	159
	NBTH	713		78%		858
	NBRT	75		8%		90
	WBLT	121	496	24%	422	103
	WBTH	261		53%		222
	WBRT	114		23%		97
	SBLT	56	1037	5%	1224	66
	SBTH	820		79%		968
	SBRT	161		16%		190

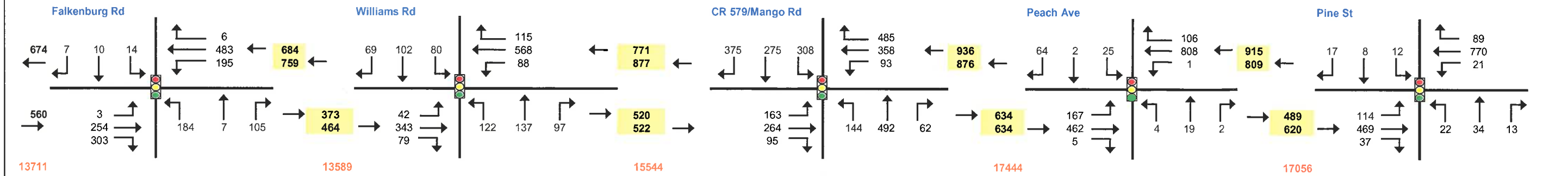
**DEVELOPMENT OF EXISTING AM AND PM
PEAK HOUR VOLUMES**



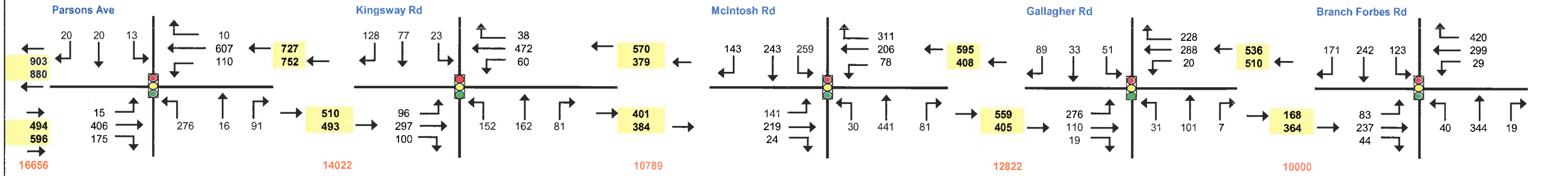
SR 600 (US 92) PD&E Re-evaluation
 from East of I-4 to East of County Line Road
 Hillsborough County, Florida

RAW EXISTING YEAR 2015 AM PEAK HOUR TRAFFIC VOLUMES

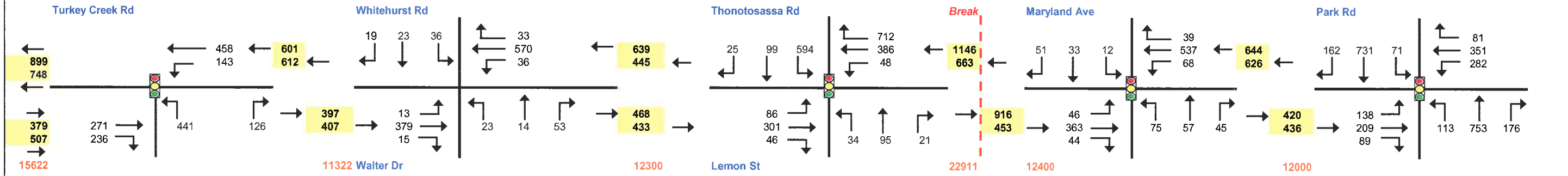
SR 600 (US 92) MAINLINE



SR 600 (US 92) MAINLINE



SR 600 (US 92) MAINLINE



SR 600 (US 92) MAINLINE



← XXX
XXX ← Check between Intersections
XXXXX AADT Estimate

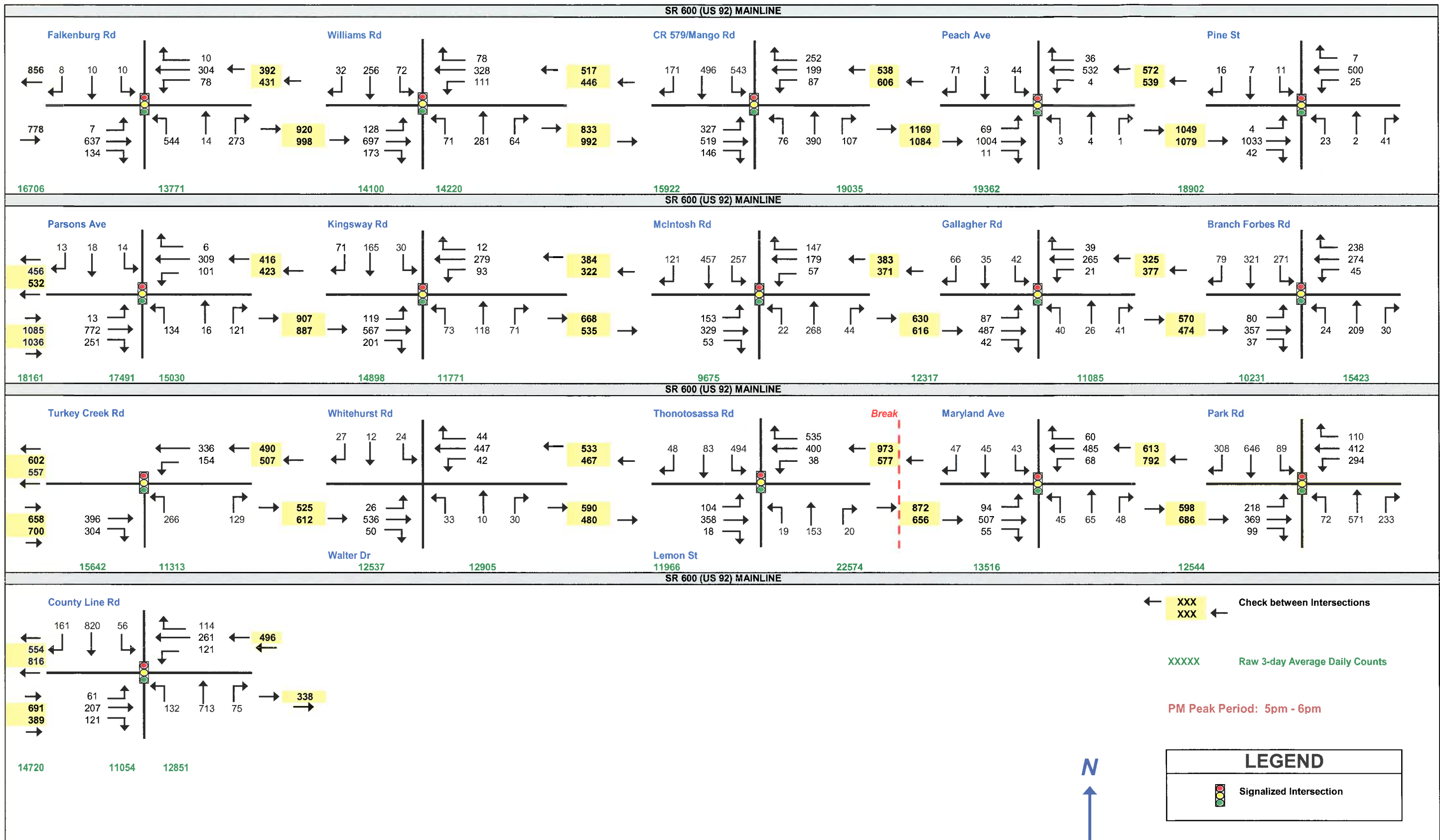


LEGEND

Signalized Intersection

SR 600 (US 92) PD&E Re-evaluation
from East of I-4 to East of County Line Road
Hillsborough County, Florida

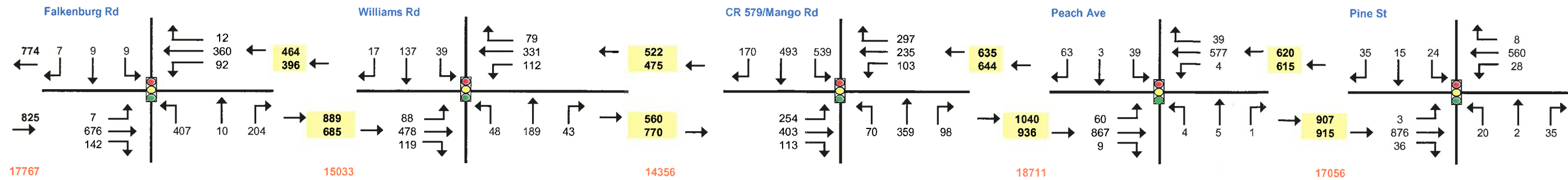
ESTIMATED EXISTING YEAR 2015 AM PEAK HOUR TRAFFIC VOLUMES



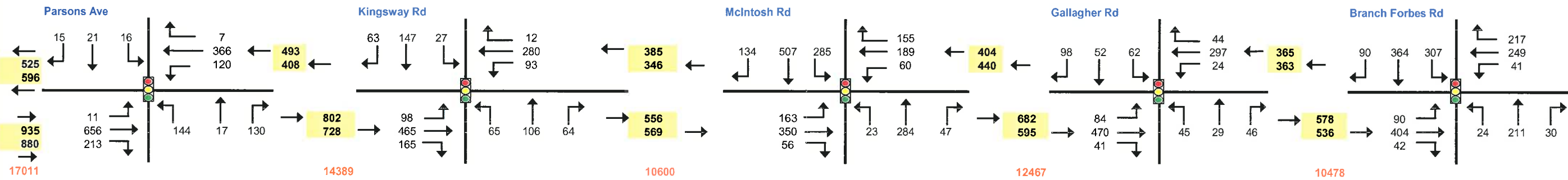
SR 600 (US 92) PD&E Re-evaluation
 from East of I-4 to East of County Line Road
 Hillsborough County, Florida

RAW EXISTING YEAR 2015 PM PEAK HOUR TRAFFIC VOLUMES

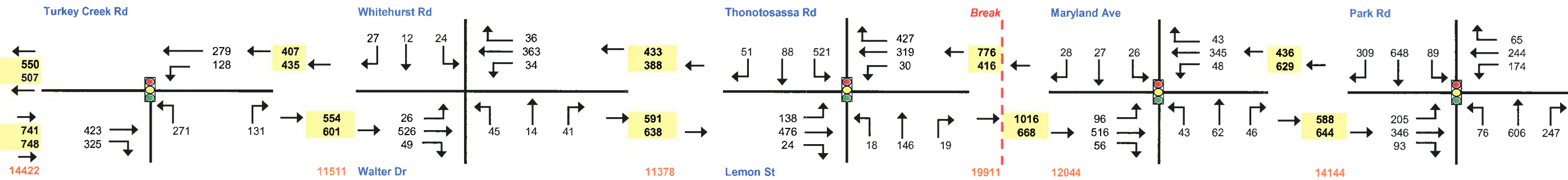
SR 600 (US 92) MAINLINE



SR 600 (US 92) MAINLINE



SR 600 (US 92) MAINLINE



SR 600 (US 92) MAINLINE



SR 600 (US 92) PD&E Re-evaluation
from East of I-4 to East of County Line Road
Hillsborough County, Florida

ETIMATED EXISTING YEAR 2015 PM PEAK HOUR TRAFFIC VOLUMES

Appendix E

Existing Signal Timings

Hillsborough County

Timing Sheet

6/4/2014 12:21:48 PM

Station : 1002 - Hillsborough Ave(US92) & Williams Rd (F051) (Standard File)

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
	(SBT1)	(SBL1)	(WBT1)	(WBL1)	(NBT1)	(NBL1)	(EBT1)	(EBL1)								
Call Phase																
Switch Phase																
Delay Time																

Channels/SDLC, Assign to Phases [1.3.1]

PH/OLP #	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OLP	OLP	OLP	OLP	PED	PED	PED	PED	OTH	OTH	OTH	OTH	OTH	OTH	OTH	OTH
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	NONE	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		1		1							1				
3															
4	1		1						1						
5															
6		1		1											
7															
8	1		1												
9															
10															
11															
12															
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	ON	
Present	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								

Hillsborough County

Timing Sheet

11/5/2013 3:50:47 PM

Station : 1003 - Hillsborough Ave(US92) & Mango(CR579) (G034) (Standard File)

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	7	(NBT2)	(NBL1)	(EBT1)	(EBL1)	(SBR1)	(SBT1)	(SBL1)	(SBL2)	(WBT1)	(WBL1)	(NBT1)				
Switch Phase																
Delay Time																

Channels/SDLC, Assign to Phases [1.3.1]

PH/OLP #	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OLP	OLP	OLP	OLP	PED	PED	PED	PED	OTH	OTH	OTH	OTH	OTH	OTH	OTH	OTH
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	NONE	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	1			
2		1		1							1	1			
3	1								1	1					
4	1		1						1	1					
5				1											
6		1		1											
7			1												
8	1		1												
9															
10															
11															
12															
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			
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								

Station : 1003 - Hillsborough Ave(US92) & Mango(CR579) (G034) (Standard File)

TB Coor, Advanced Scheduler [4.3]

Month Day of Week Day of Month 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

TB Coor, Day Plan [4.4]

Day Plan Table 1 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
Hour Minute Action

Day Plan Table 2 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
Hour Minute Action

Day Plan Table 3 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
Hour Minute Action

Day Plan Table 4 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
Hour Minute Action

Day Plan Table 5 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
Hour Minute Action

Day Plan Table 6 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
Hour Minute Action

Station : 1004 - Hillsborough Ave (US 92) & Peach Ave (F098) (Standard File)

Phase [1.1.1]

	1 (EL)	2 (WT)	3	4 (NT)	5	6 (ET)	7	8 (ST)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		17		20		15		18								
Min Green	5	15		7		15		7								
Passage	5	4		4		4		4								
Max1	20	50		20		75		20								
Max2																
Yellow	5.1	5.1	6	3.4	6	5.1	6	3.4	9	9	9	9	9	9	9	9
Red	2	2		4.7		2		4.7								
Red Revert	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit	40	100		40		100		40								
Dynamic Max Step	10	10		10		10		10								
Auto Exit		ON				ON										
Rest In Walk																

Phase Option [1.1.2]

	1 (EL)	2 (WT)	3	4 (NT)	5	6 (ET)	7	8 (ST)	9	10	11	12	13	14	15	16
Enable	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		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				Assigned Ph	
	From	To	From	To	From	To
1						
2						
3						
4						
5						
6						
7						
8						

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

Entry	Call Phases				Assigned Ph	
	From	To	From	To	From	To
1						
2						
3						
4						
5						
6						
7						
8						

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										
2										
3										
4										
5										
6										
7										
8										

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										
2										
3										
4										
5										
6										
7										
8										

Prepared By

Date Implemented

Reviewed By

Traffic Engineer

Hillsborough County

Timing Sheet

11/19/2013 9:22:46 AM

Station : 1004 - Hillsborough Ave (US 92) & Peach Ave (F098) (Standard File)

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
	(NBT1)	(EBT1)	(EBL1)	(SBT1)	(SBL1)	(WBT1)	(WBL1)									
Call Phase																
Switch Phase																
Delay Time																

Channels/SDLC, Assign to Phases [1.3.1]

PH/OLP #	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OLP	OLP	OLP	OLP	PED	PED	PED	PED	OTH	OTH	OTH	OTH	OTH	OTH	OTH	OTH
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	NONE	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							1				
3															
4	1		1						1						
5															
6		1		1											
7															
8	1		1												
9															
10															
11															
12															
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	ON	
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								

Station : 1006 - Hillsborough Ave(US92) & Parsons Ave (E070) (Standard File)

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																
Switch Phase																
Delay Time																

Channels/SDLC, Assign to Phases [1.3.1]

PH/OLP #	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OLP	OLP	OLP	OLP	PED	PED	PED	PED	OTH	OTH	OTH	OTH	OTH	OTH	OTH	OTH
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	NONE	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		1		1							1				
3															
4	1		1						1						
5															
6		1		1											
7															
8	1		1												
9															
10															
11															
12															
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			
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								

Hillsborough County

Timing Sheet

11/21/2013 7:58:16 AM

Station : 1365 - Hillsborough Ave(US92) & McIntosh Rd (E069) (Standard File)

Phase [1.1.1]

	1 (EL)	2 (WT)	3 (SL)	4 (NT)	5 (WL)	6 (ET)	7	8 (ST)	9	10	11	12	13	14	15	16
Walk		7		7		7										
Ped Clearance		23		15		28		18								
Min Green	5	15	5	7	5	15		7								
Passage	3	3	3	4	3	3		4								
Max1	15	55	20	50	15	55		50								
Max2																
Yellow	4.8	4.8	4.4	4.8	4.8	4.8	9	4.8	9	9	9	9	9	9	9	9
Red	2.3	2.8	2.5	2.3	2.2	2.8		2.3								
Red Revert	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit	30	110	40	100	30	110		100								
Dynamic Max Step	5	10	5	10	5	10		10								
Auto Exit		ON				ON										
Rest In Walk																

Phase Option [1.1.2]

	1 (EL)	2 (WT)	3 (SL)	4 (NT)	5 (WL)	6 (ET)	7	8 (ST)	9	10	11	12	13	14	15	16
Enable	ON	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		ON								
Guar Passage																
Cond Service																
Add Init Calc																

Alternate Phase Program 1, Calls and Redirection [1.1.6.3]

Entry	Call Phases				Assigned Ph			
	From	To	From	To	From	To	From	To
1								
2								
3								
4								
5								
6								
7								
8								

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

Entry	Call Phases				Assigned Ph			
	From	To	From	To	From	To	From	To
1								
2								
3								
4								
5								
6								
7								
8								

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										
2										
3										
4										
5										
6										
7										
8										

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										
2										
3										
4										
5										
6										
7										
8										

Prepared By

Date Implemented

Reviewed By

Traffic Engineer

Hillsborough County

Timing Sheet

11/21/2013 7:58:16 AM

Station : 1365 - Hillsborough Ave(US92) & McIntosh Rd (E069) (Standard File)

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																
Switch Phase																
Delay Time																

Channels/SDLC, Assign to Phases [1.3.1]

PH/OLP #	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OLP	OLP	OLP	OLP	PED	PED	PED	PED	OTH	OTH	OTH	OTH	OTH	OTH	OTH	OTH
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	NONE	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							1	1			
2					1								1	1	
3	1														
4		1		1											
5					1										
6			1		1										
7															
8	1			1											
9															
10															
11															
12															
13															
14	1		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			
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								

Hillsborough County

Timing Sheet

9/11/2014 9:05:30 AM

Station : 1495 - Hillsborough Ave(US92) & Gallagher Rd (F323) (Standard File)

Detector Alternate Program 1, Vehicle Parameters [5.5.1]

Call Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Switch Phase																
Delay Time																

Channels/SDLC, Assign to Phases [1.3.1]

PH/OLP #	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OLP	OLP	OLP	OLP	PED	PED	PED	PED	OTH	OTH	OTH	OTH	OTH	OTH	OTH	OTH
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	NONE	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	1			
2		1		1							1	1			
3															
4	1		1						1	1					
5				1											
6		1		1											
7			1												
8	1		1												
9															
10															
11															
12															
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			
Present	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 : 1337 - Baker St (US 92) & Forbes Rd (F149) (Standard File)

Phase [1.1.1]

	1	2 (WT)	3	4 (NT)	5	6 (ET)	7	8 (ST)	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		23		15		16		17								
Min Green		15		7		15		7								
Passage		3.5		3		3.5		3								
Max1		35		25		35		25								
Max2																
Yellow	6	4.8	6	4.8	6	4.8	6	4.8	9	9	9	9	9	9	9	9
Red		2		2		2		2								
Red Revert	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit		70		70		70		70								
Dynamic Max Step		10		10		10		10								
Auto Exit		ON				ON										
Rest In Walk																

Phase Option [1.1.2]

	1	2 (WT)	3	4 (NT)	5	6 (ET)	7	8 (ST)	9	10	11	12	13	14	15	16
Enable		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								
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
2										
3										
4										
5										
6										
7										
8										

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

Entry	Call Phases	From	To	From	To	From	To	From	To	Assigned Ph
2										
3										
4										
5										
6										
7										
8										

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										
2										
3										
4										
5										
6										
7										
8										

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										
2										
3										
4										
5										
6										
7										
8										

Prepared By

Date Implemented

Reviewed By

Traffic Engineer

Hillsborough County

Timing Sheet

11/19/2013 9:30:35 AM

Station : 1337 - Baker St (US 92) & Forbes Rd (F149) (Standard File)

Detector Alternate Program 1, Vehicle Parameters [5.5.1]

Call Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Switch Phase																
Delay Time																

Channels/SDLC, Assign to Phases [1.3.1]

PH/OLP #	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OLP	OLP	OLP	OLP	PED	PED	PED	PED	OTH	OTH	OTH	OTH	OTH	OTH	OTH	OTH
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	NONE	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		1		1											
3											1				
4	1			1											
5															
6		1		1											
7															
8	1			1											
9															
10															
11															
12															
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		
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								

Station : 1390 - Baker St (US 92) & Turkey Creek Rd (F227) (Standard File)

Phase [1.1.1]

	1	2 (WT)	3	4 (NT)	5	6 (ET)	7	8	9	10	11	12	13	14	15	16
Walk						7		7								
Ped Clearance						31		21								
Min Green		15		7		15		7								
Passage		3		5		3										
Max1		40		20		40		27								
Max2																
Yellow	9	5.5	9	4.8	9	5.5	9	4.8	9	9	9	9	9	9	9	9
Red		2		2.2		2		2.2								
Red Revert	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Added Initial																
Max Initial																
Time Before Reduce																
Cars Before Reduce																
Time To Reduce																
Reduce By																
Min Gap																
Dynamic Max Limit		80		40		80										
Dynamic Max Step		10		10		10										
Auto Exit		ON				ON										
Rest In Walk																

Phase Option [1.1.2]

	1	2 (WT)	3	4 (NT)	5	6 (ET)	7	8	9	10	11	12	13	14	15	16
Enable		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										
Sim Gap Enable		ON				ON										
Guar Passage																
Cond Service																
Add Init Calc																

Alternate Phase Program 1, Calls and Redirection [1.1.6.3]

Entry	Call Phases						Assigned Ph
	From	To	From	To	From	To	
1							
2							
3							
4							
5							
6							
7							
8							

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

Entry	Call Phases						Assigned Ph
	From	To	From	To	From	To	
1							
2							
3							
4							
5							
6							
7							
8							

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										
2										
3										
4										
5										
6										
7										
8										

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										
2										
3										
4										
5										
6										
7										
8										

Prepared By

Date Implemented

Reviewed By

Traffic Engineer

Hillsborough County

Timing Sheet

11/19/2013 9:32:43 AM

Station : 1390 - Baker St (US 92) & Turkey Creek Rd (F227) (Standard File)

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																
Switch Phase																
Delay Time																

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	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
Type	OLP	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OLP	OLP	OLP	OLP	PED	PED	PED	PED	OTH	OTH	OTH	OTH	OTH	OTH	OTH	OTH
Flash	DRK	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	TX2 V14	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															
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																
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								

107 - Baker at Lemon

Phase Entries Table 1

Walk	0	0	0	7	0	7	0	7	0	0	0	0	0	0	0	0
Red Clearance	0	0	0	26	0	16	0	20	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	3	3	4	0	4	0	0	0	0	0	0	0	0
Max1	10	30	0	15	15	30	0	20	0	0	0	0	0	0	0	0
Max2	15	30	0	15	15	30	0	50	0	0	0	0	0	0	0	0
Yellow	4.3	4.3	0	4.3	4.3	4.3	0	4.3	0	0	0	0	0	0	0	0
Red	2	2	0	2	2	2	0	2	0	0	0	0	0	0	0	0
Red Revert	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
Mini Gap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Limit	60	50	0	50	30	90	0	60	0	0	0	0	0	0	0	0
Dynamic Max Step	10	10	0	5	5	10	0	10	0	0	0	0	0	0	0	0
Startup	RED	GREEN	RED	RED	RED	GREEN	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED
Enable	On	On	Off	On	On	On	Off	On	Off	Off	Off	Off	Off	Off	Off	Off
Auto Entry	Off	Off	Off	Off	Off	Off	Off	On	Off	Off	Off	Off	Off	Off	Off	Off
Auto Exit	Off	Off	Off	Off	Off	On	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Non Act1	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Non Act2	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Lock Call	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Min Recall	Off	On	Off	Off	Off	On	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Max Recall	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Red Recall	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Soft Recall	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Dual Entry	Off	On	Off	Off	Off	On	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Sim Gap Enable	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Guar Passage	Off	Off	Off	Off	Off	Off	Off	On	Off	Off	Off	Off	Off	Off	Off	Off
Rest In Walk	Off	On	Off	Off	Off	On	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Cond Service	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Add Init Calc	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Ring	1	1	1	1	2	2	1	1	0	0	0	0	0	0	0	0
Concur 1	5	5	0	0	1	1	0	0	0	0	0	0	0	0	0	0
Concur 2	6	6	0	0	2	2	0	0	0	0	0	0	0	0	0	0
Concur 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

402 - Baker at Maryland Phase Entries Table 1

Walk	0	5	0	5	0	5	0	5	0	0	0	0	0	0	0	0
Ped Clearance	0	12	0	24	0	12	0	24	0	0	0	0	0	0	0	0
Min Green	0	10	0	7	0	10	0	7	0	0	0	0	0	0	0	0
Passage	0	4	0	4	0	4	0	4	0	0	0	0	0	0	0	0
Max1	0	30	0	15	0	30	0	15	0	0	0	0	0	0	0	0
Max2	0	70	0	40	0	70	0	40	0	0	0	0	0	0	0	0
Yellow	0	4	0	4	0	4	0	4	0	0	0	0	0	0	0	0
Red	0	2	0	2	0	2	0	2	0	0	0	0	0	0	0	0
Red Revert	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
Startup	RED	GREEN	RED	RED	RED	GREEN	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED
Enable	Off	On	Off	On	Off	On	Off	On	Off	On	Off	On	Off	On	Off	On
Auto Entry	Off	Off	Off	On	Off	Off	Off	On	Off	Off	Off	Off	Off	Off	Off	Off
Auto Exit	Off	On	Off	Off	Off	On	Off	On	Off	Off	Off	Off	Off	Off	Off	Off
Non Act1	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Non Act2	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Lock Call	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Min Recall	Off	On	Off	Off	Off	On	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Max Recall	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Ped Recall	Off	On	Off	Off	Off	On	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Soft Recall	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Dual Entry	Off	On	Off	On	Off	On	Off	On	Off	On	Off	On	Off	On	Off	On
Sim Gap Enable	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Guar Passage	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Rest In Walk	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Cond Service	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Add Init Calc	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Ring	1	1	1	1	2	2	2	2	0	0	0	0	0	0	0	0
Concur 1	5	5	7	7	1	1	3	3	0	0	0	0	0	0	0	0
Concur 2	6	6	8	8	2	2	4	4	0	0	0	0	0	0	0	0
Concur 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

401 - Baker at Park

Phase Entries Table 1

Walk	0	5	0	5	0	0	0	0	0	0	0	0	0	0	0	0
Red Clearance	0	19	0	18	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	5	10	5	10	5	10	5	10	0	0	0	0	0	0	0	0
Passage	5	4	3	2.5	3	4	5	4	0	0	0	0	0	0	0	0
Max1	16	30	10	35	16	30	10	35	0	0	0	0	0	0	0	0
Max2	30	60	30	50	30	60	30	50	0	0	0	0	0	0	0	0
Yellow	3	5	3	5	3	5	3	5	0	0	0	0	0	0	0	0
Red	2.6	2.6	2.6	2.6	2.6	2.6	2.6	2.6	0	0	0	0	0	0	0	0
Red Revert	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
Startup	RED	GREEN	RED	RED	RED	GREEN	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED
Enable	On	On	On	On	On	On	On	On	Off	Off	Off	Off	Off	Off	Off	Off
Auto Entry	Off	Off	Off	On	Off	Off	Off	On	Off	Off	Off	Off	Off	Off	Off	Off
Auto Exit	Off	On	Off	Off	Off	On	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Non Act1	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Non Act2	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Lock Call	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Min Recall	Off	On	Off	Off	Off	On	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Max Recall	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Red Recall	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Soft Recall	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Dual Entry	Off	On	Off	On	Off	On	Off	On	Off	Off	Off	Off	Off	Off	Off	Off
Sim Gap Enable	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Guar Passage	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Rest In Walk	Off	On	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Cond Service	Off	On	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Add Init Calc	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Ring	1	1	1	1	2	2	2	2	0	0	0	0	0	0	0	0
Concur 1	5	5	7	7	1	1	3	3	0	0	0	0	0	0	0	0
Concur 2	6	6	8	8	2	2	4	4	0	0	0	0	0	0	0	0
Concur 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

FDOT - DISTRICT 1
Signal Timing Report
 (For isolated traffic signal)

Drawn By:	
Date:	
Checked By:	
Date:	

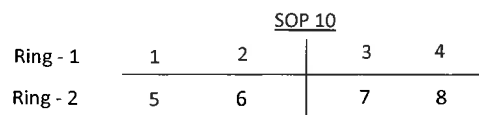
Approved By:
Renjan Joseph, P.E. # 68284
Date:

Revisions	Location Details	
Increased R/R preemption clearance green interval to 15 seconds. Matched movements 4 & 8, YELLOW and ALL RED intervals. Revised the timing report format as per the latest District guidelines.	Section: 16010	Mile Post: 0.000
	Major Street: County Line Rd	Orientation: N-S
	Minor Street: SR 600 (US 92)	Orientation: E-W
	Sig ID: 570	

Disclaimer Statement

The revisions noted above are the only timing parameters being approved. The remaining timing data was previously approved as part of previous revisions or as part of previous retiming efforts/Construction Projects.

Controller Timings									
Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction	NBL	SB	EBL	WB	SBL	NB	WBL	EB	
Turn Type	<i>Prot/Perm</i>		<i>Prot/Perm</i>		<i>Prot/Perm</i>		<i>Prot/Perm</i>		
Min Green	10	20	10	20	10	20	10	10	
Ext	3	4	3	4	3	4	3	4	
Yellow	4.0	4.3	4.0	4.7	4.0	4.3	4.0	4.7	
All Red	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Max I	25	40	15	40	15	40	25	18	
Max II									
Max Limit									
Adjust By									
Walk				11					
Flashing Don't Walk				28					
Detector Memory									
Det. Cross Switch.	YES		YES		YES		YES		
Dual Entry		ON		ON		ON		ON	
Recall		MIN				MIN			



- Notes:
- 1) Program phase restrictions to omit phase 1 when phase 2 is green, and omit phase 5 when phase 6 is green, in addition to detector cross switching
 - 2) 5 seconds detection delay for the loops in front of R/R tracks on NB approach.

Designed By:
 Date:

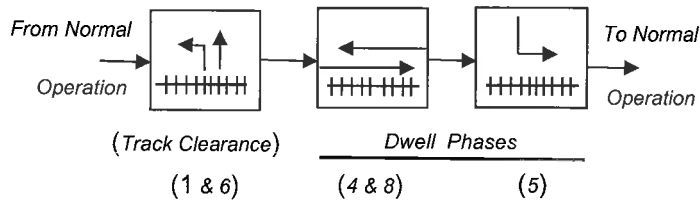
Checked By:
 Date:

Major Street: **County Line Rd**

Minor Street: **SR 600 (US 92)**

RAIL ROAD PRE-EMPTION

Preemption Timing Plan	
Minimum Green Before Pre-emption	0
Yellow Clearance	*
All Red Clearance	*
Track Clearance Green	15
Yellow Clearance	*
All Red Clearance	*
Minimum Dwell	20
Yellow Clearance	*
All Red Clearance	*



Notes:






















- 1) * YELLOW and ALL RED intervals during preemption shall be the same values used during normal controller operations.
- 2) During Dwell phase, phases 4, 5 and 8 can be serviced upon demand.
- 3) Controller Brand: Peek 3000

APPENDIX F

Existing Year 2015 Level of Service

HCM 2010 Signalized Intersection Summary
 65: Falkenburg Rd & US 92

10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	3	254	303	195	483	6	184	7	105	14	10	7
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	190.0	181.0	181.0	190.0	181.0	181.0	190.0	181.0	181.0	190.0
Adj Flow Rate, veh/h	3	267	319	205	508	6	194	7	111	15	11	7
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
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, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	333	370	442	255	878	10	505	29	465	409	330	210
Arrive On Green	0.49	0.49	0.49	0.49	0.49	0.49	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	858	752	899	802	1785	21	1349	92	1460	1233	1035	659
Grp Volume(v), veh/h	3	0	586	205	0	514	194	0	118	15	0	18
Grp Sat Flow(s),veh/h/ln	858	0	1651	802	0	1806	1349	0	1552	1233	0	1693
Q Serve(g_s), s	0.2	0.0	23.8	18.0	0.0	17.2	9.8	0.0	4.8	0.8	0.0	0.6
Cycle Q Clear(g_c), s	17.4	0.0	23.8	41.8	0.0	17.2	10.4	0.0	4.8	5.5	0.0	0.6
Prop In Lane	1.00		0.54	1.00		0.01	1.00		0.94	1.00		0.39
Lane Grp Cap(c), veh/h	333	0	812	255	0	888	505	0	495	409	0	540
V/C Ratio(X)	0.01	0.00	0.72	0.80	0.00	0.58	0.38	0.00	0.24	0.04	0.00	0.03
Avail Cap(c_a), veh/h	333	0	812	255	0	888	505	0	495	409	0	540
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.5	0.0	17.0	35.0	0.0	15.3	23.5	0.0	21.3	23.4	0.0	19.9
Incr Delay (d2), s/veh	0.0	0.0	5.5	23.0	0.0	2.7	2.2	0.0	1.1	0.2	0.0	0.1
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	0.1	0.0	12.0	6.4	0.0	9.1	4.0	0.0	2.2	0.3	0.0	0.3
LnGrp Delay(d),s/veh	21.6	0.0	22.5	58.0	0.0	18.1	25.7	0.0	22.5	23.6	0.0	20.0
LnGrp LOS	C		C	E		B	C		C	C		C
Approach Vol, veh/h		589			719			312				33
Approach Delay, s/veh		22.5			29.5			24.5				21.6
Approach LOS		C			C			C				C
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		50.0		35.0		50.0		35.0				
Change Period (Y+Rc), s		8.2		7.9		* 8.1999998		7.9				
Max Green Setting (Gmax), s		41.8		27.1		* 41.800003		27.1				
Max Q Clear Time (g_c+I1), s		43.8		12.4		25.8		7.5				
Green Ext Time (p_c), s		0.0		1.7		9.5		2.0				
Intersection Summary												
HCM 2010 Ctrl Delay			25.9									
HCM 2010 LOS			C									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												





















HCM 2010 Signalized Intersection Summary
 65: Falkenburg Rd & US 92

10/6/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	7	676	142	92	360	12	407	10	204	9	9	7
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	190.0	181.0	181.0	190.0	186.3	186.3	190.0	190.0	190.0	190.0
Adj Flow Rate, veh/h	7	712	149	97	379	13	428	11	215	9	9	7
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
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, %	5	5	5	5	5	5	2	2	2	0	0	0
Cap, veh/h	421	714	149	86	855	29	520	25	484	327	316	246
Arrive On Green	0.49	0.49	0.49	0.49	0.49	0.49	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	960	1452	304	621	1739	60	1392	78	1517	1173	992	772
Grp Volume(v), veh/h	7	0	861	97	0	392	428	0	226	9	0	16
Grp Sat Flow(s),veh/h/ln	960	0	1756	621	0	1799	1392	0	1595	1173	0	1764
Q Serve(g_s), s	0.4	0.0	41.6	0.2	0.0	12.0	26.0	0.0	9.6	0.5	0.0	0.5
Cycle Q Clear(g_c), s	12.4	0.0	41.6	41.8	0.0	12.0	26.5	0.0	9.6	10.1	0.0	0.5
Prop In Lane	1.00		0.17	1.00		0.03	1.00		0.95	1.00		0.44
Lane Grp Cap(c), veh/h	421	0	863	86	0	885	520	0	509	327	0	562
V/C Ratio(X)	0.02	0.00	1.00	1.12	0.00	0.44	0.82	0.00	0.44	0.03	0.00	0.03
Avail Cap(c_a), veh/h	421	0	863	86	0	885	520	0	509	327	0	562
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.1	0.0	21.5	42.5	0.0	14.0	29.0	0.0	23.0	27.0	0.0	19.9
Incr Delay (d2), s/veh	0.1	0.0	29.9	133.7	0.0	1.6	13.8	0.0	2.8	0.2	0.0	0.1
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	0.1	0.0	27.0	5.2	0.0	6.3	12.0	0.0	4.6	0.2	0.0	0.3
LnGrp Delay(d),s/veh	18.2	0.0	51.5	176.2	0.0	15.6	42.8	0.0	25.8	27.1	0.0	20.0
LnGrp LOS	B		D	F		B	D		C	C		B
Approach Vol, veh/h		868			489			654				25
Approach Delay, s/veh		51.2			47.5			36.9				22.6
Approach LOS		D			D			D				C
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		50.0		35.0		50.0		35.0				
Change Period (Y+Rc), s		8.2		7.9		* 8.1999998		7.9				
Max Green Setting (Gmax), s		41.8		27.1		* 41.800003		27.1				
Max Q Clear Time (g_c+I1), s		43.8		28.5		43.6		12.1				
Green Ext Time (p_c), s		0.0		0.0		0.0		3.7				
Intersection Summary												
HCM 2010 Ctrl Delay			45.4									
HCM 2010 LOS			D									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary
62: Williams Rd & US 92

10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	42	343	79	88	568	115	122	137	97	80	102	69
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	190.0	181.0	181.0	190.0	188.1	188.1	190.0	186.3	186.3	190.0
Adj Flow Rate, veh/h	44	361	83	93	598	121	128	144	102	84	107	73
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
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, %	5	5	5	5	5	5	1	1	1	2	2	2
Cap, veh/h	243	764	176	437	784	159	342	298	211	287	300	204
Arrive On Green	0.54	0.54	0.54	0.54	0.54	0.54	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	709	1424	327	915	1462	296	1211	1026	727	1129	1033	705
Grp Volume(v), veh/h	44	0	444	93	0	719	128	0	246	84	0	180
Grp Sat Flow(s),veh/h/ln	709	0	1752	915	0	1757	1211	0	1753	1129	0	1738
Q Serve(g_s), s	4.2	0.0	12.6	5.6	0.0	25.7	7.5	0.0	9.3	5.3	0.0	6.6
Cycle Q Clear(g_c), s	29.8	0.0	12.6	18.2	0.0	25.7	14.0	0.0	9.3	14.6	0.0	6.6
Prop In Lane	1.00		0.19	1.00		0.17	1.00		0.41	1.00		0.41
Lane Grp Cap(c), veh/h	243	0	939	437	0	942	342	0	508	287	0	504
V/C Ratio(X)	0.18	0.00	0.47	0.21	0.00	0.76	0.37	0.00	0.48	0.29	0.00	0.36
Avail Cap(c_a), veh/h	243	0	939	437	0	942	342	0	508	287	0	504
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.3	0.0	11.5	17.2	0.0	14.6	28.1	0.0	23.5	29.5	0.0	22.5
Incr Delay (d2), s/veh	1.6	0.0	1.7	1.1	0.0	5.8	3.1	0.0	3.3	2.6	0.0	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	0.9	0.0	6.5	1.6	0.0	13.9	2.8	0.0	4.9	1.9	0.0	3.4
LnGrp Delay(d),s/veh	27.9	0.0	13.2	18.3	0.0	20.4	31.2	0.0	26.7	32.1	0.0	24.5
LnGrp LOS	C		B	B		C	C		C	C		C
Approach Vol, veh/h		488			812			374			264	
Approach Delay, s/veh		14.6			20.1			28.3			26.9	
Approach LOS		B			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		50.0		30.0		50.0		30.0				
Change Period (Y+Rc), s		7.1		6.8		7.1		6.8				
Max Green Setting (Gmax), s		42.9		23.2		42.9		23.2				
Max Q Clear Time (g_c+1), s		27.7		16.0		31.8		16.6				
Green Ext Time (p_c), s		9.2		1.9		7.2		1.8				
Intersection Summary												
HCM 2010 Ctrl Delay			21.2									
HCM 2010 LOS			C									

























HCM 2010 Signalized Intersection Summary
 62: Williams Rd & US 92

10/6/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	88	478	119	112	331	79	48	189	43	39	137	17
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	190.0	181.0	181.0	190.0	188.1	188.1	190.0	184.5	184.5	190.0
Adj Flow Rate, veh/h	93	503	125	118	348	83	51	199	45	41	144	18
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
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, %	5	5	5	5	5	5	1	1	1	3	3	3
Cap, veh/h	593	957	238	446	966	230	217	311	70	153	336	42
Arrive On Green	0.68	0.68	0.68	0.68	0.68	0.68	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	926	1400	348	772	1413	337	1231	1486	336	1120	1608	201
Grp Volume(v), veh/h	93	0	628	118	0	431	51	0	244	41	0	162
Grp Sat Flow(s),veh/h/ln	926	0	1748	772	0	1750	1231	0	1822	1120	0	1809
Q Serve(g_s), s	6.1	0.0	23.0	11.6	0.0	13.4	4.9	0.0	15.9	4.5	0.0	10.1
Cycle Q Clear(g_c), s	19.5	0.0	23.0	34.6	0.0	13.4	15.0	0.0	15.9	20.4	0.0	10.1
Prop In Lane	1.00		0.20	1.00		0.19	1.00		0.18	1.00		0.11
Lane Grp Cap(c), veh/h	593	0	1195	446	0	1197	217	0	381	153	0	379
V/C Ratio(X)	0.16	0.00	0.53	0.26	0.00	0.36	0.23	0.00	0.64	0.27	0.00	0.43
Avail Cap(c_a), veh/h	593	0	1195	446	0	1197	217	0	381	153	0	379
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)	0.19	0.00	0.19	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.7	0.0	10.1	18.7	0.0	8.6	51.2	0.0	46.9	56.2	0.0	44.6
Incr Delay (d2), s/veh	0.1	0.0	0.3	1.4	0.0	0.8	2.5	0.0	8.0	4.3	0.0	3.5
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	1.6	0.0	11.1	2.6	0.0	6.7	1.8	0.0	8.8	1.6	0.0	5.4
LnGrp Delay(d),s/veh	12.8	0.0	10.5	20.1	0.0	9.5	53.7	0.0	54.9	60.5	0.0	48.2
LnGrp LOS	B		B	C		A	D		D	E		D
Approach Vol, veh/h		721			549			295				203
Approach Delay, s/veh		10.8			11.8			54.7				50.6
Approach LOS		B			B			D				D
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		96.0		34.0		96.0		34.0				
Change Period (Y+Rc), s		7.1		6.8		7.1		6.8				
Max Green Setting (Gmax), s		88.9		27.2		88.9		27.2				
Max Q Clear Time (g_c+I1), s		36.6		17.9		25.0		22.4				
Green Ext Time (p_c), s		15.7		1.7		16.4		1.1				
Intersection Summary												
HCM 2010 Ctrl Delay			23.0									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary
59: CR 579/Mango Rd & US 92

10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	163	264	95	93	358	485	144	492	62	308	275	375
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	181.0	181.0	181.0	181.0	186.3	186.3	190.0	182.7	182.7	182.7
Adj Flow Rate, veh/h	172	278	100	98	377	511	152	518	65	324	289	395
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	2	1	1
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, %	5	5	5	5	5	5	2	2	2	4	4	4
Cap, veh/h	291	672	698	400	619	710	287	676	85	404	450	511
Arrive On Green	0.08	0.37	0.37	0.02	0.11	0.11	0.08	0.21	0.21	0.12	0.25	0.25
Sat Flow, veh/h	1723	1810	1538	1723	1810	1538	1774	3166	396	3375	1827	1553
Grp Volume(v), veh/h	172	278	100	98	377	511	152	289	294	324	289	395
Grp Sat Flow(s),veh/h/ln	1723	1810	1538	1723	1810	1538	1774	1770	1793	1688	1827	1553
Q Serve(g_s), s	7.5	13.4	4.5	4.3	23.3	31.7	7.7	18.0	18.1	11.0	16.6	26.8
Cycle Q Clear(g_c), s	7.5	13.4	4.5	4.3	23.3	31.7	7.7	18.0	18.1	11.0	16.6	26.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.22	1.00		1.00
Lane Grp Cap(c), veh/h	291	672	698	400	619	710	287	378	383	404	450	511
V/C Ratio(X)	0.59	0.41	0.14	0.24	0.61	0.72	0.53	0.76	0.77	0.80	0.64	0.77
Avail Cap(c_a), veh/h	366	672	698	438	619	710	290	378	383	530	451	511
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.73	0.73	0.73	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.8	27.4	18.7	24.2	44.5	34.4	32.6	43.3	43.4	50.2	39.5	35.4
Incr Delay (d2), s/veh	2.3	1.9	0.4	0.2	3.2	4.6	1.8	13.7	13.8	9.5	3.5	7.7
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	3.7	7.0	2.0	2.0	12.2	14.4	3.9	10.2	10.5	5.7	8.8	12.6
LnGrp Delay(d),s/veh	27.1	29.2	19.1	24.4	47.8	39.0	34.4	57.0	57.2	59.8	43.1	43.1
LnGrp LOS	C	C	B	C	D	D	C	E	E	E	D	D
Approach Vol, veh/h		550			986			735			1008	
Approach Delay, s/veh		26.7			40.9			52.4			48.4	
Approach LOS		C			D			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.9	50.4	20.6	32.1	13.4	53.8	16.8	36.0				
Change Period (Y+Rc), s	7.2	7.5	6.000000	7.100000	7.3999996	7.5	10.000000	7.1000004				
Max Green Setting (Gmax), s	14.8	37.5	* 18.4	* 20.8	6.0000004	43.8	8.8999996	* 28.9				
Max Q Clear Time (g_c+1), s	9.5	33.7	13.0	20.1	6.3	15.4	9.7	28.8				
Green Ext Time (p_c), s	0.2	2.5	1.1	0.6	0.0	9.9	0.0	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			43.4									
HCM 2010 LOS			D									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												





















HCM 2010 Signalized Intersection Summary
 59: CR 579/Mango Rd & US 92

10/6/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	254	403	113	103	235	297	70	359	98	539	493	170
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	181.0	181.0	181.0	181.0	186.3	186.3	190.0	186.3	186.3	186.3
Adj Flow Rate, veh/h	267	424	119	108	247	313	74	378	103	567	519	179
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	2	1	1
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, %	5	5	5	5	5	5	2	2	2	2	2	2
Cap, veh/h	421	680	649	298	552	760	162	448	121	651	561	673
Arrive On Green	0.12	0.38	0.38	0.03	0.20	0.20	0.05	0.16	0.16	0.19	0.30	0.30
Sat Flow, veh/h	1723	1810	1538	1723	1810	1538	1774	2758	743	3442	1863	1583
Grp Volume(v), veh/h	267	424	119	108	247	313	74	241	240	567	519	179
Grp Sat Flow(s),veh/h/ln	1723	1810	1538	1723	1810	1538	1774	1770	1732	1721	1863	1583
Q Serve(g_s), s	13.2	24.7	6.3	5.5	15.4	17.6	4.4	17.0	17.4	20.6	34.8	9.5
Cycle Q Clear(g_c), s	13.2	24.7	6.3	5.5	15.4	17.6	4.4	17.0	17.4	20.6	34.8	9.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.43	1.00		1.00
Lane Grp Cap(c), veh/h	421	680	649	298	552	760	162	287	281	651	561	673
V/C Ratio(X)	0.63	0.62	0.18	0.36	0.45	0.41	0.46	0.84	0.85	0.87	0.92	0.27
Avail Cap(c_a), veh/h	593	680	649	298	552	760	174	287	281	730	561	673
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.88	0.88	0.88	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.4	32.9	23.4	30.2	41.9	24.0	43.4	52.4	52.6	50.8	43.7	24.1
Incr Delay (d2), s/veh	1.9	4.3	0.6	0.7	2.3	1.5	2.0	24.3	26.6	11.8	23.3	1.0
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	6.5	13.1	2.8	2.7	8.1	7.8	2.2	10.3	10.4	10.9	21.5	4.3
LnGrp Delay(d),s/veh	27.3	37.1	24.0	30.8	44.2	25.5	45.4	76.7	79.1	62.6	67.0	25.0
LnGrp LOS	C	D	C	C	D	C	D	E	E	E	E	C
Approach Vol, veh/h		810			668			555			1265	
Approach Delay, s/veh		32.0			33.2			73.6			59.1	
Approach LOS		C			C			E			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	23.2	47.8	31.0	28.1	14.0	56.9	13.1	46.0				
Change Period (Y+Rc), s	7.2	7.5	6.000000	7.100000	7.399999	7.5	7.100000	7.100000				
Max Green Setting (Gmax), s	28.8	26.5	* 27.4	* 18.0	18.599999	48.5	9.000000	38.900002				
Max Q Clear Time (g_c+I1), s	15.2	19.6	22.6	19.4	7.5	26.7	6.4	36.8				
Green Ext Time (p_c), s	0.8	3.8	1.8	0.0	0.0	7.8	0.0	1.5				
Intersection Summary												
HCM 2010 Ctrl Delay			49.6									
HCM 2010 LOS			D									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary
2: Peach Ave/School Entrance & US 92

10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	167	462	5	1	808	106	4	19	2	25	2	64
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	190.0	181.0	181.0	181.0	190.0	190.0	190.0	190.0	190.0	190.0
Adj Flow Rate, veh/h	176	486	5	1	851	112	4	20	2	26	2	67
Adj No. of Lanes	1	1	0	1	1	1	0	1	0	0	1	1
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, %	5	5	5	5	5	5	0	0	0	0	0	0
Cap, veh/h	544	1445	15	671	1256	1068	44	92	8	143	9	180
Arrive On Green	0.05	0.81	0.81	1.00	1.00	1.00	0.06	0.06	0.06	0.06	0.06	0.06
Sat Flow, veh/h	1723	1788	18	876	1810	1538	136	1544	140	1391	150	1615
Grp Volume(v), veh/h	176	0	491	1	851	112	26	0	0	28	0	67
Grp Sat Flow(s),veh/h/ln	1723	0	1806	876	1810	1538	1820	0	0	1541	0	1615
Q Serve(g_s), s	3.1	0.0	8.2	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	4.4
Cycle Q Clear(g_c), s	3.1	0.0	8.2	0.0	0.0	0.0	1.5	0.0	0.0	1.6	0.0	4.4
Prop In Lane	1.00		0.01	1.00		1.00	0.15		0.08	0.93		1.00
Lane Grp Cap(c), veh/h	544	0	1460	671	1256	1068	145	0	0	152	0	180
V/C Ratio(X)	0.32	0.00	0.34	0.00	0.68	0.10	0.18	0.00	0.00	0.18	0.00	0.37
Avail Cap(c_a), veh/h	768	0	1460	671	1256	1068	222	0	0	215	0	251
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)	0.82	0.00	0.82	0.58	0.58	0.58	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	3.6	0.0	2.9	0.0	0.0	0.0	51.5	0.0	0.0	51.6	0.0	47.3
Incr Delay (d2), s/veh	0.6	0.0	0.5	0.0	1.7	0.1	0.8	0.0	0.0	0.8	0.0	1.8
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	1.5	0.0	4.2	0.0	0.6	0.0	0.8	0.0	0.0	0.9	0.0	2.1
LnGrp Delay(d),s/veh	4.2	0.0	3.4	0.0	1.7	0.1	52.4	0.0	0.0	52.4	0.0	49.1
LnGrp LOS	A		A	A	A	A	D			D		D
Approach Vol, veh/h		667			964			26				95
Approach Delay, s/veh		3.6			1.5			52.4				50.1
Approach LOS		A			A			D				D
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	13.1	92.0		15.0		105.0		15.0				
Change Period (Y+Rc), s	7.1	7.1	* 8.1000004			7.1		* 8.1000004				
Max Green Setting (Gmax), s	20.9	64.9	* 11.9			92.9		* 11.9				
Max Q Clear Time (g_c+I1), s	5.1	2.0		3.5		10.2		6.4				
Green Ext Time (p_c), s	0.9	20.7		0.4		21.8		0.3				
Intersection Summary												
HCM 2010 Ctrl Delay			5.7									
HCM 2010 LOS			A									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary
 2: Peach Ave/School Entrance & US 92

10/6/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	60	867	9	4	577	39	4	5	1	39	3	63
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	190.0	181.0	181.0	181.0	190.0	190.0	190.0	190.0	181.0	181.0
Adj Flow Rate, veh/h	63	913	9	4	607	41	4	5	1	41	3	66
Adj No. of Lanes	1	1	0	1	1	1	0	1	0	0	1	1
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, %	5	5	5	5	5	5	0	0	0	5	5	5
Cap, veh/h	401	1361	13	355	1215	1033	94	107	18	200	13	241
Arrive On Green	0.03	0.76	0.76	0.22	0.22	0.22	0.12	0.12	0.12	0.12	0.12	0.12
Sat Flow, veh/h	1723	1789	18	587	1810	1538	451	876	147	1196	104	1538
Grp Volume(v), veh/h	63	0	922	4	607	41	10	0	0	44	0	66
Grp Sat Flow(s),veh/h/ln	1723	0	1806	587	1810	1538	1474	0	0	1300	0	1538
Q Serve(g_s), s	1.4	0.0	32.4	0.7	38.2	2.7	0.0	0.0	0.0	0.0	0.0	4.9
Cycle Q Clear(g_c), s	1.4	0.0	32.4	21.6	38.2	2.7	4.8	0.0	0.0	4.8	0.0	4.9
Prop In Lane	1.00		0.01	1.00		1.00	0.40		0.10	0.93		1.00
Lane Grp Cap(c), veh/h	401	0	1374	355	1215	1033	219	0	0	212	0	241
V/C Ratio(X)	0.16	0.00	0.67	0.01	0.50	0.04	0.05	0.00	0.00	0.21	0.00	0.27
Avail Cap(c_a), veh/h	447	0	1374	355	1215	1033	219	0	0	212	0	241
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.61	0.00	0.61	0.92	0.92	0.92	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.0	0.0	7.6	33.7	31.5	17.7	50.4	0.0	0.0	52.1	0.0	48.3
Incr Delay (d2), s/veh	0.2	0.0	1.6	0.1	1.3	0.1	0.4	0.0	0.0	2.2	0.0	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	0.8	0.0	16.5	0.1	19.6	1.2	0.3	0.0	0.0	1.6	0.0	2.3
LnGrp Delay(d),s/veh	12.2	0.0	9.2	33.7	32.8	17.7	50.7	0.0	0.0	54.3	0.0	51.1
LnGrp LOS	B		A	C	C	B	D			D		D
Approach Vol, veh/h		985			652			10				110
Approach Delay, s/veh		9.4			31.9			50.7				52.4
Approach LOS		A			C			D				D
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	11.6	94.4		24.0		106.0		24.0				
Change Period (Y+Rc), s	7.1	7.1		* 8.1000004		7.1		* 8.1000004				
Max Green Setting (Gmax), s	7.9	83.9		* 15.9		98.9		* 15.9				
Max Q Clear Time (g_c+I1), s	3.4	40.2		6.8		34.4		6.9				
Green Ext Time (p_c), s	0.1	21.9		0.4		25.6		0.4				

Intersection Summary






















HCM 2010 Ctrl Delay	20.7
HCM 2010 LOS	C

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.






















HCM 2010 Signalized Intersection Summary
 12: Pine St & US 92

10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	114	469	37	21	770	89	22	34	13	12	8	17
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	190.0	181.0	181.0	181.0	184.5	184.5	190.0	158.3	158.3	190.0
Adj Flow Rate, veh/h	120	494	39	22	811	94	23	36	14	13	8	18
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
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, %	5	5	5	5	5	5	3	3	3	20	20	20
Cap, veh/h	297	1024	81	483	1079	917	277	219	85	232	75	169
Arrive On Green	0.04	0.62	0.62	0.02	0.60	0.60	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	1723	1656	131	1723	1810	1538	1366	1266	492	1147	434	977
Grp Volume(v), veh/h	120	0	533	22	811	94	23	0	50	13	0	26
Grp Sat Flow(s),veh/h/ln	1723	0	1786	1723	1810	1538	1366	0	1758	1147	0	1411
Q Serve(g_s), s	3.2	0.0	19.0	0.6	38.4	3.1	1.7	0.0	2.8	1.1	0.0	1.8
Cycle Q Clear(g_c), s	3.2	0.0	19.0	0.6	38.4	3.1	3.5	0.0	2.8	4.0	0.0	1.8
Prop In Lane	1.00		0.07	1.00		1.00	1.00		0.28	1.00		0.69
Lane Grp Cap(c), veh/h	297	0	1104	483	1079	917	277	0	304	232	0	244
V/C Ratio(X)	0.40	0.00	0.48	0.05	0.75	0.10	0.08	0.00	0.16	0.06	0.00	0.11
Avail Cap(c_a), veh/h	338	0	1104	562	1079	917	277	0	304	232	0	244
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)	0.96	0.00	0.96	0.66	0.66	0.66	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.1	0.0	12.2	9.8	17.3	10.2	42.3	0.0	41.2	42.9	0.0	40.8
Incr Delay (d2), s/veh	0.9	0.0	1.5	0.0	3.3	0.1	0.6	0.0	1.2	0.5	0.0	0.9
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	1.6	0.0	9.8	0.3	20.1	1.3	0.7	0.0	1.5	0.4	0.0	0.8
LnGrp Delay(d),s/veh	16.9	0.0	13.6	9.9	20.6	10.3	42.9	0.0	42.4	43.4	0.0	41.7
LnGrp LOS	B		B	A	C	B	D		D	D		D
Approach Vol, veh/h		653			927			73				39
Approach Delay, s/veh		14.2			19.3			42.6				42.3
Approach LOS		B			B			D				D
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.2	79.8		28.0	9.7	82.3		28.0				
Change Period (Y+Rc), s	7.1	7.1	* 7.6999998		7.1	7.1	* 7.6999998					
Max Green Setting (Gmax), s	7.9	69.9	* 20.299999		7.9	69.9	* 20.299999					
Max Q Clear Time (g_c+I1), s	5.2	40.4		5.5	2.6	21.0		6.0				
Green Ext Time (p_c), s	0.1	15.1		0.5	0.0	18.8		0.5				
Intersection Summary												
HCM 2010 Ctrl Delay			18.9									
HCM 2010 LOS			B									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary
 12: Pine St & US 92





















10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	3	876	36	28	560	8	20	2	35	24	15	35
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	190.0	181.0	181.0	181.0	190.0	190.0	190.0	190.0	190.0	190.0
Adj Flow Rate, veh/h	3	922	38	29	589	8	21	2	37	25	16	37
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
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, %	5	5	5	5	5	5	0	0	0	0	0	0
Cap, veh/h	634	1238	51	324	1337	1137	130	7	127	140	42	97
Arrive On Green	0.00	0.72	0.72	0.05	1.00	1.00	0.08	0.08	0.08	0.08	0.08	0.08
Sat Flow, veh/h	1723	1726	71	1723	1810	1538	1373	83	1544	1390	511	1181
Grp Volume(v), veh/h	3	0	960	29	589	8	21	0	39	25	0	53
Grp Sat Flow(s),veh/h/ln	1723	0	1797	1723	1810	1538	1373	0	1628	1390	0	1692
Q Serve(g_s), s	0.1	0.0	40.6	0.5	0.0	0.0	1.8	0.0	2.8	2.2	0.0	3.7
Cycle Q Clear(g_c), s	0.1	0.0	40.6	0.5	0.0	0.0	5.6	0.0	2.8	5.0	0.0	3.7
Prop In Lane	1.00		0.04	1.00		1.00	1.00		0.95	1.00		0.70
Lane Grp Cap(c), veh/h	634	0	1290	324	1337	1137	130	0	134	140	0	139
V/C Ratio(X)	0.00	0.00	0.74	0.09	0.44	0.01	0.16	0.00	0.29	0.18	0.00	0.38
Avail Cap(c_a), veh/h	736	0	1290	389	1337	1137	130	0	134	140	0	139
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)	0.69	0.00	0.69	0.93	0.93	0.93	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	4.9	0.0	10.7	10.8	0.0	0.0	57.1	0.0	54.1	56.4	0.0	54.5
Incr Delay (d2), s/veh	0.0	0.0	2.7	0.1	1.0	0.0	2.7	0.0	5.4	2.8	0.0	7.8
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	0.0	0.0	20.7	0.3	0.4	0.0	0.8	0.0	1.5	0.9	0.0	2.0
LnGrp Delay(d),s/veh	4.9	0.0	13.5	10.9	1.0	0.0	59.8	0.0	59.5	59.2	0.0	62.2
LnGrp LOS	A		B	B	A	A	E		E	E		E
Approach Vol, veh/h		963			626			60				78
Approach Delay, s/veh		13.4			1.4			59.6				61.2
Approach LOS		B			A			E				E
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.6	104.4		18.0	10.3	101.7		18.0				
Change Period (Y+Rc), s	7.1	7.1	* 7.6999998		7.1	7.1		* 7.6999998				
Max Green Setting (Gmax), s	7.9	89.9		* 10.3	7.9	89.9		* 10.3				
Max Q Clear Time (g_c+I1), s	2.1	2.0		7.6	2.5	42.6		7.0				
Green Ext Time (p_c), s	0.0	28.3		0.2	0.0	23.0		0.2				
Intersection Summary												
HCM 2010 Ctrl Delay			12.8									
HCM 2010 LOS			B									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary

56: Parsons Ave & US 92





















10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	15	406	175	110	607	10	276	16	91	13	20	20
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	181.0	181.0	181.0	190.0	182.7	182.7	190.0	190.0	177.6	190.0
Adj Flow Rate, veh/h	16	427	184	116	639	11	291	17	96	14	21	21
Adj No. of Lanes	1	1	1	1	1	0	1	1	0	0	1	0
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, %	5	5	5	5	5	5	4	4	4	7	7	7
Cap, veh/h	398	1169	993	481	1145	20	281	54	305	100	145	124
Arrive On Green	0.65	0.65	0.65	0.65	0.65	0.65	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	756	1810	1538	784	1774	31	1333	239	1350	277	641	551
Grp Volume(v), veh/h	16	427	184	116	0	650	291	0	113	56	0	0
Grp Sat Flow(s),veh/h/ln	756	1810	1538	784	0	1804	1333	0	1589	1470	0	0
Q Serve(g_s), s	1.4	13.1	5.8	9.7	0.0	23.9	19.9	0.0	7.1	0.0	0.0	0.0
Cycle Q Clear(g_c), s	25.4	13.1	5.8	22.8	0.0	23.9	27.1	0.0	7.1	7.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.02	1.00		0.85	0.25		0.37
Lane Grp Cap(c), veh/h	398	1169	993	481	0	1165	281	0	359	369	0	0
V/C Ratio(X)	0.04	0.37	0.19	0.24	0.00	0.56	1.03	0.00	0.31	0.15	0.00	0.00
Avail Cap(c_a), veh/h	398	1169	993	481	0	1165	281	0	359	369	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)	0.89	0.89	0.89	0.83	0.00	0.83	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	18.8	9.9	8.5	15.1	0.0	11.8	52.2	0.0	38.7	37.2	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.2	0.1	1.0	0.0	1.6	62.7	0.0	0.7	0.3	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	6.6	2.5	2.2	0.0	12.3	14.2	0.0	3.2	1.5	0.0	0.0
LnGrp Delay(d),s/veh	18.8	10.1	8.7	16.1	0.0	13.4	114.8	0.0	39.4	37.5	0.0	0.0
LnGrp LOS	B	B	A	B		B	F		D	D		
Approach Vol, veh/h		627			766			404			56	
Approach Delay, s/veh		9.9			13.8			93.7			37.5	
Approach LOS		A			B			F			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		85.0		35.0		85.0		35.0				
Change Period (Y+Rc), s		7.5		7.9		7.5		7.9				
Max Green Setting (Gmax), s		77.5		27.1		77.5		27.1				
Max Q Clear Time (g_c+I1), s		25.9		29.1		27.4		9.2				
Green Ext Time (p_c), s		16.3		0.0		16.2		2.6				
Intersection Summary												
HCM 2010 Ctrl Delay			30.6									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary





















56: Parsons Ave & US 92

10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	11	656	213	120	366	7	144	17	130	16	21	15
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	181.0	181.0	181.0	190.0	186.3	186.3	190.0	190.0	190.0	190.0
Adj Flow Rate, veh/h	12	691	224	126	385	7	152	18	137	17	22	16
Adj No. of Lanes	1	1	1	1	1	0	1	1	0	0	1	0
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, %	5	5	5	5	5	5	2	2	2	0	0	0
Cap, veh/h	709	1232	1047	341	1206	22	211	38	286	92	116	71
Arrive On Green	0.68	0.68	0.68	1.00	1.00	1.00	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	960	1810	1538	590	1772	32	1364	187	1424	279	579	352
Grp Volume(v), veh/h	12	691	224	126	0	392	152	0	155	55	0	0
Grp Sat Flow(s),veh/h/ln	960	1810	1538	590	0	1804	1364	0	1611	1211	0	0
Q Serve(g_s), s	0.5	25.6	7.1	11.7	0.0	0.0	14.4	0.0	11.1	0.2	0.0	0.0
Cycle Q Clear(g_c), s	0.5	25.6	7.1	37.3	0.0	0.0	25.7	0.0	11.1	11.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.02	1.00		0.88	0.31		0.29
Lane Grp Cap(c), veh/h	709	1232	1047	341	0	1228	211	0	324	279	0	0
V/C Ratio(X)	0.02	0.56	0.21	0.37	0.00	0.32	0.72	0.00	0.48	0.20	0.00	0.00
Avail Cap(c_a), veh/h	709	1232	1047	341	0	1228	211	0	324	279	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)	0.65	0.65	0.65	0.97	0.00	0.97	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.7	10.7	7.8	5.4	0.0	0.0	57.4	0.0	45.9	43.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.2	0.3	3.0	0.0	0.7	19.2	0.0	5.0	1.6	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	13.1	3.1	2.2	0.0	0.2	6.6	0.0	5.4	1.8	0.0	0.0
LnGrp Delay(d),s/veh	6.7	11.9	8.1	8.4	0.0	0.7	76.6	0.0	50.9	44.6	0.0	0.0
LnGrp LOS	A	B	A	A		A	E		D	D		
Approach Vol, veh/h		927			518			307			55	
Approach Delay, s/veh		10.9			2.5			63.7			44.6	
Approach LOS		B			A			E			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		96.0		34.0		96.0		34.0				
Change Period (Y+Rc), s		7.5		7.9		7.5		7.9				
Max Green Setting (Gmax), s		88.5		26.1		88.5		26.1				
Max Q Clear Time (g_c+I1), s		39.3		27.7		27.6		13.3				
Green Ext Time (p_c), s		17.9		0.0		18.9		1.9				
Intersection Summary												
HCM 2010 Ctrl Delay			18.5									
HCM 2010 LOS			B									

HCM 2010 Signalized Intersection Summary
 53: Kingsway Rd & US 92





















10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	96	297	100	60	472	38	152	162	81	23	77	128
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	190.0	181.0	181.0	190.0	184.5	184.5	190.0	186.3	186.3	190.0
Adj Flow Rate, veh/h	101	313	105	63	497	40	160	171	85	24	81	135
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
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, %	5	5	5	5	5	5	3	3	3	2	2	2
Cap, veh/h	345	701	235	427	893	72	347	405	201	321	219	365
Arrive On Green	0.54	0.54	0.54	0.54	0.54	0.54	0.35	0.35	0.35	0.35	0.35	0.35
Sat Flow, veh/h	840	1297	435	937	1653	133	1149	1164	579	1119	629	1049
Grp Volume(v), veh/h	101	0	418	63	0	537	160	0	256	24	0	216
Grp Sat Flow(s),veh/h/ln	840	0	1733	937	0	1786	1149	0	1743	1119	0	1678
Q Serve(g_s), s	11.2	0.0	18.3	5.5	0.0	24.7	15.1	0.0	14.0	2.1	0.0	12.0
Cycle Q Clear(g_c), s	36.0	0.0	18.3	23.7	0.0	24.7	27.2	0.0	14.0	16.1	0.0	12.0
Prop In Lane	1.00		0.25	1.00		0.07	1.00		0.33	1.00		0.63
Lane Grp Cap(c), veh/h	345	0	936	427	0	964	347	0	606	321	0	584
V/C Ratio(X)	0.29	0.00	0.45	0.15	0.00	0.56	0.46	0.00	0.42	0.07	0.00	0.37
Avail Cap(c_a), veh/h	345	0	936	427	0	964	347	0	606	321	0	584
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)	0.94	0.00	0.94	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.7	0.0	17.4	24.6	0.0	18.9	40.7	0.0	31.1	37.3	0.0	30.5
Incr Delay (d2), s/veh	2.0	0.0	1.4	0.7	0.0	2.3	4.4	0.0	2.2	0.5	0.0	1.8
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	2.8	0.0	9.1	1.5	0.0	12.7	5.2	0.0	7.1	0.7	0.0	5.9
LnGrp Delay(d),s/veh	32.8	0.0	18.9	25.4	0.0	21.2	45.0	0.0	33.3	37.8	0.0	32.3
LnGrp LOS	C		B	C		C	D		C	D		C
Approach Vol, veh/h		519			600			416			240	
Approach Delay, s/veh		21.6			21.7			37.8			32.8	
Approach LOS		C			C			D			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		75.0		50.0		75.0		50.0				
Change Period (Y+Rc), s		7.5		6.5		7.5		6.5				
Max Green Setting (Gmax), s		67.5		43.5		67.5		43.5				
Max Q Clear Time (g_c+I1), s		26.7		29.2		38.0		18.1				
Green Ext Time (p_c), s		11.6		4.1		10.5		5.2				
Intersection Summary												
HCM 2010 Ctrl Delay			26.9									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary

53: Kingsway Rd & US 92






















10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	98	465	165	93	280	12	65	106	64	27	147	63
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	190.0	181.0	181.0	190.0	182.7	182.7	190.0	181.0	181.0	190.0
Adj Flow Rate, veh/h	103	489	174	98	295	13	68	112	67	28	155	66
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
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, %	5	5	5	5	5	5	4	4	4	5	5	5
Cap, veh/h	644	819	292	369	1105	49	213	268	160	245	301	128
Arrive On Green	0.64	0.64	0.64	0.64	0.64	0.64	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	1037	1276	454	747	1720	76	1133	1072	641	1166	1206	513
Grp Volume(v), veh/h	103	0	663	98	0	308	68	0	179	28	0	221
Grp Sat Flow(s),veh/h/ln	1037	0	1729	747	0	1796	1133	0	1714	1166	0	1719
Q Serve(g_s), s	6.2	0.0	28.9	11.4	0.0	9.6	7.1	0.0	11.4	2.7	0.0	14.4
Cycle Q Clear(g_c), s	15.8	0.0	28.9	40.3	0.0	9.6	21.5	0.0	11.4	14.1	0.0	14.4
Prop In Lane	1.00		0.26	1.00		0.04	1.00		0.37	1.00		0.30
Lane Grp Cap(c), veh/h	644	0	1111	369	0	1154	213	0	428	245	0	430
V/C Ratio(X)	0.16	0.00	0.60	0.27	0.00	0.27	0.32	0.00	0.42	0.11	0.00	0.51
Avail Cap(c_a), veh/h	644	0	1111	369	0	1154	213	0	428	245	0	430
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	0.00	0.81	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.5	0.0	13.5	25.2	0.0	10.0	51.2	0.0	40.8	46.7	0.0	42.0
Incr Delay (d2), s/veh	0.4	0.0	1.9	1.8	0.0	0.6	3.9	0.0	3.0	0.9	0.0	4.3
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	0.0	14.2	2.5	0.0	4.9	2.5	0.0	5.7	0.9	0.0	7.3
LnGrp Delay(d),s/veh	13.9	0.0	15.4	26.9	0.0	10.6	55.1	0.0	43.8	47.7	0.0	46.3
LnGrp LOS	B		B	C		B	E		D	D		D
Approach Vol, veh/h		766			406			247			249	
Approach Delay, s/veh		15.2			14.5			46.9			46.5	
Approach LOS		B			B			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		91.0		39.0		91.0		39.0				
Change Period (Y+Rc), s		7.5		6.5		7.5		6.5				
Max Green Setting (Gmax), s		83.5		32.5		83.5		32.5				
Max Q Clear Time (g_c+I1), s		42.3		23.5		30.9		16.4				
Green Ext Time (p_c), s		12.9		2.3		13.6		3.3				
Intersection Summary												
HCM 2010 Ctrl Delay			24.4									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary

50: McIntosh Rd & US 92






















10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	141	219	24	78	206	311	30	441	81	259	243	143
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	190.0	181.0	181.0	181.0	184.5	184.5	190.0	181.0	181.0	190.0
Adj Flow Rate, veh/h	148	231	25	82	217	327	32	464	85	273	256	151
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
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, %	5	5	5	5	5	5	3	3	3	5	5	5
Cap, veh/h	322	521	56	342	548	610	363	519	95	256	518	306
Arrive On Green	0.06	0.32	0.32	0.04	0.30	0.30	0.34	0.34	0.34	0.09	0.48	0.48
Sat Flow, veh/h	1723	1605	174	1723	1810	1538	965	1518	278	1723	1068	630
Grp Volume(v), veh/h	148	0	256	82	217	327	32	0	549	273	0	407
Grp Sat Flow(s),veh/h/ln	1723	0	1779	1723	1810	1538	965	0	1796	1723	0	1698
Q Serve(g_s), s	7.9	0.0	15.9	4.6	13.3	22.8	3.3	0.0	40.6	13.1	0.0	22.7
Cycle Q Clear(g_c), s	7.9	0.0	15.9	4.6	13.3	22.8	6.0	0.0	40.6	13.1	0.0	22.7
Prop In Lane	1.00		0.10	1.00		1.00	1.00		0.15	1.00		0.37
Lane Grp Cap(c), veh/h	322	0	577	342	548	610	363	0	614	256	0	824
V/C Ratio(X)	0.46	0.00	0.44	0.24	0.40	0.54	0.09	0.00	0.89	1.07	0.00	0.49
Avail Cap(c_a), veh/h	322	0	577	342	548	610	363	0	614	256	0	824
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	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.9	0.0	37.3	32.8	38.7	32.4	33.2	0.0	43.6	33.8	0.0	24.4
Incr Delay (d2), s/veh	1.0	0.0	2.5	0.4	2.1	3.4	0.5	0.0	17.9	74.6	0.0	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	1.0	0.0	8.2	2.2	7.0	10.2	0.9	0.0	23.2	8.9	0.0	11.1
LnGrp Delay(d),s/veh	33.9	0.0	39.8	33.2	40.8	35.7	33.7	0.0	61.5	108.5	0.0	26.5
LnGrp LOS	C		D	C	D	D	C		E	F		C
Approach Vol, veh/h		404			626			581			680	
Approach Delay, s/veh		37.6			37.2			60.0			59.4	
Approach LOS		D			D			E			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	15.0	50.0	20.0	55.0	12.0	53.0		75.0				
Change Period (Y+Rc), s	7.100000	7.600000	6.910000	7.100000	7.600000	7.100000		7.100000				
Max Green Setting (Gmax), s	7.900000	42.400002	13.479000	45.400002	5.400002	67.900002		67.900002				
Max Q Clear Time (g_c+1), s	9.9	24.8	15.1	42.6	6.6	17.9		24.7				
Green Ext Time (p_c), s	0.0	3.3	0.0	3.3	0.0	3.6		11.0				
Intersection Summary												
HCM 2010 Ctrl Delay			49.6									
HCM 2010 LOS			D									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary

50: McIntosh Rd & US 92





















10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	163	350	56	60	189	155	23	284	47	285	507	134
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	190.0	181.0	181.0	181.0	182.7	182.7	190.0	182.7	182.7	190.0
Adj Flow Rate, veh/h	172	368	59	63	199	163	24	299	49	300	534	141
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
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, %	5	5	5	5	5	5	4	4	4	4	4	4
Cap, veh/h	470	582	93	329	651	641	80	305	50	183	463	122
Arrive On Green	0.07	0.38	0.38	0.04	0.36	0.36	0.20	0.20	0.20	0.06	0.33	0.33
Sat Flow, veh/h	1723	1522	244	1723	1810	1538	746	1532	251	1740	1394	368
Grp Volume(v), veh/h	172	0	427	63	199	163	24	0	348	300	0	675
Grp Sat Flow(s),veh/h/ln	1723	0	1766	1723	1810	1538	746	0	1783	1740	0	1762
Q Serve(g_s), s	5.7	0.0	17.7	2.0	7.1	6.2	0.0	0.0	17.5	5.1	0.0	29.9
Cycle Q Clear(g_c), s	5.7	0.0	17.7	2.0	7.1	6.2	17.9	0.0	17.5	5.1	0.0	29.9
Prop In Lane	1.00		0.14	1.00		1.00	1.00		0.14	1.00		0.21
Lane Grp Cap(c), veh/h	470	0	676	329	651	641	80	0	355	183	0	585
V/C Ratio(X)	0.37	0.00	0.63	0.19	0.31	0.25	0.30	0.00	0.98	1.64	0.00	1.15
Avail Cap(c_a), veh/h	470	0	676	348	651	641	80	0	355	183	0	585
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	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.8	0.0	22.6	18.1	20.7	17.1	45.0	0.0	35.9	32.9	0.0	30.1
Incr Delay (d2), s/veh	0.5	0.0	4.5	0.3	1.2	1.0	9.4	0.0	43.4	310.2	0.0	87.2
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	2.7	0.0	9.5	1.0	3.8	2.8	0.8	0.0	12.9	17.9	0.0	28.7
LnGrp Delay(d),s/veh	17.3	0.0	27.1	18.3	21.9	18.1	54.4	0.0	79.3	343.2	0.0	117.3
LnGrp LOS	B		C	B	C	B	D		E	F		F
Approach Vol, veh/h		599			425			372			975	
Approach Delay, s/veh		24.3			19.9			77.7			186.8	
Approach LOS		C			B			E			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	13.0	40.0	12.0	25.0	11.0	42.0		37.0				
Change Period (Y+Rc), s	7.100000	7.600000	6.000000	7.100000	7.600000	7.100000		7.100000				
Max Green Setting (Gmax), s	30.000000	32.400000	5.1	17.9	33.400000	33.400000		29.9				
Max Q Clear Time (g_c+1), s	7.7	9.1	7.1	19.9	4.0	19.7		31.9				
Green Ext Time (p_c), s	0.0	3.8	0.0	0.0	0.0	3.2		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			98.7									
HCM 2010 LOS			F									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary

9: Gallagher Rd & US 92





















10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	276	110	19	20	288	228	31	101	7	51	33	89
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	181.0	181.0	190.0	181.0	181.0	181.0	190.0	188.1	190.0	182.7	182.7	190.0
Adj Flow Rate, veh/h	291	116	20	21	303	240	33	106	7	54	35	94
Adj No. of Lanes	2	1	0	1	1	1	0	1	0	1	1	0
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, %	5	5	5	5	5	5	1	1	1	4	4	4
Cap, veh/h	356	760	131	596	757	713	98	298	18	323	139	373
Arrive On Green	0.11	0.51	0.51	0.02	0.42	0.42	0.22	0.22	0.22	0.05	0.32	0.32
Sat Flow, veh/h	3343	1504	259	1723	1810	1538	295	1347	83	1740	439	1180
Grp Volume(v), veh/h	291	0	136	21	303	240	146	0	0	54	0	129
Grp Sat Flow(s),veh/h/ln	1672	0	1764	1723	1810	1538	1724	0	0	1740	0	1619
Q Serve(g_s), s	11.5	0.0	5.6	0.9	15.7	13.3	2.5	0.0	0.0	3.1	0.0	8.0
Cycle Q Clear(g_c), s	11.5	0.0	5.6	0.9	15.7	13.3	9.2	0.0	0.0	3.1	0.0	8.0
Prop In Lane	1.00		0.15	1.00		1.00	0.23		0.05	1.00		0.73
Lane Grp Cap(c), veh/h	356	0	892	596	757	713	414	0	0	323	0	511
V/C Ratio(X)	0.82	0.00	0.15	0.04	0.40	0.34	0.35	0.00	0.00	0.17	0.00	0.25
Avail Cap(c_a), veh/h	823	0	892	666	757	713	414	0	0	417	0	511
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	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	58.8	0.0	17.8	21.5	27.3	22.9	44.3	0.0	0.0	36.4	0.0	34.2
Incr Delay (d2), s/veh	4.6	0.0	0.4	0.0	1.6	1.3	2.4	0.0	0.0	0.3	0.0	1.2
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	5.5	0.0	2.8	0.4	8.2	5.9	4.9	0.0	0.0	1.5	0.0	3.7
LnGrp Delay(d),s/veh	63.4	0.0	18.2	21.5	28.9	24.2	46.7	0.0	0.0	36.7	0.0	35.4
LnGrp LOS	E		B	C	C	C	D			D		D
Approach Vol, veh/h		427			564			146			183	
Approach Delay, s/veh		49.0			26.6			46.7			35.8	
Approach LOS		D			C			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.5	75.0		50.0	21.2	63.3	12.8	37.2				
Change Period (Y+Rc), s	6.8	* 7		7.5	6.9	* 6.6999998	7.5					
Max Green Setting (Gmax), s	8.2	* 68		42.5	33.1	* 43	* 13.3	22.5				
Max Q Clear Time (g_c+I1), s	2.9	7.6		10.0	13.5	17.7	5.1	11.2				
Green Ext Time (p_c), s	0.0	5.1		2.0	0.9	4.7	0.1	1.3				
Intersection Summary												
HCM 2010 Ctrl Delay			37.4									
HCM 2010 LOS			D									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary

9: Gallagher Rd & US 92






















10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	84	470	41	24	297	44	45	29	46	62	52	98
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	181.0	181.0	190.0	181.0	181.0	181.0	190.0	182.7	190.0	181.0	181.0	190.0
Adj Flow Rate, veh/h	88	495	43	25	313	46	47	31	48	65	55	103
Adj No. of Lanes	2	1	0	1	1	1	0	1	0	1	1	0
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, %	5	5	5	5	5	5	4	4	4	5	5	5
Cap, veh/h	137	635	55	205	667	648	187	126	167	453	230	431
Arrive On Green	0.04	0.39	0.39	0.02	0.37	0.37	0.30	0.30	0.30	0.05	0.41	0.41
Sat Flow, veh/h	3343	1642	143	1723	1810	1538	488	424	561	1723	565	1058
Grp Volume(v), veh/h	88	0	538	25	313	46	126	0	0	65	0	158
Grp Sat Flow(s),veh/h/ln	1672	0	1784	1723	1810	1538	1473	0	0	1723	0	1623
Q Serve(g_s), s	3.0	0.0	30.9	1.0	15.4	2.1	3.8	0.0	0.0	2.9	0.0	7.5
Cycle Q Clear(g_c), s	3.0	0.0	30.9	1.0	15.4	2.1	7.1	0.0	0.0	2.9	0.0	7.5
Prop In Lane	1.00		0.08	1.00		1.00	0.37		0.38	1.00		0.65
Lane Grp Cap(c), veh/h	137	0	690	205	667	648	480	0	0	453	0	661
V/C Ratio(X)	0.64	0.00	0.78	0.12	0.47	0.07	0.26	0.00	0.00	0.14	0.00	0.24
Avail Cap(c_a), veh/h	232	0	690	285	667	648	480	0	0	633	0	661
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	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	55.1	0.0	31.4	25.5	28.1	20.1	31.2	0.0	0.0	24.7	0.0	22.7
Incr Delay (d2), s/veh	4.9	0.0	8.5	0.3	2.4	0.2	1.3	0.0	0.0	0.2	0.0	0.9
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	1.5	0.0	16.9	0.5	8.1	0.9	3.3	0.0	0.0	1.4	0.0	3.5
LnGrp Delay(d),s/veh	60.1	0.0	39.9	25.8	30.5	20.4	32.6	0.0	0.0	24.9	0.0	23.6
LnGrp LOS	E		D	C	C	C	C			C		C
Approach Vol, veh/h		626			384			126			223	
Approach Delay, s/veh		42.8			29.0			32.6			24.0	
Approach LOS		D			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.6	52.1		55.0	11.7	50.0	12.8	42.2				
Change Period (Y+Rc), s	6.8	* 7		7.5	6.9	* 6.6999998	7.5					
Max Green Setting (Gmax), s	8.2	* 43		47.5	8.1	** 48.2999999	22.5					
Max Q Clear Time (g_c+I1), s	3.0	32.9		9.5	5.0	17.4	4.9	9.1				
Green Ext Time (p_c), s	0.0	4.6		2.3	0.0	7.5	0.2	1.6				
Intersection Summary												
HCM 2010 Ctrl Delay			34.8									
HCM 2010 LOS			C									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary

45: Forbes Rd/Branch Forbes Rd & US 92






















10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	83	237	44	29	299	420	40	344	19	123	242	171
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	190.0	181.0	181.0	190.0	184.5	184.5	190.0	179.2	179.2	179.2
Adj Flow Rate, veh/h	87	249	46	31	315	442	42	362	20	129	255	180
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	1
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, %	5	5	5	5	5	5	3	3	3	6	6	6
Cap, veh/h	131	699	129	501	321	450	297	525	29	234	544	462
Arrive On Green	0.47	0.47	0.47	0.47	0.47	0.47	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	685	1486	275	1049	683	958	940	1732	96	959	1792	1524
Grp Volume(v), veh/h	87	0	295	31	0	757	42	0	382	129	255	180
Grp Sat Flow(s),veh/h/ln	685	0	1761	1049	0	1640	940	0	1828	959	1792	1524
Q Serve(g_s), s	1.0	0.0	6.4	1.2	0.0	27.2	2.3	0.0	11.0	7.2	6.9	5.6
Cycle Q Clear(g_c), s	28.2	0.0	6.4	7.6	0.0	27.2	9.2	0.0	11.0	18.2	6.9	5.6
Prop In Lane	1.00		0.16	1.00		0.58	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	131	0	828	501	0	771	297	0	554	234	544	462
V/C Ratio(X)	0.66	0.00	0.36	0.06	0.00	0.98	0.14	0.00	0.69	0.55	0.47	0.39
Avail Cap(c_a), veh/h	131	0	828	501	0	771	297	0	554	234	544	462
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.9	0.0	10.1	12.5	0.0	15.6	20.7	0.0	18.4	26.8	17.0	16.5
Incr Delay (d2), s/veh	12.7	0.0	0.3	0.2	0.0	28.3	0.2	0.0	3.6	2.7	0.6	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	1.9	0.0	3.1	0.4	0.0	18.3	0.6	0.0	6.1	2.3	3.5	2.4
LnGrp Delay(d),s/veh	42.6	0.0	10.4	12.8	0.0	43.9	20.9	0.0	22.0	29.6	17.6	17.0
LnGrp LOS	D		B	B		D	C		C	C	B	B
Approach Vol, veh/h		382			788			424			564	
Approach Delay, s/veh		17.8			42.7			21.9			20.2	
Approach LOS		B			D			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		35.0		25.0		35.0		25.0				
Change Period (Y+Rc), s		6.8		6.8		6.8		6.8				
Max Green Setting (Gmax), s		28.2		18.2		28.2		18.2				
Max Q Clear Time (g_c+I1), s		29.2		13.0		30.2		20.2				
Green Ext Time (p_c), s		0.0		2.4		0.0		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			28.3									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary

45: Forbes Rd/Branch Forbes Rd & US 92

10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	90	404	42	41	249	217	24	211	30	307	364	90
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	190.0	181.0	181.0	190.0	184.5	184.5	190.0	182.7	182.7	182.7
Adj Flow Rate, veh/h	95	425	44	43	262	228	25	222	32	323	383	95
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	1
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, %	5	5	5	5	5	5	3	3	3	4	4	4
Cap, veh/h	340	758	78	371	420	366	227	478	69	328	554	471
Arrive On Green	0.47	0.47	0.47	0.47	0.47	0.47	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	877	1613	167	894	894	778	904	1577	227	1099	1827	1553
Grp Volume(v), veh/h	95	0	469	43	0	490	25	0	254	323	383	95
Grp Sat Flow(s),veh/h/ln	877	0	1780	894	0	1672	904	0	1805	1099	1827	1553
Q Serve(g_s), s	5.5	0.0	11.4	2.2	0.0	13.2	1.5	0.0	6.8	11.4	11.1	2.7
Cycle Q Clear(g_c), s	18.6	0.0	11.4	13.6	0.0	13.2	12.6	0.0	6.8	18.2	11.1	2.7
Prop In Lane	1.00		0.09	1.00		0.47	1.00		0.13	1.00		1.00
Lane Grp Cap(c), veh/h	340	0	837	371	0	786	227	0	547	328	554	471
V/C Ratio(X)	0.28	0.00	0.56	0.12	0.00	0.62	0.11	0.00	0.46	0.98	0.69	0.20
Avail Cap(c_a), veh/h	340	0	837	371	0	786	227	0	547	328	554	471
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.9	0.0	11.4	16.3	0.0	11.9	24.0	0.0	16.9	26.3	18.4	15.5
Incr Delay (d2), s/veh	2.0	0.0	2.7	0.6	0.0	3.7	1.0	0.0	2.8	46.0	6.9	1.0
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	1.5	0.0	6.1	0.6	0.0	6.8	0.4	0.0	3.8	9.5	6.6	1.3
LnGrp Delay(d),s/veh	21.0	0.0	14.1	17.0	0.0	15.6	24.9	0.0	19.8	72.3	25.3	16.5
LnGrp LOS	C		B	B		B	C		B	E	C	B
Approach Vol, veh/h		564			533			279			801	
Approach Delay, s/veh		15.3			15.7			20.2			43.2	
Approach LOS		B			B			C			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		35.0		25.0		35.0		25.0				
Change Period (Y+Rc), s		6.8		6.8		6.8		6.8				
Max Green Setting (Gmax), s		28.2		18.2		28.2		18.2				
Max Q Clear Time (g_c+I1), s		15.6		14.6		20.6		20.2				
Green Ext Time (p_c), s		6.0		1.9		4.2		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			26.3									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary

43: Turkey Creek Rd & US 92

10/6/2015

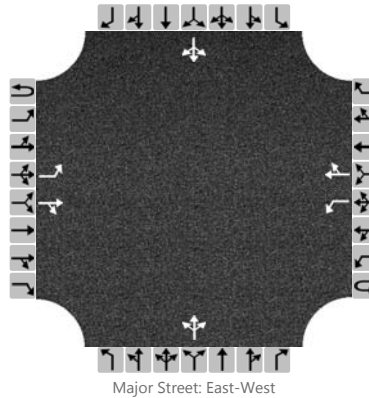


Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	↑	↗	↖	↑	↖	↗		
Volume (veh/h)	271	236	143	458	441	126		
Number	6	16	5	2	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	181.0	181.0	181.0	181.0	175.9	175.9		
Adj Flow Rate, veh/h	285	248	151	482	464	133		
Adj No. of Lanes	1	1	1	1	1	1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	5	5	5	5	8	8		
Cap, veh/h	980	1166	504	980	363	324		
Arrive On Green	0.54	0.54	0.54	0.54	0.22	0.22		
Sat Flow, veh/h	1810	1538	843	1810	1675	1495		
Grp Volume(v), veh/h	285	248	151	482	464	133		
Grp Sat Flow(s),veh/h/ln	1810	1538	843	1810	1675	1495		
Q Serve(g_s), s	5.1	2.8	7.1	10.0	13.0	4.6		
Cycle Q Clear(g_c), s	5.1	2.8	12.3	10.0	13.0	4.6		
Prop In Lane		1.00	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	980	1166	504	980	363	324		
V/C Ratio(X)	0.29	0.21	0.30	0.49	1.28	0.41		
Avail Cap(c_a), veh/h	980	1166	504	980	363	324		
HCM Platoon Ratio	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		
Uniform Delay (d), s/veh	7.5	2.1	10.8	8.6	23.5	20.2		
Incr Delay (d2), s/veh	0.2	0.1	1.5	1.8	144.9	1.8		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	2.6	2.2	1.8	5.4	20.6	2.0		
LnGrp Delay(d),s/veh	7.6	2.2	12.3	10.4	168.4	22.0		
LnGrp LOS	A	A	B	B	F	C		
Approach Vol, veh/h	533			633	597			
Approach Delay, s/veh	5.1			10.8	135.7			
Approach LOS	A			B	F			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		40.0		20.0		40.0		
Change Period (Y+Rc), s		7.5		* 7		7.5		
Max Green Setting (Gmax), s		32.5		* 13		32.5		
Max Q Clear Time (g_c+I1), s		14.3		15.0		7.1		
Green Ext Time (p_c), s		5.6		0.0		6.2		
Intersection Summary								
HCM 2010 Ctrl Delay			51.4					
HCM 2010 LOS			D					
Notes								
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.								

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	AG	Intersection	US 92 @ Whitehurst Rd/Walter Dr
Agency/Co.		Jurisdiction	FDOT D7
Date Performed	5/29/2015	East/West Street	US 92
Analysis Year	2015	North/South Street	Whitehurst Rd/Walter Dr
Time Analyzed	AM Peak	Peak Hour Factor	0.95
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	US 92 PD&E Reevaluation		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		0	1	0
Configuration		L		TR		L		TR			LTR				LTR	
Volume (veh/h)		13	379	15		36	570	33		23	14	53		36	23	19
Percent Heavy Vehicles		5				5				0	0	0		2	2	2
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

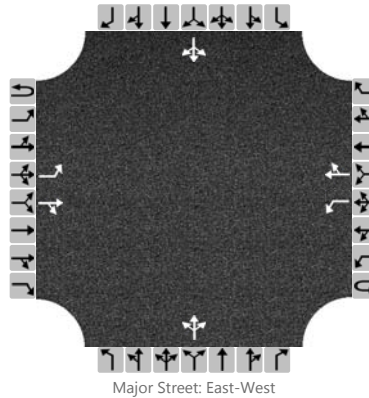
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		14				38					95					82	
Capacity		936				1130					291					190	
v/c Ratio		0.01				0.03					0.33					0.43	
95% Queue Length		0.0				0.1					1.4					2.0	
Control Delay (s/veh)		8.9				8.3					23.3					37.7	
Level of Service (LOS)		A				A					C					E	
Approach Delay (s/veh)		0.3				0.5				23.3				37.7			
Approach LOS		A				A				C				E			

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	AG	Intersection	US 92 @ Whitehurst Rd/Walter Dr
Agency/Co.		Jurisdiction	FDOT D7
Date Performed	5/29/2015	East/West Street	US 92
Analysis Year	2015	North/South Street	Whitehurst Rd/Walter Dr
Time Analyzed	PM Peak	Peak Hour Factor	0.95
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	US 92 PD&E Reevaluation		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		0	1	0
Configuration		L		TR		L		TR			LTR				LTR	
Volume (veh/h)		26	526	49		34	363	36		45	14	41		24	12	27
Percent Heavy Vehicles		5				5				0	0	0		0	0	0
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		27				36					105					66	
Capacity		1126				959					230					237	
v/c Ratio		0.02				0.04					0.46					0.28	
95% Queue Length		0.1				0.1					2.2					1.1	
Control Delay (s/veh)		8.3				8.9					33.2					25.9	
Level of Service (LOS)		A				A					D					D	
Approach Delay (s/veh)		0.4				0.7				33.2				25.9			
Approach LOS		A				A				D				D			

Lanes, Volumes, Timings

41: Lemon St/SR 566/Thonotosassa Rd & US 92

10/6/2015



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	86	301	46	48	386	712	34	95	21	594	99	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	190		0	230		0	50		0	0		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.980				0.850		0.973			0.990	
Flt Protected	0.950			0.950			0.950			0.950	0.968	
Satd. Flow (prot)	1719	1773	0	1719	1810	1538	1656	1696	0	1665	1679	0
Flt Permitted	0.219			0.307			0.950			0.950	0.968	
Satd. Flow (perm)	396	1773	0	556	1810	1538	1656	1696	0	1665	1679	0
Right Turn on Red			No			Yes			No			No
Satd. Flow (RTOR)						749						
Link Speed (mph)		45			45			35				45
Link Distance (ft)		635			641			610				781
Travel Time (s)		9.6			9.7			11.9				11.8
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
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	9%	9%	9%	3%	3%	3%
Adj. Flow (vph)	91	317	48	51	406	749	36	100	22	625	104	26
Shared Lane Traffic (%)										40%		
Lane Group Flow (vph)	91	365	0	51	406	749	36	122	0	375	380	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Split	NA		Split	NA	
Protected Phases	1	6		5	2		4	4		8	8	
Permitted Phases	6			2		2						
Detector Phase	1	6		5	2	2	4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0	15.0	7.0	7.0		7.0	7.0	
Minimum Split (s)	11.3	29.3		11.3	22.3	22.3	14.3	14.3		33.3	33.3	
Total Split (s)	15.0	30.0		15.0	30.0	30.0	15.0	15.0		50.0	50.0	
Total Split (%)	13.6%	27.3%		13.6%	27.3%	27.3%	13.6%	13.6%		45.5%	45.5%	
Maximum Green (s)	8.7	23.7		8.7	23.7	23.7	8.7	8.7		43.7	43.7	
Yellow Time (s)	4.3	4.3		4.3	4.3	4.3	4.3	4.3		4.3	4.3	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.3	6.3		6.3	6.3	6.3	6.3	6.3		6.3	6.3	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	3.0	4.0		3.0	4.0	4.0	3.0	3.0		4.0	4.0	
Recall Mode	None	None		None	Max	Max	None	None		None	None	
Walk Time (s)		7.0		0.0	0.0	0.0	7.0	7.0		7.0	7.0	

Lanes, Volumes, Timings

41: Lemon St/SR 566/Thonotosassa Rd & US 92

10/6/2015

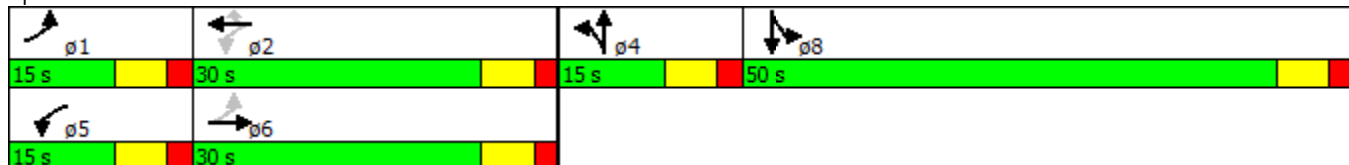


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)		16.0		0.0	0.0	0.0	1.0	1.0		20.0	20.0	
Pedestrian Calls (#/hr)		0		0	0	0	0	0		0	0	
Act Effct Green (s)	31.2	24.9		30.0	24.3	24.3	8.9	8.9		28.9	28.9	
Actuated g/C Ratio	0.34	0.27		0.32	0.26	0.26	0.10	0.10		0.31	0.31	
v/c Ratio	0.37	0.77		0.19	0.85	0.78	0.23	0.75		0.72	0.73	
Control Delay	25.5	46.8		22.5	54.5	9.7	47.7	72.9		37.0	37.1	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	25.5	46.8		22.5	54.5	9.7	47.7	72.9		37.0	37.1	
LOS	C	D		C	D	A	D	E		D	D	
Approach Delay		42.5			25.3			67.2			37.1	
Approach LOS		D			C			E			D	
Stops (vph)	54	284		31	310	72	32	93		296	301	
Fuel Used(gal)	4	19		5	40	64	1	3		8	8	
CO Emissions (g/hr)	294	1347		322	2796	4441	50	205		571	580	
NOx Emissions (g/hr)	57	262		63	544	864	10	40		111	113	
VOC Emissions (g/hr)	68	312		75	648	1029	12	48		132	134	
Dilemma Vehicles (#)	0	14		0	18	0	0	5		0	15	
Queue Length 50th (ft)	34	207		19	240	0	21	74		213	215	
Queue Length 95th (ft)	80	#435		51	#496	137	58	#197		316	321	
Internal Link Dist (ft)		555			561			530			701	
Turn Bay Length (ft)	190			230			50					
Base Capacity (vph)	262	476		297	475	956	159	163		807	813	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.35	0.77		0.17	0.85	0.78	0.23	0.75		0.46	0.47	

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 92.6
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.85
 Intersection Signal Delay: 34.4
 Intersection LOS: C
 Intersection Capacity Utilization 70.9%
 ICU Level of Service C
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 41: Lemon St/SR 566/Thonotosassa Rd & US 92



Lanes, Volumes, Timings

41: Lemon St/SR 566/Thonotosassa Rd & US 92

10/6/2015



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	138	476	24	30	319	427	18	146	19	521	88	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	190		0	230		0	50		0	0		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.993				0.850		0.983				0.976
Flt Protected	0.950			0.950			0.950			0.950	0.972	
Satd. Flow (prot)	1719	1797	0	1719	1810	1538	1770	1831	0	1698	1695	0
Flt Permitted	0.292			0.152			0.950			0.950	0.972	
Satd. Flow (perm)	528	1797	0	275	1810	1538	1770	1831	0	1698	1695	0
Right Turn on Red			No			Yes			No			No
Satd. Flow (RTOR)						189						
Link Speed (mph)		45			45			35				45
Link Distance (ft)		635			641			610				781
Travel Time (s)		9.6			9.7			11.9				11.8
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
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	2%	2%	2%	1%	1%	1%
Adj. Flow (vph)	145	501	25	32	336	449	19	154	20	548	93	54
Shared Lane Traffic (%)										36%		
Lane Group Flow (vph)	145	526	0	32	336	449	19	174	0	351	344	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	Split	NA		Split	NA	
Protected Phases	1	6		5	2	8	4	4		8	8	
Permitted Phases	6			2		2						
Detector Phase	1	6		5	2	8	4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0	7.0	7.0	7.0		7.0	7.0	
Minimum Split (s)	11.3	29.3		11.3	22.3	33.3	14.3	14.3		33.3	33.3	
Total Split (s)	15.0	30.0		15.0	30.0	50.0	15.0	15.0		50.0	50.0	
Total Split (%)	13.6%	27.3%		13.6%	27.3%	45.5%	13.6%	13.6%		45.5%	45.5%	
Maximum Green (s)	8.7	23.7		8.7	23.7	43.7	8.7	8.7		43.7	43.7	
Yellow Time (s)	4.3	4.3		4.3	4.3	4.3	4.3	4.3		4.3	4.3	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.3	6.3		6.3	6.3	6.3	6.3	6.3		6.3	6.3	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	4.0		3.0	4.0	4.0	3.0	3.0		4.0	4.0	
Recall Mode	None	Max		None	Max	None	None	None		None	None	
Walk Time (s)		7.0			0.0	7.0	7.0	7.0		7.0	7.0	

Lanes, Volumes, Timings

41: Lemon St/SR 566/Thonotosassa Rd & US 92

10/6/2015

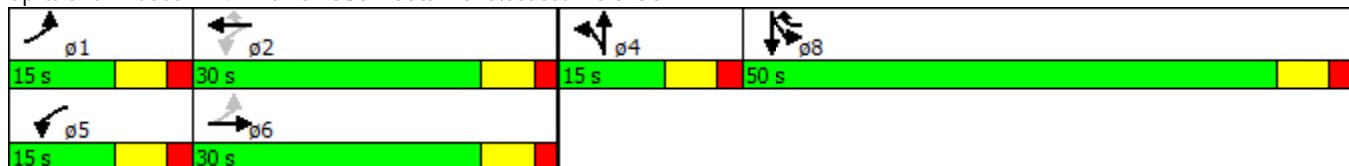


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)		16.0			0.0	20.0	1.0	1.0		20.0	20.0	
Pedestrian Calls (#/hr)		0			0	0	0	0		0	0	
Act Effct Green (s)	35.8	30.9		30.7	23.9	54.8	8.8	8.8		30.9	30.9	
Actuated g/C Ratio	0.37	0.32		0.31	0.25	0.56	0.09	0.09		0.32	0.32	
v/c Ratio	0.49	0.92		0.17	0.76	0.47	0.12	1.06		0.65	0.64	
Control Delay	28.6	60.1		23.8	48.5	5.0	46.8	132.3		34.2	33.8	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	28.6	60.1		23.8	48.5	5.0	46.8	132.3		34.2	33.8	
LOS	C	E		C	D	A	D	F		C	C	
Approach Delay		53.3			23.6			123.9			34.0	
Approach LOS		D			C			F			C	
Stops (vph)	96	345		22	271	119	18	126		268	262	
Fuel Used(gal)	7	28		3	33	38	0	6		7	7	
CO Emissions (g/hr)	485	1980		203	2292	2675	27	428		513	501	
NOx Emissions (g/hr)	94	385		40	446	520	5	83		100	97	
VOC Emissions (g/hr)	112	459		47	531	620	6	99		119	116	
Dilemma Vehicles (#)	0	16		0	15	0	0	6		0	14	
Queue Length 50th (ft)	58	~376		12	195	33	11	~120		194	190	
Queue Length 95th (ft)	122	#698		37	#387	56	37	#288		289	284	
Internal Link Dist (ft)		555			561			530			701	
Turn Bay Length (ft)	190			230			50					
Base Capacity (vph)	301	570		222	444	1112	159	164		768	767	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.48	0.92		0.14	0.76	0.40	0.12	1.06		0.46	0.45	

Intersection Summary













Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 97.5
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 1.06
 Intersection Signal Delay: 43.2
 Intersection LOS: D
 Intersection Capacity Utilization 78.8%
 ICU Level of Service D
 Analysis Period (min) 15
 ~ 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.

Splits and Phases: 41: Lemon St/SR 566/Thonotosassa Rd & US 92



HCM 2010 Signalized Intersection Summary
 43: Turkey Creek Rd & US 92



















10/6/2015

								
Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations								
Volume (veh/h)	423	325	128	279	271	131		
Number	6	16	5	2	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	181.0	181.0	181.0	181.0	184.5	184.5		
Adj Flow Rate, veh/h	445	342	135	294	285	138		
Adj No. of Lanes	1	1	1	1	1	1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	5	5	5	5	3	3		
Cap, veh/h	1003	1158	395	1003	349	311		
Arrive On Green	0.55	0.55	0.55	0.55	0.20	0.20		
Sat Flow, veh/h	1810	1538	666	1810	1757	1568		
Grp Volume(v), veh/h	445	342	135	294	285	138		
Grp Sat Flow(s),veh/h/ln	1810	1538	666	1810	1757	1568		
Q Serve(g_s), s	8.5	4.1	8.8	5.1	9.1	4.5		
Cycle Q Clear(g_c), s	8.5	4.1	17.3	5.1	9.1	4.5		
Prop In Lane		1.00	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	1003	1158	395	1003	349	311		
V/C Ratio(X)	0.44	0.30	0.34	0.29	0.82	0.44		
Avail Cap(c_a), veh/h	1003	1158	395	1003	389	348		
HCM Platoon Ratio	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		
Uniform Delay (d), s/veh	7.7	2.3	12.8	7.0	22.5	20.7		
Incr Delay (d2), s/veh	0.3	0.1	2.3	0.7	14.1	2.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	4.3	3.2	1.9	2.7	5.7	2.1		
LnGrp Delay(d),s/veh	8.0	2.4	15.2	7.7	36.5	22.8		
LnGrp LOS	A	A	B	A	D	C		
Approach Vol, veh/h	787			429	423			
Approach Delay, s/veh	5.6			10.1	32.0			
Approach LOS	A			B	C			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		40.0		18.6		40.0		
Change Period (Y+Rc), s		7.5		* 7		7.5		
Max Green Setting (Gmax), s		32.5		* 13		32.5		
Max Q Clear Time (g_c+I1), s		19.3		11.1		10.5		
Green Ext Time (p_c), s		5.2		0.5		6.4		
Intersection Summary								
HCM 2010 Ctrl Delay			13.6					
HCM 2010 LOS			B					
Notes								
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.								

HCM 2010 Signalized Intersection Summary

36: Maryland Ave & US 92



















10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	46	363	44	68	537	39	75	57	45	12	33	51
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	190.0	181.0	181.0	190.0	190.0	182.7	190.0	190.0	184.5	190.0
Adj Flow Rate, veh/h	48	382	46	72	565	41	79	60	47	13	35	54
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
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, %	5	5	5	5	5	5	4	4	4	3	3	3
Cap, veh/h	454	1800	215	551	1892	137	229	171	119	77	197	267
Arrive On Green	0.58	0.58	0.58	0.58	0.58	0.58	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	788	3093	370	928	3251	236	589	552	386	130	638	865
Grp Volume(v), veh/h	48	211	217	72	298	308	186	0	0	102	0	0
Grp Sat Flow(s),veh/h/ln	788	1719	1744	928	1719	1768	1527	0	0	1633	0	0
Q Serve(g_s), s	3.6	6.4	6.5	4.4	9.7	9.7	5.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	13.3	6.4	6.5	10.9	9.7	9.7	9.8	0.0	0.0	4.9	0.0	0.0
Prop In Lane	1.00		0.21	1.00		0.13	0.42		0.25	0.13		0.53
Lane Grp Cap(c), veh/h	454	1000	1015	551	1000	1029	519	0	0	542	0	0
V/C Ratio(X)	0.11	0.21	0.21	0.13	0.30	0.30	0.36	0.00	0.00	0.19	0.00	0.00
Avail Cap(c_a), veh/h	454	1000	1015	551	1000	1029	519	0	0	542	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	15.0	11.0	11.0	13.6	11.6	11.6	29.5	0.0	0.0	27.9	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.5	0.5	0.5	0.8	0.7	1.9	0.0	0.0	0.8	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	3.2	3.3	1.2	4.8	4.9	4.7	0.0	0.0	2.4	0.0	0.0
LnGrp Delay(d),s/veh	15.5	11.4	11.5	14.1	12.4	12.4	31.4	0.0	0.0	28.7	0.0	0.0
LnGrp LOS	B	B	B	B	B	B	C			C		
Approach Vol, veh/h		476			678			186			102	
Approach Delay, s/veh		11.9			12.6			31.4			28.7	
Approach LOS		B			B			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		70.0		40.0		70.0		40.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		64.0		34.0		64.0		34.0				
Max Q Clear Time (g_c+I1), s		12.9		11.8		15.3		6.9				
Green Ext Time (p_c), s		12.3		2.4		12.2		2.6				
Intersection Summary												
HCM 2010 Ctrl Delay				15.9								
HCM 2010 LOS				B								

HCM 2010 Signalized Intersection Summary

36: Maryland Ave & US 92























10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	96	516	56	48	345	43	43	62	46	26	27	28
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	190.0	181.0	181.0	190.0	190.0	188.1	190.0	190.0	188.1	190.0
Adj Flow Rate, veh/h	101	543	59	51	363	45	45	65	48	27	28	29
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
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, %	5	5	5	5	5	5	1	1	1	1	1	1
Cap, veh/h	562	1821	197	456	1793	221	163	232	154	179	185	169
Arrive On Green	0.58	0.58	0.58	0.58	0.58	0.58	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	946	3130	339	791	3082	379	392	750	498	440	600	548
Grp Volume(v), veh/h	101	298	304	51	201	207	158	0	0	84	0	0
Grp Sat Flow(s),veh/h/ln	946	1719	1750	791	1719	1743	1641	0	0	1587	0	0
Q Serve(g_s), s	6.2	9.6	9.7	3.8	6.1	6.2	2.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	12.4	9.6	9.7	13.5	6.1	6.2	7.7	0.0	0.0	3.8	0.0	0.0
Prop In Lane	1.00		0.19	1.00		0.22	0.28		0.30	0.32		0.35
Lane Grp Cap(c), veh/h	562	1000	1018	456	1000	1014	549	0	0	534	0	0
V/C Ratio(X)	0.18	0.30	0.30	0.11	0.20	0.20	0.29	0.00	0.00	0.16	0.00	0.00
Avail Cap(c_a), veh/h	562	1000	1018	456	1000	1014	549	0	0	534	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	13.9	11.6	11.6	15.1	10.9	10.9	28.8	0.0	0.0	27.6	0.0	0.0
Incr Delay (d2), s/veh	0.7	0.8	0.8	0.5	0.5	0.5	1.3	0.0	0.0	0.6	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	1.7	4.8	4.9	0.9	3.0	3.1	3.8	0.0	0.0	1.9	0.0	0.0
LnGrp Delay(d),s/veh	14.6	12.4	12.4	15.6	11.3	11.4	30.2	0.0	0.0	28.2	0.0	0.0
LnGrp LOS	B	B	B	B	B	B	C			C		
Approach Vol, veh/h		703			459			158				84
Approach Delay, s/veh		12.7			11.8			30.2				28.2
Approach LOS		B			B			C				C
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		70.0		40.0		70.0		40.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		64.0		34.0		64.0		34.0				
Max Q Clear Time (g_c+I1), s		15.5		9.7		14.4		5.8				
Green Ext Time (p_c), s		12.3		2.0		12.4		2.1				
Intersection Summary												
HCM 2010 Ctrl Delay				15.3								
HCM 2010 LOS				B								

HCM 2010 Signalized Intersection Summary























27: Park Rd & US 92

10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	138	209	89	282	351	81	113	753	176	71	731	162
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	181.0	181.0	181.0	190.0	179.2	179.2	190.0	174.3	174.3	174.3
Adj Flow Rate, veh/h	145	220	94	297	369	85	119	793	185	75	769	171
Adj No. of Lanes	1	1	1	2	2	0	1	2	0	1	2	1
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, %	5	5	5	5	5	5	6	6	6	9	9	9
Cap, veh/h	442	650	650	353	1104	252	201	850	198	138	963	532
Arrive On Green	0.07	0.36	0.36	0.11	0.40	0.40	0.06	0.31	0.31	0.04	0.29	0.29
Sat Flow, veh/h	1723	1810	1538	3343	2783	634	1707	2743	640	1660	3312	1482
Grp Volume(v), veh/h	145	220	94	297	226	228	119	492	486	75	769	171
Grp Sat Flow(s),veh/h/ln	1723	1810	1538	1672	1719	1698	1707	1703	1680	1660	1656	1482
Q Serve(g_s), s	7.7	12.9	5.5	12.7	13.3	13.6	7.1	40.9	40.9	4.6	31.3	12.2
Cycle Q Clear(g_c), s	7.7	12.9	5.5	12.7	13.3	13.6	7.1	40.9	40.9	4.6	31.3	12.2
Prop In Lane	1.00		1.00	1.00		0.37	1.00		0.38	1.00		1.00
Lane Grp Cap(c), veh/h	442	650	650	353	682	674	201	528	521	138	963	532
V/C Ratio(X)	0.33	0.34	0.14	0.84	0.33	0.34	0.59	0.93	0.93	0.54	0.80	0.32
Avail Cap(c_a), veh/h	613	650	650	559	682	674	379	528	521	343	963	532
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	26.4	34.1	25.9	64.0	30.5	30.6	36.9	48.8	48.8	39.5	47.8	33.9
Incr Delay (d2), s/veh	0.4	1.4	0.5	6.5	1.3	1.4	2.8	25.6	25.8	3.3	6.9	1.6
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	3.7	6.7	2.4	6.2	6.6	6.6	3.5	23.0	22.8	2.2	15.2	5.2
LnGrp Delay(d),s/veh	26.8	35.5	26.4	70.5	31.8	32.0	39.7	74.4	74.6	42.8	54.6	35.5
LnGrp LOS	C	D	C	E	C	C	D	E	E	D	D	D
Approach Vol, veh/h		459			751			1097			1015	
Approach Delay, s/veh		30.9			47.2			70.7			50.5	
Approach LOS		C			D			E			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.5	65.5	12.0	52.8	21.0	60.0	14.8	50.0				
Change Period (Y+Rc), s	5.6	7.6	5.6	7.6	5.6	7.6	5.6	7.6				
Max Green Setting (Gmax), s	24.4	52.4	24.4	42.4	24.4	52.4	24.4	42.4				
Max Q Clear Time (g_c+I1), s	9.7	15.6	6.6	42.9	14.7	14.9	9.1	33.3				
Green Ext Time (p_c), s	0.3	6.6	0.1	0.0	0.7	6.6	0.2	7.6				
Intersection Summary												
HCM 2010 Ctrl Delay			53.7									
HCM 2010 LOS			D									























HCM 2010 Signalized Intersection Summary
27: Park Rd & US 92

10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	205	346	93	174	244	65	76	606	247	89	648	309
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	181.0	181.0	181.0	190.0	179.2	179.2	190.0	177.6	177.6	177.6
Adj Flow Rate, veh/h	216	364	98	183	257	68	80	638	260	94	682	325
Adj No. of Lanes	1	1	1	2	2	0	1	2	0	1	2	1
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, %	5	5	5	5	5	5	6	6	6	7	7	7
Cap, veh/h	520	709	673	238	998	259	198	706	287	162	1031	603
Arrive On Green	0.09	0.39	0.39	0.07	0.37	0.37	0.05	0.30	0.30	0.05	0.31	0.31
Sat Flow, veh/h	1723	1810	1538	3343	2703	701	1707	2363	963	1691	3374	1509
Grp Volume(v), veh/h	216	364	98	183	162	163	80	460	438	94	682	325
Grp Sat Flow(s),veh/h/ln	1723	1810	1538	1672	1719	1686	1707	1703	1623	1691	1687	1509
Q Serve(g_s), s	10.9	21.7	5.4	7.6	9.3	9.6	4.6	36.8	36.8	5.4	25.0	23.4
Cycle Q Clear(g_c), s	10.9	21.7	5.4	7.6	9.3	9.6	4.6	36.8	36.8	5.4	25.0	23.4
Prop In Lane	1.00		1.00	1.00		0.42	1.00		0.59	1.00		1.00
Lane Grp Cap(c), veh/h	520	709	673	238	635	622	198	509	485	162	1031	603
V/C Ratio(X)	0.42	0.51	0.15	0.77	0.25	0.26	0.40	0.90	0.90	0.58	0.66	0.54
Avail Cap(c_a), veh/h	655	709	673	575	635	622	414	509	485	364	1031	603
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	23.8	32.8	24.0	64.8	31.2	31.3	34.4	47.8	47.8	37.3	42.9	32.6
Incr Delay (d2), s/veh	0.5	2.6	0.5	5.2	1.0	1.0	1.3	22.0	22.9	3.3	3.3	3.4
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	5.2	11.3	2.4	3.7	4.6	4.7	2.2	20.5	19.6	2.7	12.1	10.3
LnGrp Delay(d),s/veh	24.3	35.5	24.5	70.0	32.1	32.3	35.8	69.9	70.8	40.6	46.2	36.0
LnGrp LOS	C	D	C	E	C	C	D	E	E	D	D	D
Approach Vol, veh/h		678			508			978			1101	
Approach Delay, s/veh		30.3			45.8			67.5			42.7	
Approach LOS		C			D			E			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.9	60.0	13.0	50.0	15.7	63.3	12.0	51.0				
Change Period (Y+Rc), s	5.6	7.6	5.6	7.6	5.6	7.6	5.6	7.6				
Max Green Setting (Gmax), s	24.4	52.4	24.4	42.4	24.4	52.4	24.4	42.4				
Max Q Clear Time (g_c+I1), s	12.9	11.6	7.4	38.8	9.6	23.7	6.6	27.0				
Green Ext Time (p_c), s	0.4	4.5	0.2	2.8	0.5	4.3	0.1	9.5				
Intersection Summary												
HCM 2010 Ctrl Delay			48.1									
HCM 2010 LOS			D									























HCM 2010 Signalized Intersection Summary
 24: County Line Rd & US 92

10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	99	238	147	235	253	134	87	1030	110	107	920	42
Number	3	8	18	7	4	14	1	6	16	5	2	12
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
Adj Sat Flow, veh/h/ln	181.0	181.0	190.0	181.0	181.0	181.0	175.9	175.9	190.0	171.2	171.2	171.2
Adj Flow Rate, veh/h	104	251	155	247	266	0	92	1084	116	113	968	44
Adj No. of Lanes	1	1	0	1	1	1	1	2	0	1	2	1
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, %	5	5	5	5	5	5	8	8	8	11	11	11
Cap, veh/h	343	220	136	284	462	522	248	1099	118	203	1181	650
Arrive On Green	0.08	0.21	0.21	0.13	0.26	0.00	0.08	0.36	0.36	0.08	0.36	0.36
Sat Flow, veh/h	1723	1048	647	1723	1810	1538	1675	3047	326	1630	3252	1455
Grp Volume(v), veh/h	104	0	406	247	266	0	92	594	606	113	968	44
Grp Sat Flow(s),veh/h/ln	1723	0	1695	1723	1810	1538	1675	1671	1702	1630	1626	1455
Q Serve(g_s), s	5.2	0.0	24.3	12.6	14.8	0.0	3.7	40.7	40.9	4.8	31.2	2.0
Cycle Q Clear(g_c), s	5.2	0.0	24.3	12.6	14.8	0.0	3.7	40.7	40.9	4.8	31.2	2.0
Prop In Lane	1.00		0.38	1.00		1.00	1.00		0.19	1.00		1.00
Lane Grp Cap(c), veh/h	343	0	356	284	462	522	248	603	614	203	1181	650
V/C Ratio(X)	0.30	0.00	1.14	0.87	0.58	0.00	0.37	0.99	0.99	0.56	0.82	0.07
Avail Cap(c_a), veh/h	348	0	356	346	521	573	386	603	614	206	1181	650
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	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.1	0.0	45.6	31.4	37.6	0.0	24.0	36.6	36.7	26.6	33.4	18.3
Incr Delay (d2), s/veh	0.5	0.0	91.0	18.0	1.7	0.0	0.9	33.2	33.3	3.2	6.4	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	2.5	0.0	20.3	7.4	7.6	0.0	1.8	24.4	24.9	2.3	15.0	0.8
LnGrp Delay(d),s/veh	31.6	0.0	136.7	49.4	39.3	0.0	24.9	69.8	69.9	29.8	39.8	18.5
LnGrp LOS	C		F	D	D		C	E	E	C	D	B
Approach Vol, veh/h		510			513			1292			1125	
Approach Delay, s/veh		115.3			44.2			66.7			38.0	
Approach LOS		F			D			E			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.5	48.3	15.6	36.2	15.7	48.0	20.8	31.0				
Change Period (Y+Rc), s	6.0	6.3	6.0	6.7	6.0	6.3	6.0	6.7				
Max Green Setting (Gmax), s	19.0	32.7	10.0	33.3	10.0	41.7	19.0	24.3				
Max Q Clear Time (g_c+I1), s	5.7	33.2	7.2	16.8	6.8	42.9	14.6	26.3				
Green Ext Time (p_c), s	0.1	0.0	0.0	4.6	0.1	0.0	0.3	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			61.1									
HCM 2010 LOS			E									

HCM 2010 Signalized Intersection Summary
 24: County Line Rd & US 92

10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	112	379	222	103	222	97	159	858	90	66	968	190
Number	3	8	18	7	4	14	1	6	16	5	2	12
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
Adj Sat Flow, veh/h/ln	181.0	181.0	190.0	181.0	181.0	181.0	175.9	175.9	190.0	174.3	174.3	174.3
Adj Flow Rate, veh/h	118	399	234	108	234	0	167	903	95	69	1019	200
Adj No. of Lanes	1	1	0	1	1	1	1	2	0	1	2	1
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, %	5	5	5	5	5	5	8	8	8	9	9	9
Cap, veh/h	464	360	211	200	608	632	200	910	96	187	960	551
Arrive On Green	0.08	0.34	0.34	0.08	0.34	0.00	0.08	0.30	0.30	0.08	0.29	0.29
Sat Flow, veh/h	1723	1071	628	1723	1810	1538	1675	3053	321	1660	3312	1482
Grp Volume(v), veh/h	118	0	633	108	234	0	167	494	504	69	1019	200
Grp Sat Flow(s),veh/h/ln	1723	0	1699	1723	1810	1538	1675	1671	1703	1660	1656	1482
Q Serve(g_s), s	5.1	0.0	40.3	4.7	11.8	0.0	8.3	35.3	35.3	3.3	34.7	11.7
Cycle Q Clear(g_c), s	5.1	0.0	40.3	4.7	11.8	0.0	8.3	35.3	35.3	3.3	34.7	11.7
Prop In Lane	1.00		0.37	1.00		1.00	1.00		0.19	1.00		1.00
Lane Grp Cap(c), veh/h	464	0	572	200	608	632	200	498	508	187	960	551
V/C Ratio(X)	0.25	0.00	1.11	0.54	0.38	0.00	0.83	0.99	0.99	0.37	1.06	0.36
Avail Cap(c_a), veh/h	467	0	572	204	609	633	200	498	508	201	960	551
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	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.4	0.0	39.7	28.4	30.3	0.0	31.1	41.9	41.9	30.2	42.5	27.3
Incr Delay (d2), s/veh	0.3	0.0	70.4	2.7	0.6	0.0	25.1	38.3	38.0	1.2	46.8	1.9
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	2.5	0.0	29.9	2.3	6.0	0.0	5.2	21.5	21.9	1.6	22.0	5.1
LnGrp Delay(d),s/veh	22.7	0.0	110.1	31.2	30.9	0.0	56.3	80.2	79.8	31.4	89.3	29.2
LnGrp LOS	C		F	C	C		E	F	E	C	F	C
Approach Vol, veh/h		751			342			1165			1288	
Approach Delay, s/veh		96.4			31.0			76.6			76.9	
Approach LOS		F			C			E			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.0	41.0	15.8	46.9	15.0	42.0	15.7	47.0				
Change Period (Y+Rc), s	6.0	6.3	6.0	6.7	6.0	6.3	6.0	6.7				
Max Green Setting (Gmax), s	10.0	34.7	10.0	40.3	10.0	34.7	10.0	40.3				
Max Q Clear Time (g_c+I1), s	10.3	36.7	7.1	13.8	5.3	37.3	6.7	42.3				
Green Ext Time (p_c), s	0.0	0.0	0.1	7.9	0.0	0.0	0.1	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			76.5									
HCM 2010 LOS			E									

Arterial Level of Service: EB US 92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Falkenburg Rd	I	50	46.1	21.7	67.8	0.64	34.0	C
Williams Rd	I	50	74.1	13.6	87.7	1.03	42.3	A
CR 579/Mango Rd	I	50	72.7	31.0	103.7	1.01	35.1	B
Peach Ave	I	50	31.2	6.7	37.9	0.34	32.6	C
Pine St	I	50	16.9	5.9	22.8	0.17	26.7	D
Parsons Ave	I	50	39.0	18.7	57.7	0.50	31.2	C
Kingsway Rd	I	55	36.2	19.3	55.5	0.50	32.2	C
McIntosh Rd	I	55	136.1	40.3	176.4	2.08	42.4	A
Gallagher Rd	I	55	37.0	18.8	55.8	0.51	32.7	C
Forbes Rd	I	54	214.6	11.0	225.6	3.23	51.6	A
Turkey Creek Rd	I	55	51.3	8.5	59.8	0.78	47.2	A
Lemon St	I	49	154.4	46.8	201.2	2.09	37.4	B
Total	I		909.6	242.3	1151.9	12.88	40.3	B

Arterial Level of Service: WB US 92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 566/Thonotosassa	I	35	230.7	54.5	285.2	2.27	28.6	C
Turkey Creek Rd	I	49	152.0	10.8	162.8	2.09	46.2	A
Branch Forbes Rd	I	55	51.3	37.3	88.6	0.78	31.9	C
Gallagher Rd	I	55	211.6	32.3	243.9	3.23	47.7	A
McIntosh Rd	I	55	37.0	41.3	78.3	0.51	23.3	D
Kingsway Rd	I	55	136.1	21.7	157.8	2.08	47.4	A
Parsons Ave	I	55	36.2	14.1	50.3	0.50	35.5	B
Pine St	I	50	39.0	34.0	73.0	0.50	24.7	D
School Entrance	I	50	16.9	5.6	22.5	0.17	27.1	C
CR 579/Mango Rd	I	50	31.2	23.7	54.9	0.34	22.5	D
Williams Rd	I	50	72.7	21.1	93.8	1.01	38.8	B
Falkenburg Rd	I	50	74.1	18.6	92.7	1.03	40.0	B
Total	I		1088.8	315.0	1403.8	14.51	37.2	B

Arterial Level of Service

10/6/2015

Arterial Level of Service: EB US 92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Maryland Ave	I	36	225.5	11.4	236.9	2.27	34.5	B
Park Rd	I	45	29.3	40.7	70.0	0.30	15.2	F
County Line Rd	I	55	235.9	140.9	376.8	3.59	34.3	B
Total	I		490.7	193.0	683.7	6.16	32.4	C

Arterial Level of Service: WB US 92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
County Line Rd	I	55	34.2	42.2	76.4	0.42	19.7	E
Park Rd	I	54	238.6	33.6	272.2	3.59	47.5	A
Maryland Ave	I	45	29.3	12.2	41.5	0.30	25.7	D
Total	I		302.1	88.0	390.1	4.30	39.7	B

Arterial Level of Service: EB US 92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Falkenburg Rd	I	50	46.1	45.8	91.9	0.64	25.0	D
Williams Rd	I	50	74.1	12.0	86.1	1.03	43.0	A
CR 579/Mango Rd	I	50	72.7	47.3	120.0	1.01	30.3	C
Peach Ave	I	50	31.2	7.7	38.9	0.34	31.7	C
Pine St	I	50	16.9	12.6	29.5	0.17	20.6	E
Parsons Ave	I	50	39.0	10.4	49.4	0.50	36.5	B
Kingsway Rd	I	55	36.2	16.2	52.4	0.50	34.1	B
McIntosh Rd	I	55	136.1	27.1	163.2	2.08	45.9	A
Gallagher Rd	I	55	37.0	39.6	76.6	0.51	23.8	D
Forbes Rd	I	54	214.6	14.7	229.3	3.23	50.8	A
Turkey Creek Rd	I	55	51.3	10.2	61.5	0.78	45.9	A
Lemon St	I	49	154.4	60.1	214.5	2.09	35.1	B
Total	I		909.6	303.7	1213.3	12.88	38.2	B

Arterial Level of Service: WB US 92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 566/Thonotosassa	I	35	230.7	48.5	279.2	2.27	29.3	C
Turkey Creek Rd	I	49	152.0	8.5	160.5	2.09	46.9	A
Branch Forbes Rd	I	55	51.3	16.2	67.5	0.78	41.8	B
Gallagher Rd	I	55	211.6	31.9	243.5	3.23	47.8	A
McIntosh Rd	I	55	37.0	22.3	59.3	0.51	30.8	C
Kingsway Rd	I	55	136.1	10.8	146.9	2.08	51.0	A
Parsons Ave	I	55	36.2	9.8	46.0	0.50	38.8	B
Pine St	I	50	39.0	3.5	42.5	0.50	42.4	A
School Entrance	I	50	16.9	16.3	33.2	0.17	18.3	E
CR 579/Mango Rd	I	50	31.2	46.8	78.0	0.34	15.8	F
Williams Rd	I	50	72.7	17.9	90.6	1.01	40.1	B
Falkenburg Rd	I	50	74.1	16.0	90.1	1.03	41.1	B
Total	I		1088.8	248.5	1337.3	14.51	39.1	B

Arterial Level of Service

10/6/2015

Arterial Level of Service: EB US 92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Maryland Ave	I	36	225.5	12.2	237.7	2.27	34.4	B
Park Rd	I	45	29.3	41.2	70.5	0.30	15.1	F
County Line Rd	I	55	235.9	106.9	342.8	3.59	37.7	B
Total	I		490.7	160.3	651.0	6.16	34.0	B

Arterial Level of Service: WB US 92

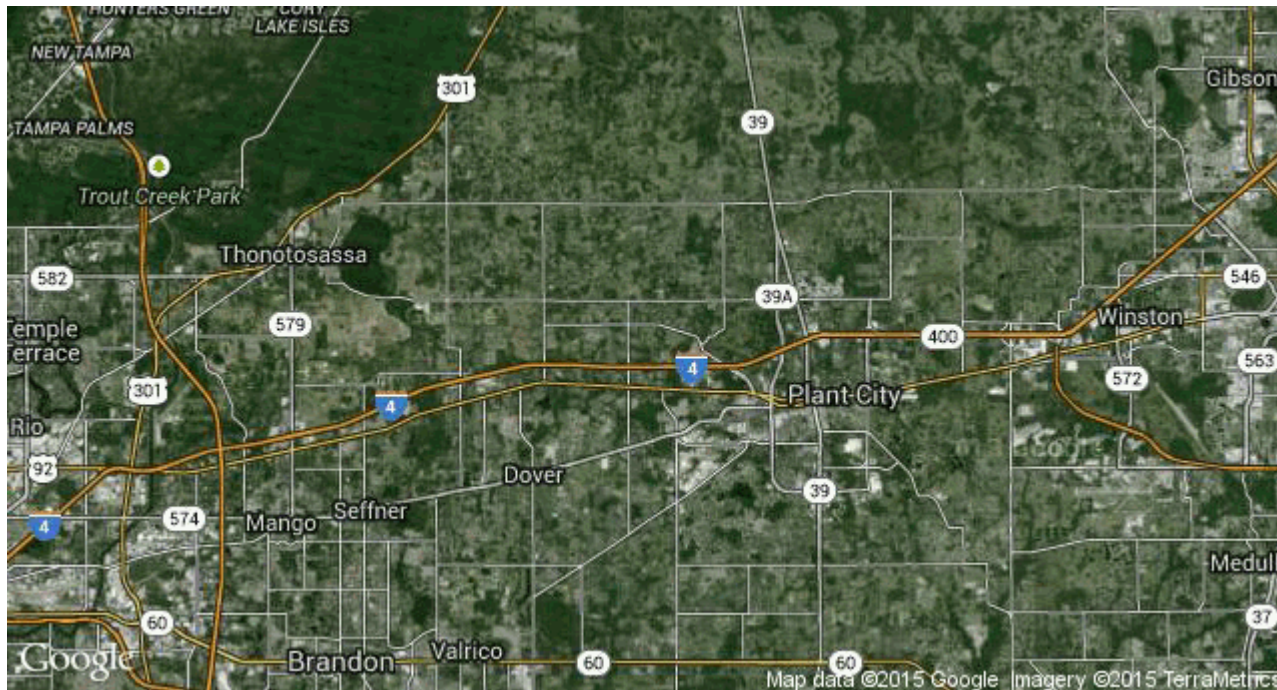
Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
County Line Rd	I	55	34.2	32.7	66.9	0.42	22.5	D
Park Rd	I	54	238.6	33.5	272.1	3.59	47.5	A
Maryland Ave	I	45	29.3	11.3	40.6	0.30	26.2	D
Total	I		302.1	77.5	379.6	4.30	40.8	B

Appendix G

Crash Data

Report Memo:

Data from 2009-2013

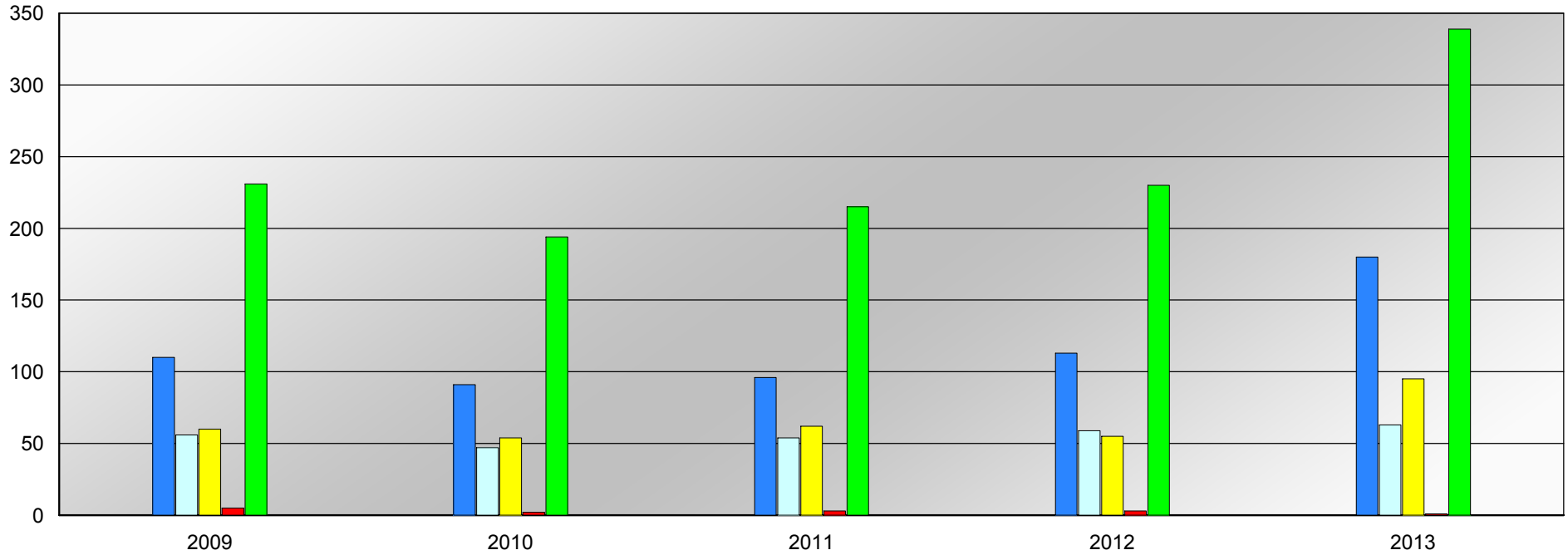


Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
01/02/2009 to 12/29/2013	1,209	14	1,017	18	16	48	334	48	88	15	64	80	412	130	632

Intersection Summary Top 40 Report Click for Drill Down		Total Crashes	Total Fatalities	Total Injuries	Injury Severity				Ped and Bike		Crash Type				Law Enforcement		Strategic Highway Safety Plan								
					Fatal Crashes	Incap	Non Incap	Possible Injury	Ped	Bike	Angle	Left Turn	Right Turn	Head On	Speed	Run Control	Vul. User	Agr. Driving	Lane Depart	At Int.	Distract Driving	Teen Driver 15-19	Aging Driver 65+	Impaired	Motor Cycle
					10_19813	I 4 @ CR 579	134	0	106	0	13	20	28	0	5	33	6	1	5	0	6	7	45	5	88
10_22242	US 92 @ BRANCH FORBES RD	61	1	40	1	3	7	11	1	0	14	5	2	3	0	0	2	17	5	25	0	6	7	5	2
10_22579	I 275 @ MCINTOSH RD	59	0	42	0	0	10	16	1	0	16	3	0	2	3	5	4	21	3	34	0	11	13	5	3
10_18270	US 92 @ FALKENBURG RD	54	1	38	1	4	12	6	2	1	13	3	0	4	1	4	7	22	3	26	0	4	3	1	4
10_18707	US 92 @ WILLIAMS RD	53	1	36	1	4	11	11	3	1	19	0	1	1	0	2	6	23	7	24	0	5	3	1	2
10_20813	SR 400 @ KINGSWAY RD	39	0	53	0	4	6	14	0	0	10	4	0	5	0	3	1	14	3	21	0	3	6	3	1
10_19660	US 92 @ PARSONS AVE	36	0	31	0	4	5	5	1	0	16	0	0	1	0	0	2	14	4	14	0	8	2	2	1
10_22149	US 92 @ TURKEY CREEK RD	34	1	24	1	4	2	11	1	0	6	3	0	2	2	2	3	16	2	20	0	7	1	4	2
10_21763	US 92 @ GALLAGHER RD	27	0	26	0	3	4	5	0	0	6	0	0	1	3	1	0	11	1	13	0	11	1	1	0
10_23256	US 92 @ COUNTY LINE RD	24	0	21	0	4	5	6	0	1	2	0	1	0	0	0	2	1	1	11	0	2	2	4	1
10_21885	US 92 @ SR 553	23	1	30	1	2	5	7	0	0	2	1	1	2	0	2	4	6	2	12	0	4	1	2	4
10_22100	US 92 @ WILDER RD	23	1	33	1	1	5	9	0	0	4	0	0	0	0	0	0	4	3	8	0	3	5	1	0
10_22231	US 92 @ MOORES LAKE RD	23	0	14	0	2	2	5	0	0	2	0	1	0	0	0	2	4	3	12	0	3	2	1	2
10_22349	US 92 @ BETHLEHEM RD	22	3	36	3	4	4	6	1	0	14	0	1	0	1	2	1	15	3	18	0	10	1	5	0
10_22861	US 92 @ WIGGINS RD	22	0	23	0	3	5	5	0	1	8	1	0	0	0	1	2	7	3	13	0	4	5	3	1
10_19137	US 92 @ COUNTY ROAD 579	21	0	8	0	1	3	3	0	0	6	1	0	1	0	1	1	7	2	3	0	5	6	1	1
10_19333	US 92 @ PEACH AVE	20	0	13	0	1	2	4	0	0	1	0	0	0	1	0	0	4	2	5	0	5	5	1	0
10_21506	US 92 @ OAK AVE	19	0	16	0	0	3	6	1	0	7	1	0	0	0	6	1	7	1	12	0	4	2	0	0
10_18860	US 92 @ MOBILE VILLA DR	18	1	15	1	1	2	6	0	2	2	1	0	2	1	0	3	7	4	4	0	2	1	1	1
10_22261	US 92 @ ROGERS RD	18	0	21	0	2	4	3	0	0	6	0	0	0	0	1	0	9	1	10	0	4	1	1	0
10_19079	US 92 @ ATTICUS LN	16	0	12	0	2	1	5	0	0	3	1	0	2	0	0	0	6	3	9	0	2	0	1	0
10_19391	US 92 @ PINE ST	16	0	11	0	0	2	5	0	0	2	0	0	0	0	1	0	4	1	4	0	1	2	1	0
10_23141	US 92 @ WEBB RD	16	0	12	0	1	2	2	0	0	3	1	0	0	0	2	0	4	1	8	0	1	2	3	0
10_18959	US 92 @ BLACK DAIRY RD	15	0	9	0	3	3	0	1	0	6	1	0	2	0	1	2	5	3	4	0	3	1	0	1
10_18214	US 92 @ BAPTIST CHURCH RD	13	0	6	0	0	2	2	0	0	3	0	0	0	0	0	0	1	2	0	0	0	2	0	0
10_18220	US 92 @ EUREKA SPRINGS RD	12	0	8	0	0	3	4	0	0	5	1	0	0	0	1	2	5	1	7	0	3	1	1	2
10_20836	US 92 @ PASADENA DR	12	0	11	0	2	2	3	0	0	3	1	0	0	0	0	1	2	3	4	0	1	2	1	1
10_21682	US 92 @ PLANT AVE	12	0	4	0	1	0	1	0	0	8	1	0	1	0	1	0	8	0	11	0	1	4	0	0
10_21834	US 92 @ MARYLAND AVE	12	0	14	0	1	2	4	0	2	7	1	0	0	0	5	2	8	0	10	0	0	4	1	0
10_21939	US 92 @ SR 566	12	0	10	0	1	1	3	0	0	7	0	0	1	0	0	2	5	1	9	0	2	1	0	2
10_22473	US 92 @ FRITZKE RD	12	0	15	0	2	3	2	0	0	1	0	0	0	0	0	1	1	2	8	0	3	3	1	1
10_21489	US 92 @ PALMER ST	11	0	3	0	1	0	2	0	0	2	1	0	1	0	1	0	2	0	9	0	1	2	0	0
10_22029	US 92 @ WHITEHURST RD	11	0	8	0	1	2	4	2	0	3	1	0	1	0	0	2	4	3	5	0	1	1	2	0
10_22331	US 92 @ GORDON RD	10	0	9	0	0	4	2	0	0	5	1	0	0	1	0	2	6	2	4	0	1	3	2	2
10_24736	SR 400 @ CHARLIE TAYLOR RD	10	0	9	0	2	1	4	0	0	4	0	0	0	0	0	1	3	2	5	0	2	3	0	1
10_18480	US 92 @ CARMACK RD	9	0	6	0	2	2	0	0	0	0	1	1	0	0	0	0	3	1	6	0	0	1	0	0
10_18634	US 92 @ ANNA DR	9	0	5	0	1	0	3	0	0	2	0	0	0	0	0	0	6	1	4	0	0	1	1	0
10_21441	US 92 @ SR 39	9	0	8	0	0	1	5	0	0	5	0	0	2	0	5	0	7	0	9	0	2	0	0	0
10_22094	US 92 @ FLETCHER LN	8	0	2	0	1	0	1	1	0	0	1	0	0	0	0	1	3	1	1	0	0	3	0	0
10_21750	US 92 @ WARNELL ST	7	0	5	0	2	2	1	0	0	2	0	0	1	0	0	2	4	3	7	0	1	0	1	2

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
01/02/2009 to 12/29/2013	1,209	14	1,017	18	16	48	334	48	88	15	64	80	412	130	632

Number of Crashes By Year

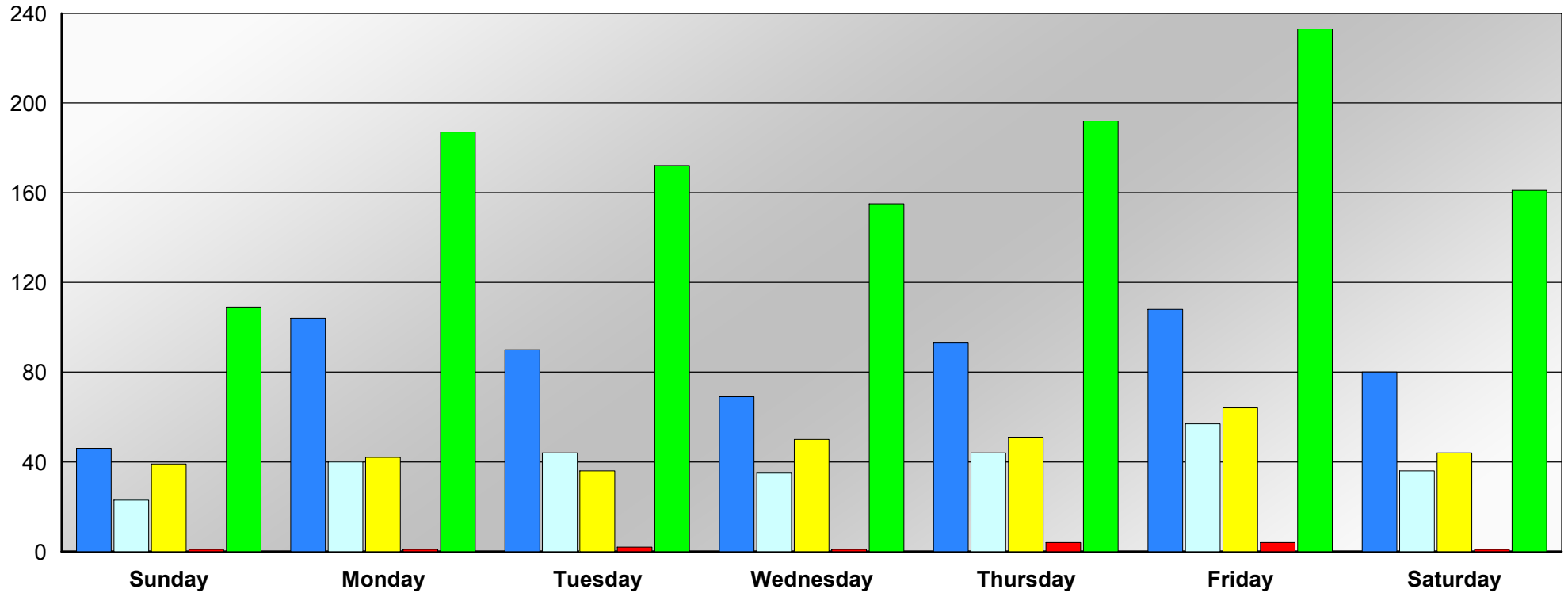


Breakdown of Crashes by Year

	2009	2010	2011	2012	2013
PDO	110	91	96	113	180
Injury Crashes	116	101	116	114	158
Fatal Crashes	5	2	3	3	1
Total Crashes	231	194	215	230	339

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
01/02/2009 to 12/29/2013	1,209	14	1,017	18	16	48	334	48	88	15	64	80	412	130	632

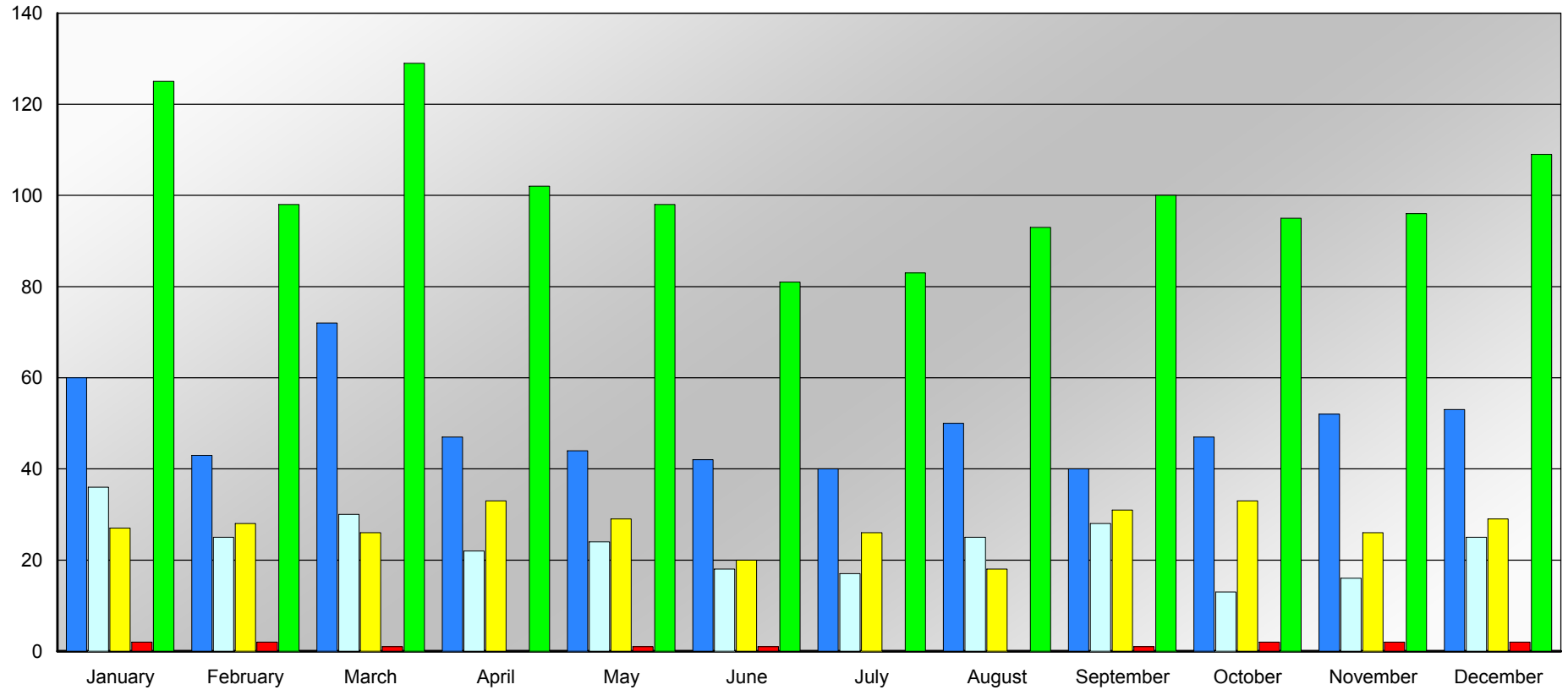
Number of Crashes by Day of Week



	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Total
PDO	46	104	90	69	93	108	80	590
Injury Crashes	62	82	80	85	95	121	80	605
Fatal Crashes	1	1	2	1	4	4	1	14
Total Crashes	109	187	172	155	192	233	161	1,209

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
01/02/2009 to 12/29/2013	1,209	14	1,017	18	16	48	334	48	88	15	64	80	412	130	632

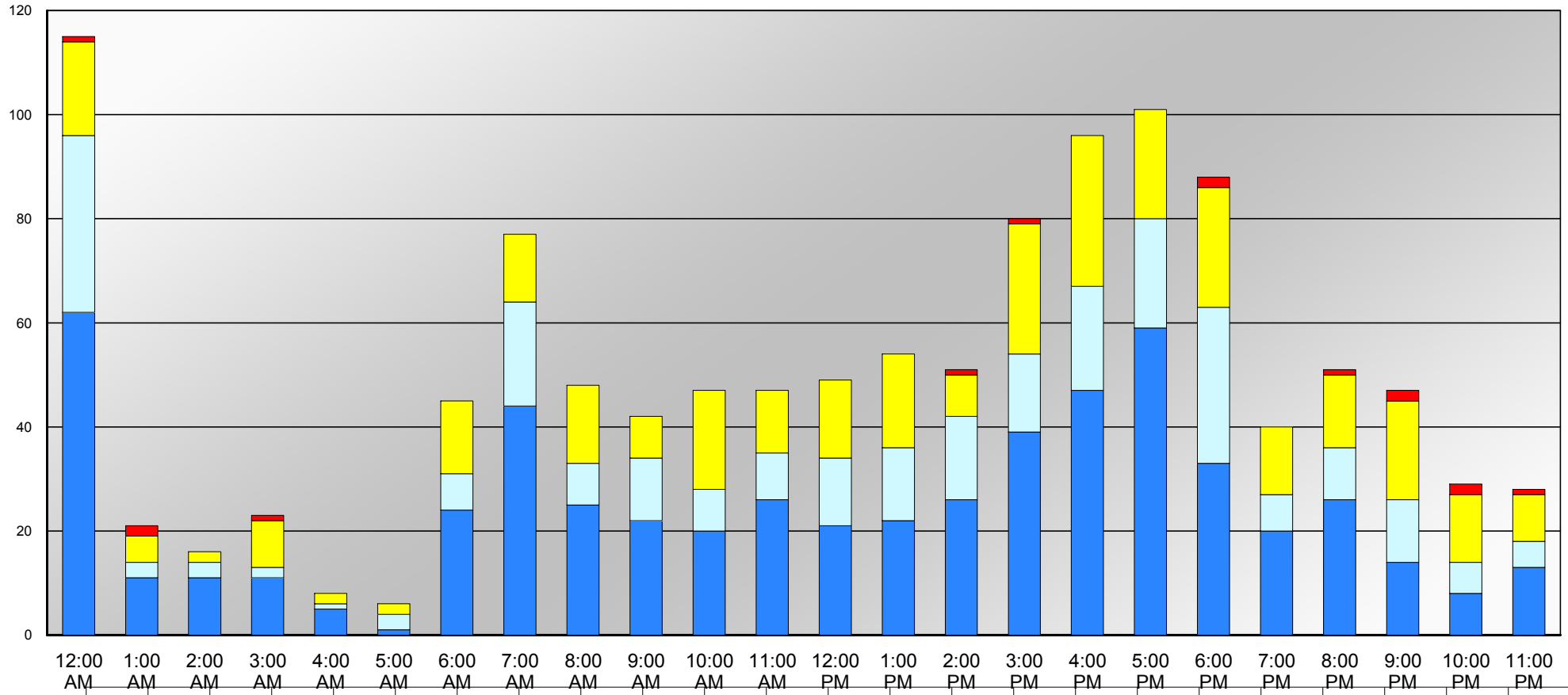
Number of Crashes by Month



	January	February	March	April	May	June	July	August	September	October	November	December	Total
PDO	60	43	72	47	44	42	40	50	40	47	52	53	590
Injury Crashes	63	53	56	55	53	38	43	43	59	46	42	54	605
Fatal Crashes	2	2	1	0	1	1	0	0	1	2	2	2	14
Total Crashes	125	98	129	102	98	81	83	93	100	95	96	109	1,209

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
01/02/2009 to 12/29/2013	1,209	14	1,017	18	16	48	334	48	88	15	64	80	412	130	632

Crashes by Time of Day



	12:00 AM	1:00 AM	2:00 AM	3:00 AM	4:00 AM	5:00 AM	6:00 AM	7:00 AM	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	11:00 PM
PDO	62	11	11	11	5	1	24	44	25	22	20	26	21	22	26	39	47	59	33	20	26	14	8	13
Injury Crashes	18	5	2	9	2	2	14	13	15	8	19	12	15	18	8	25	29	21	23	13	14	19	13	9
Fatal Crashes	1	2	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	1	2	2	1
Total	81	18	13	21	7	3	38	57	40	30	39	38	36	40	35	65	76	80	58	33	41	35	23	23

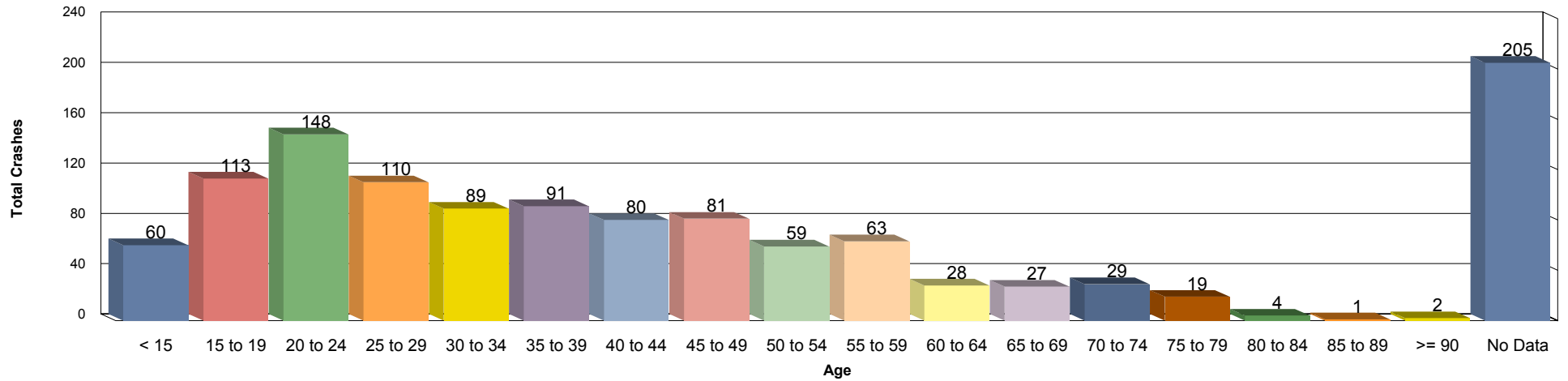
Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
01/02/2009 to 12/29/2013	1,209	14	1,017	18	16	48	334	48	88	15	64	80	412	130	632

Driver Age Summary (Vehicle 1, Driver 1)

Driver Actions

Drill Down Rpt.	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Intoxication	Speeding	Run Control	Run Off-Road	Elct. Distraction	Agr. Driving
Age < 15	60	0	22	1	1	2	0	0	2	8	0	17
Age 15 to 19	113	1	96	1	0	2	2	3	7	9	0	41
Age 20 to 24	148	2	131	2	1	6	13	1	5	9	0	53
Age 25 to 29	110	3	122	1	3	3	15	0	6	11	0	40
Age 30 to 34	89	1	92	2	0	3	10	2	3	11	0	35
Age 35 to 39	91	2	73	1	0	6	6	1	3	8	0	31
Age 40 to 44	80	0	75	0	3	3	12	1	8	8	0	25
Age 45 to 49	81	1	70	1	1	6	10	2	6	6	0	29
Age 50 to 54	59	1	47	2	0	5	6	0	3	4	0	22
Age 55 to 59	63	1	55	3	0	6	3	0	3	3	0	21
Age 60 to 64	28	0	25	0	0	1	0	0	1	0	0	9
Age 65 to 69	27	2	29	0	0	0	1	3	1	1	0	11
Age 70 to 74	29	0	31	0	3	1	3	1	4	2	0	11
Age 75 to 79	19	0	18	0	2	0	0	0	2	0	0	11
Age 80 to 84	4	0	2	0	0	0	0	0	0	0	0	3
Age 85 to 89	1	0	0	0	0	0	0	0	0	0	0	1
Age >= 90	2	0	1	1	0	0	0	0	0	0	0	1
Age No Data	205	0	128	3	2	4	7	1	10	13	0	51

Driver Age



Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
01/02/2009 to 12/29/2013	1,209	14	1,017	18	16	48	334	48	88	15	64	80	412	130	632

Crash Type Summary

Impact Type

Strategic Highway Safety Plan (SHSP)

Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Angle	334	4	360	0	2	17	19	227	10	224
Front to Front	46	0	61	0	0	3	3	28	16	30
Front to Rear	436	1	361	0	1	12	13	66	7	186
Rear to Side	6	0	0	0	0	0	0	0	0	4
Sideswipe, same direction	10	0	6	0	1	0	1	4	5	5
Unknown	377	9	229	18	12	16	44	87	92	183

Relation to Intersection

Strategic Highway Safety Plan (SHSP)

Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Intersection	632	5	546	5	7	24	35	265	34	632
Intersection-Related	146	0	111	5	1	5	11	31	19	0
Non-Junction	302	8	251	8	4	10	21	48	64	0
Driveway/Ally Access Related	125	1	108	0	3	9	12	67	12	0
Railway Grade Crossing	3	0	1	0	1	0	1	1	0	0
Unknown	1	0	0	0	0	0	0	0	1	0

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
01/02/2009 to 12/29/2013	1,209	14	1,017	18	16	48	334	48	88	15	64	80	412	130	632

At Fault Vehicle Summary

Vehicle Type	Strategic Highway Safety Plan (SHSP)									
	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Click for Drill Down										
Bus	4	0	4	0	0	0	0	2	1	2
Cargo Van (10,000lbs (4,536kg) or less)	18	1	13	1	0	0	1	5	1	10
Medium/Heavy Trucks (more than 10,000lbs)	14	0	8	0	1	0	1	4	4	7
Moped	1	0	1	1	0	0	1	0	0	0
Motor Home	2	0	5	0	0	0	0	2	0	2
Motorcycle	29	1	28	0	0	29	29	8	4	14
Other Light Trucks (10,000lbs (4,536kg))	7	0	5	0	0	0	0	1	1	6
Other, Explain in Narrative	2	0	0	0	1	0	1	2	0	1
Passenger Car	556	6	482	2	8	11	21	210	68	295
Passenger Van	69	0	60	1	0	0	1	27	6	33
Pickup	425	5	371	8	4	7	18	145	44	220
Unknown	8	0	6	1	0	0	1	4	1	3
No Data	74	1	34	4	2	1	6	2	0	39

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
01/02/2009 to 12/29/2013	1,209	14	1,017	18	16	48	334	48	88	15	64	80	412	130	632

Vehicle Movement

Strategic Highway Safety Plan (SHSP)

Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Straight Ahead	720	8	652	13	10	26	48	197	92	349
Turning Left	240	4	228	0	2	16	18	150	17	146
Turning Right	52	0	35	0	2	2	4	21	9	35
Making U-Turn	18	0	13	0	0	0	0	8	1	11
Backing	9	0	0	0	0	0	0	0	0	5
Changing Lanes	43	1	16	1	0	0	1	25	5	18
Overtaking/Passing	8	0	10	0	0	1	1	2	1	4
Parked	1	0	1	0	0	0	0	0	0	0
Slowing	32	0	20	0	0	1	1	6	1	21
Other, Explain in Narrative	14	1	10	0	2	0	2	2	4	5
Unknown	72	0	32	4	0	2	5	1	0	38

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
01/02/2009 to 12/29/2013	1,209	14	1,017	18	16	48	334	48	88	15	64	80	412	130	632

Roadway Condition Summary

Roadway Location

Strategic Highway Safety Plan (SHSP)

Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
On Roadway	518	4	467	2	7	16	24	140	48	254
Median	34	1	56	2	0	3	5	20	1	19
Shoulder	34	1	31	1	0	3	4	15	5	17
Off Roadway	123	2	102	3	2	5	10	53	20	67
Unknown	500	6	361	10	7	21	37	184	56	275

Road Condition

Strategic Highway Safety Plan (SHSP)

Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Wet	124	1	105	3	0	4	7	40	13	58
Dry	1,085	13	912	15	16	44	73	372	117	574

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
01/02/2009 to 12/29/2013	1,209	14	1,017	18	16	48	334	48	88	15	64	80	412	130	632

Road Contributing Cause Summary

Strategic Highway Safety Plan (SHSP)

Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
None	1,159	14	975	18	16	46	78	395	126	604
Obstruction in Roadway	2	0	1	0	0	1	1	1	0	2
Worn, Travel-Polished Surface	1	0	0	0	0	0	0	0	0	1
Shoulders	1	0	1	0	0	0	0	0	1	0
Work Zone	24	0	19	0	0	0	0	5	2	12
Other, Explain in Narrative	22	0	21	0	0	1	1	11	1	13

Traffic Control

Strategic Highway Safety Plan (SHSP)

Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Traffic Control Signal	333	2	282	2	3	10	15	133	9	269
Stop Sign	101	2	91	0	1	1	2	80	6	94
Flashing Signal	1	0	1	0	0	0	0	1	0	1
Other Sign	219	2	199	3	2	9	14	52	28	92
School Zone Sign/Device	2	0	2	0	1	0	1	1	0	1
No Controls	536	7	432	13	7	27	45	141	87	166
Railway Crossing Device	2	0	0	0	1	0	1	1	0	0
Person	4	0	2	0	0	0	0	0	0	1
Other, Explain in Narrative	6	1	7	0	0	1	1	2	0	3
Unknown	5	0	1	0	1	0	1	1	0	5

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
01/02/2009 to 12/29/2013	1,209	14	1,017	18	16	48	334	48	88	15	64	80	412	130	632

Road Alignment

Strategic Highway Safety Plan (SHSP)

Click for Drill Down	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Straight	1,093	13	925	17	10	45	71	380	112	574
Curve Left	2	0	1	0	0	0	0	0	0	0
Curve Right	14	0	8	0	0	2	2	2	5	9
Unknown	100	1	83	1	6	1	7	30	13	49

Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
01/02/2009 to 12/29/2013	1,209	14	1,017	18	16	48	334	48	88	15	64	80	412	130	632

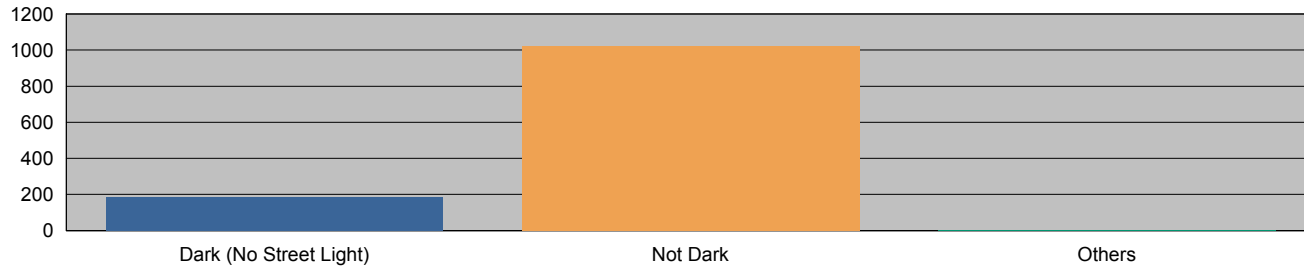
Environment Summary Report

Lighting

Strategic Highway Safety Plan (SHSP)

Click for Drill Down

	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Daylight	796	2	665	3	11	26	40	283	63	413
Dark-Lighted	157	3	123	3	0	10	13	60	23	111
Dusk	44	1	46	0	0	2	2	14	2	27
Dawn	27	0	22	1	0	0	1	12	2	11
Dark-Not Lighted	183	8	161	11	5	10	24	43	39	70
Unknown	2	0	0	0	0	0	0	0	1	0

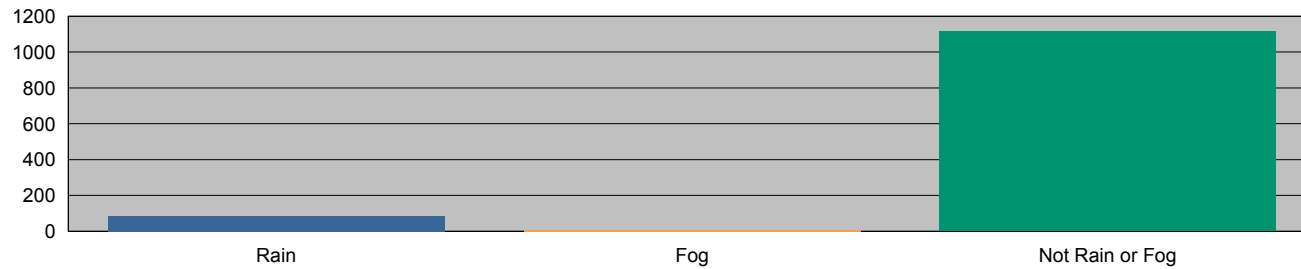


Weather

Strategic Highway Safety Plan (SHSP)

Click for Drill Down

	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Vulnerable Users	Aggressive Driving	Lane Departure	At Intersection
Clear	946	12	803	12	12	39	61	335	106	504
Cloudy	167	1	131	3	4	7	14	46	15	86
Fog, Smog, Smoke	8	1	5	1	0	0	1	2	0	3
Rain	87	0	78	2	0	2	4	29	9	39
Other, Explain in Narrative	1	0	0	0	0	0	0	0	0	0



Records Date Range:	Crashes	Fatalities	Injuries	Peds	Bike	Motorcycle	Angles	Head On	Intoxication	Speeding	Run Control	Vul. Users	Agr. Driving	Lane Depart	At Int.
01/02/2009 to 12/29/2013	1,209	14	1,017	18	16	48	334	48	88	15	64	80	412	130	632

Located Crashes

Area	Crashes	Fatalities	Injuries
BRANDON	16	0	25
DOVER	4	0	1
LAKELAND	1	0	1
NONE	274	6	296
PLANT CITY	340	5	309
PLANTCITY	1	0	0
SEFFNER	25	0	15
TAMPA	160	2	114
TANMPA	1	0	3
TAPA	1	0	0
THONOTOSASSA	1	0	0
UNINCORPORATED	87	1	74
UNINCORPORATED H.	268	0	152
VALRICO	1	0	1
Totals:	1180	14	991

Private Property, Parking Lot, and Unlocated Crashes

Area	Crashes	Fatalities	Injuries
BRANDON	2	0	0
NONE	4	0	5
PLANT CITY	10	0	9
TAMPA	6	0	6
UNINCORPORATED H.	7	0	6
Totals:	29	0	26

Florida Average Crash Rates for Urban Segments							
Crash Rates Per Million Vehicle Miles							
CC	Category	2009	2010	2011	2012	2013	5 Year Average
40	One Way	7.212	6.709	6.755	8.357	10.061	7.819
10	2-3 Lanes 2wy Div Rasd	5.644	4.479	4.545	4.857	6.004	5.073
11	2-3 Lanes 2wy Div Pavd	4.034	3.653	3.207	4.018	4.654	3.915
12	2-3 Lanes 2wy Undivided	2.639	2.403	2.238	2.685	3.198	2.629
20	4-5 Lanes 2wy Div Rasd	2.424	2.438	2.331	2.756	3.168	2.632
21	4-5 Lanes 2wy Div Pavd	4.030	4.106	3.942	4.665	5.141	4.369
22	4-5 Lanes 2wy Undivided	4.951	4.666	3.972	5.228	6.067	4.961
30	6+ Lanes 2wy Div Rasd	3.168	3.309	3.183	3.570	4.085	3.472
31	6+ Lanes 2wy Div Pavd	3.262	3.316	3.287	4.197	4.760	3.737
32	6+ Lanes 2wy Undivided	44.483	41.512	66.184	39.769	54.148	48.137
1	Interstate	0.681	0.706	0.671	0.771	0.888	0.744
3	Toll Road	0.529	0.601	0.529	0.609	0.766	0.609
7	Ramp	0.000	0.000	0.000	0.000	0.000	0.000
5	Other Limited access	1.080	1.416	1.385	1.873	1.803	1.478

Florida Average Crash Rates for Rural Segments							
Crash Rates Per Million Vehicle Miles							
CC	Category	2009	2010	2011	2012	2013	5 Year Average
42	One Way	20.224	4.489	6.835	9.368	13.940	8.948
16	2-3 Lanes 2wy Div Rasd	1.731	1.505	0.869	0.995	1.510	1.273
17	2-3 Lanes 2wy Div Pavd	1.856	1.853	1.761	1.705	1.884	1.813
18	2-3 Lanes 2wy Undivided	0.583	0.588	0.560	0.647	0.718	0.618
26	4-5 Lanes 2wy Div Rasd	0.565	0.520	0.540	0.605	0.684	0.582
27	4-5 Lanes 2wy Div Pavd	0.666	0.525	0.437	0.401	0.636	0.510
28	4-5 Lanes 2wy Undivided	0.331	1.739	0.000	0.000	0.000	0.751
36	6+ Lanes 2wy Div Rasd	0.847	1.098	1.383	1.386	1.030	1.118
37	6+ Lanes 2wy Div Pavd	0.000	0.492	0.076	0.060	0.000	0.253
38	6+ Lanes 2wy Undivided	0.000	0.000	0.000	0.000	0.000	0.000
2	Interstate	0.400	0.382	0.339	0.366	0.438	0.385
4	Toll Road	0.371	0.360	0.322	0.354	0.426	0.366
8	Ramp	0.000	0.000	0.000	0.000	0.000	0.000
6	Other Limited access	9.259	0.683	0.224	0.112	0.502	4.373

Florida Average Crash Rates for Suburban Segments							
Crash Rates Per Million Vehicle Miles							
CC	Category	2009	2010	2011	2012	2013	5 Year Average
41	One Way	2.323	2.785	2.712	2.937	2.137	2.534
13	2-3 Lanes 2wy Div Rasd	2.899	2.346	2.140	2.512	2.601	2.497
14	2-3 Lanes 2wy Div Pavd	2.031	2.028	1.961	2.140	2.480	2.125
15	2-3 Lanes 2wy Undivided	0.909	0.828	0.816	0.906	1.023	0.894
23	4-5 Lanes 2wy Div Rasd	1.314	1.343	1.240	1.448	1.647	1.395
24	4-5 Lanes 2wy Div Pavd	1.764	1.967	1.758	1.971	2.036	1.899
25	4-5 Lanes 2wy Undivided	1.094	1.256	1.036	1.449	1.178	1.199
33	6+ Lanes 2wy Div Rasd	2.016	2.041	1.916	2.133	2.425	2.108
34	6+ Lanes 2wy Div Pavd	1.444	1.370	1.775	1.660	1.181	1.451
35	6+ Lanes 2wy Undivided	0.000	0.000	0.000	0.000	0.000	0.000

LEGEND	
Rasd	Raised Median
Pavd	Painted Median
OLA	Other Limited access
INT	Interstate
TOL	Toll Road

Appendix H

SUBAREA VALIDATION

**NCHRP 255 ADJUSTMENTS, MODEL
PLOTS, HISTORICAL DATA**

DEVELOPMENT OF FUTURE AADTS

**SR 600 (US 92) PD&E RE-EVALUATION
From East of I-4 to East of County Line Road**

Hillsborough County, Florida

**SUBAREA VALIDATION
FOR THE BASE YEAR 2010 TAMPA BAY REGIONAL
PLANNING MODEL (TBRPM Version 8.0)**

**FLORIDA DEPARTMENT OF TRANSPORTATION
DISTRICT 7**

May 2015

Revised September 2015

Base Year Model Validation

A base year (2010) model validation (reasonableness check) of the Tampa Bay Regional Planning Model (TBRPM) Version 8.0 was performed for the study area along SR 600 (US 92) from east of I-4 to County Line Road as shown in **Table 1** below. Few model volumes (shown as highlighted) were not found to be within acceptable accuracy levels (deviation from NCHRP 255 procedure); two of them were along the side-streets and one was along US 92.

TABLE 1: 2010 Model Volume Comparison with 2006 Traffic Counts

Links	2010 Model Volume (V)	2010 Count ©	V/C Ratio	% Deviation ⁽²⁾	Acceptable % Deviation from NCHRP 255 ⁽¹⁾
SR 600 (US 92)					
Eastbound Hillsborough Avenue east of I-4	7651	6600	0.74	(-)26%	42%
Westbound Hillsborough Avenue east of I-4	8579	6300	1.36	36%	41%
West of Falkenburg Road	12304	15000	0.82	18%	30%
East of Williams Road	11643	14500	0.80	20%	31%
East of Kingsway Road	15414	10500	1.47	47%	36%
East of McIntosh Road	6413	10000	0.64	(-)36%	36%
West of Branch Forbes Road	5768	8500	0.68	(-)32%	38%
West of Turkey Creek Road	10654	11500	0.93	(-)7%	35%
West of Thonotosassa Road/Lemon Street	7931	11500	0.69	(-)31%	35%
Baker Street - East of Mobley Street	11634	11500	1.01	1%	35%
Baker Street - East of Alexander Street	7923	8200	0.97	(-)3%	38%
Baker Street - West of Collins Street	10044	8800	1.14	14%	37%
Baker Street - East of Collins Street	6521	7600	0.86	(-)14%	40%

Links	2010 Model Volume (V)	2010 Count ©	V/C Ratio	% Deviation ⁽²⁾	Acceptable % Deviation from NCHRP 255 ⁽¹⁾
SR 600 (US 92)					
West of Maryland Avenue	12300	13000	0.95	(-)5%	32%
West of County Line Road	11728	8800	1.33	33%	37%
East of County Line Road	10002	10300	0.97	(-)3%	36%
Williams Road					
South of US 92	4259	8400	0.51	(-)49%	39%
CR 579/Mango Road					
North of US 92	28781	26000	1.11	11%	25%
Thonotosassa Road					
North of Woodrow Wilson Street	20675	24500	0.84	(-)16%	26%
Wheeler Street					
North of Baker Street	11383	10000	1.14	14%	36%
Collins Street					
South of Baker Street	4262	5700	0.75	(-)25%	45%
Reynolds Street					
West of Gordon Street	5277	6400	0.82	(-)18%	40%
Park Road					
North of US 92	17374	21500	0.81	(-)19%	26%
South of Alsobrook Street	14288	16500	0.87	(-)13%	29%
County Line Road					
South of US 92	19768	14500	1.36	36%	31%

⁽¹⁾ National Cooperative Highway Research Program (NCHRP) Report 255: Highway Traffic Data for Urbanized Area Project Planning and Design.

⁽²⁾ Highlighted values exceed the acceptable % deviation from NCHRP 255.

The plots for the model volume-over-count ratios for the original base year 2010 TBRPM model have been provided in **Attachment A**.

The highway network within the project limits was reviewed including centroid connectors, facility types and area types, in order to improve the accuracy level of the base year model. The centroid connectors/loadings, facility types and area types were found to be reasonable and consistent representation of the existing roadway network. The plots showing the centroid connectors/loadings, facility types and area types along the study corridor of US 92 are also included in **Attachment A**.

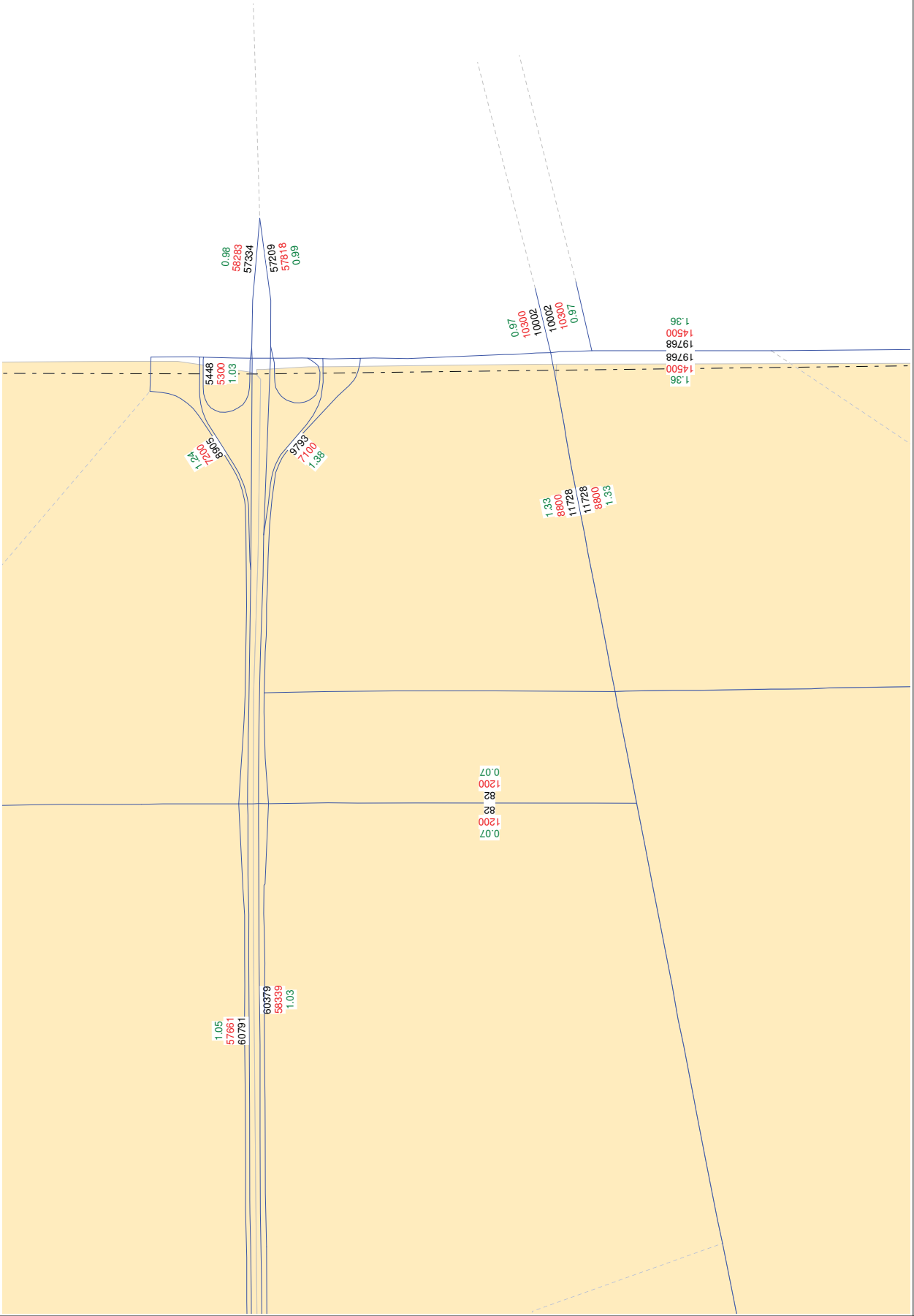
Table 1 above shows that the TBRPM daily model volumes for the base year along US 92 are typically less than 10,000 and in a few areas range between 10,000 and 15,000. These lower volumes have higher acceptable deviation per NCHRP 255. Thus, no more refinements were made to the model. Other major reason is that US 92 within the study limits is parallel to Interstate 4, which is validated so that the volume to count ratio is approximately 1.0 and has high accuracy level.

The 2040 model volumes were adjusted using NCHRP 255 Ratio and Difference Method techniques for the links where the desired accuracy level was not met. The 2040 model volumes or the adjusted volumes (as appropriate) along with the existing year 2015 annual average daily traffic (AADT) was used for traffic forecasting for the different future analysis years. The adjustments to the 2040 model volume have been included in **Attachment B**.

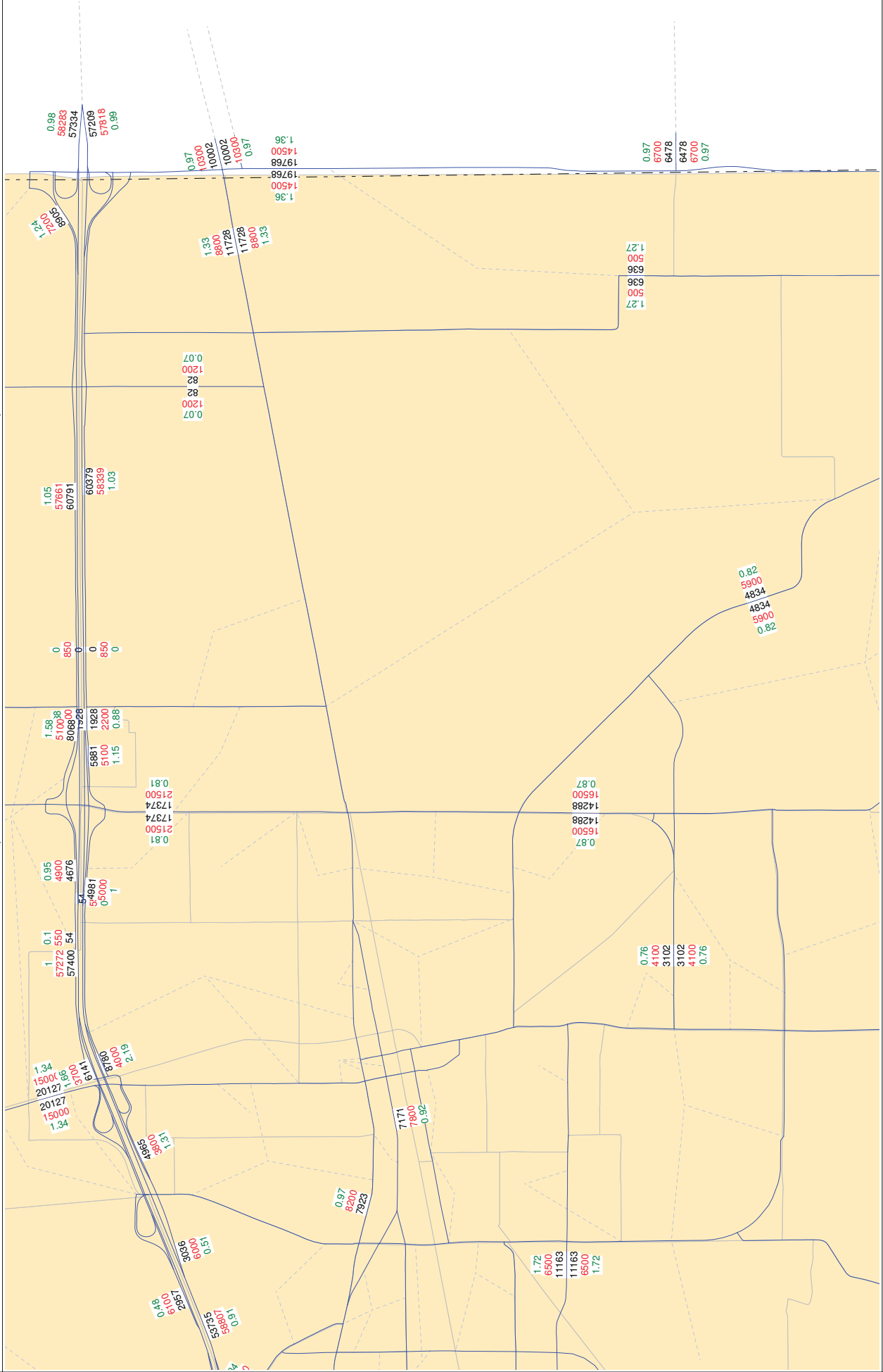
ATTACHMENT A

ORIGINAL MODEL PLOTS FOR BASE YEAR 2010 AND FUTURE YEAR 2040

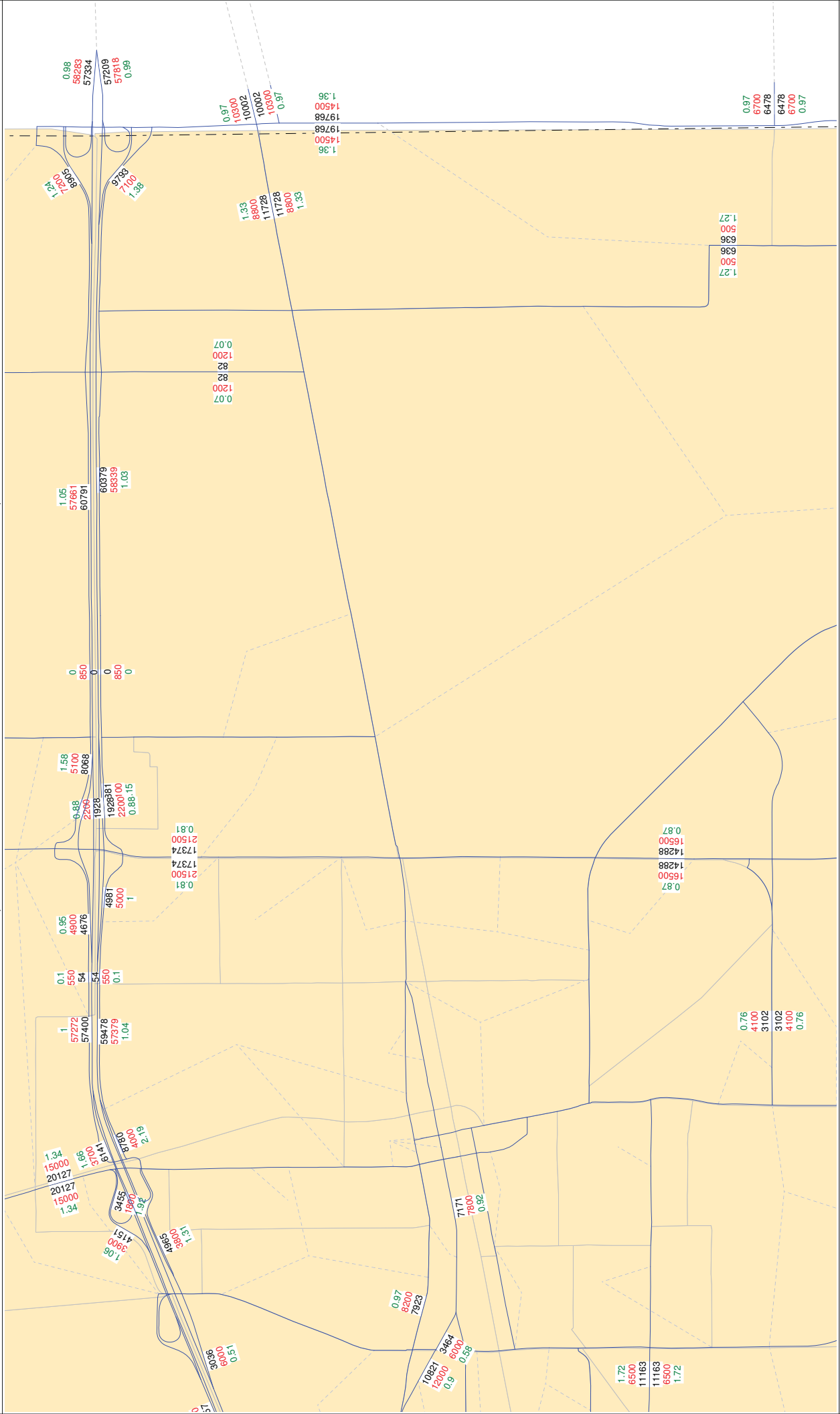
US 92 PD&E Re-Evaluation Study
 TBRPM Version 8.0 - Base Year 2010
 (BLACK - Model Volumes, RED - COUNTS, GREEN = V/C RATIO)



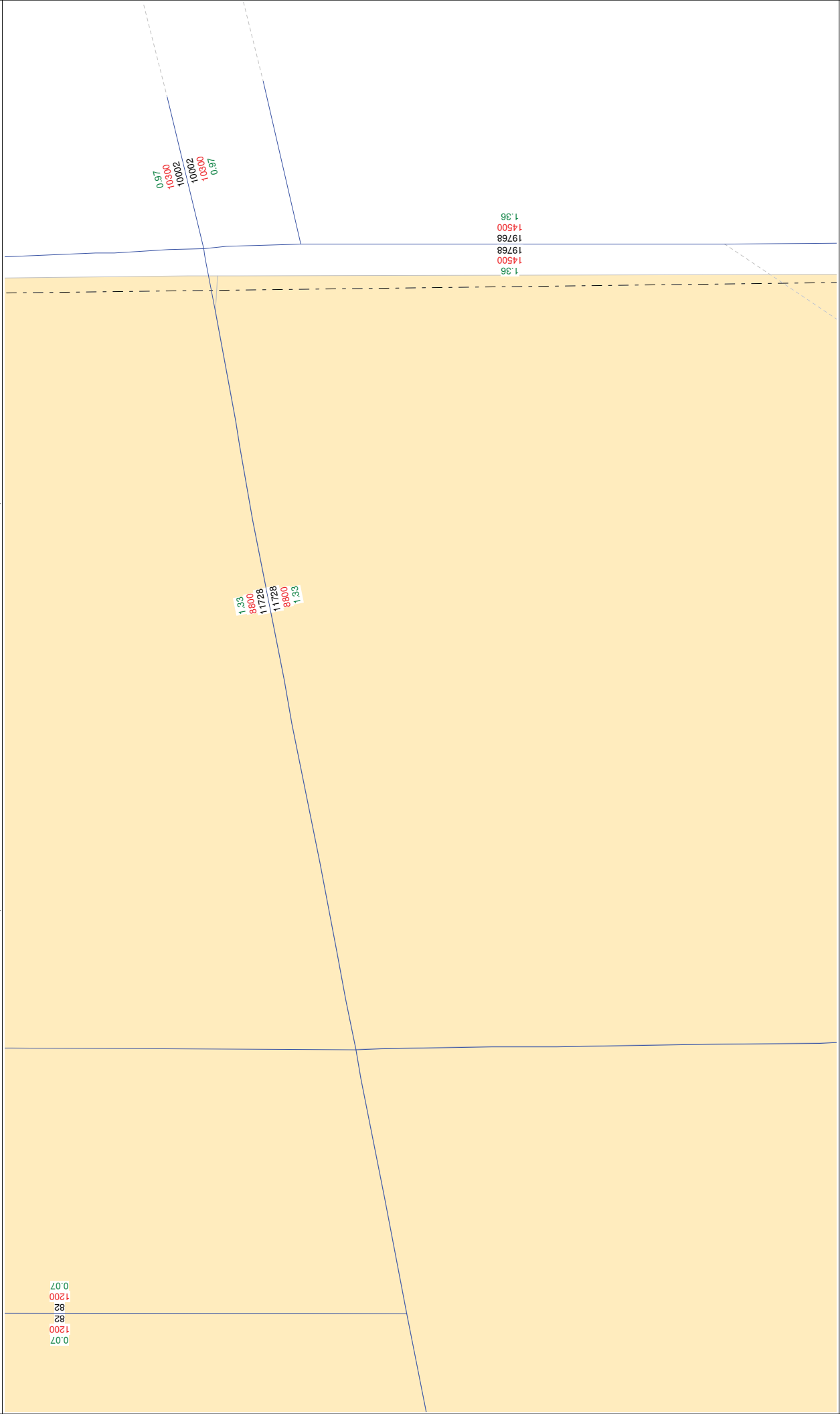
US 92 PD&E Re-Evaluation Study
 TBRPM Version 8.0 - Base Year 2010
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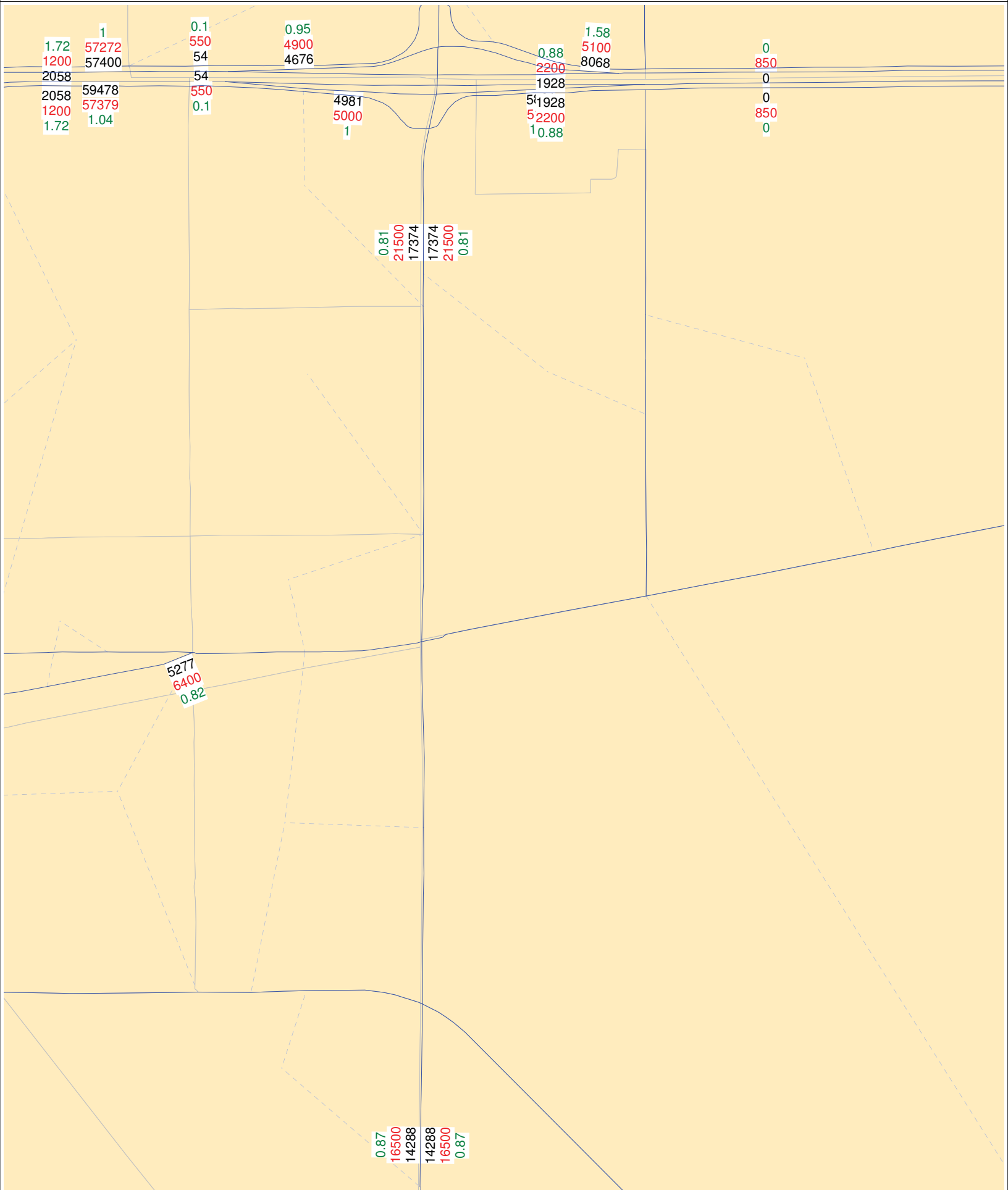
US 92 PD&E Re-Evaluation Study
 TBRPM Version 8.0 - Base Year 2010
 (BLACK - Model Volumes, RED - COUNTS, GREEN = V/C RATIO)



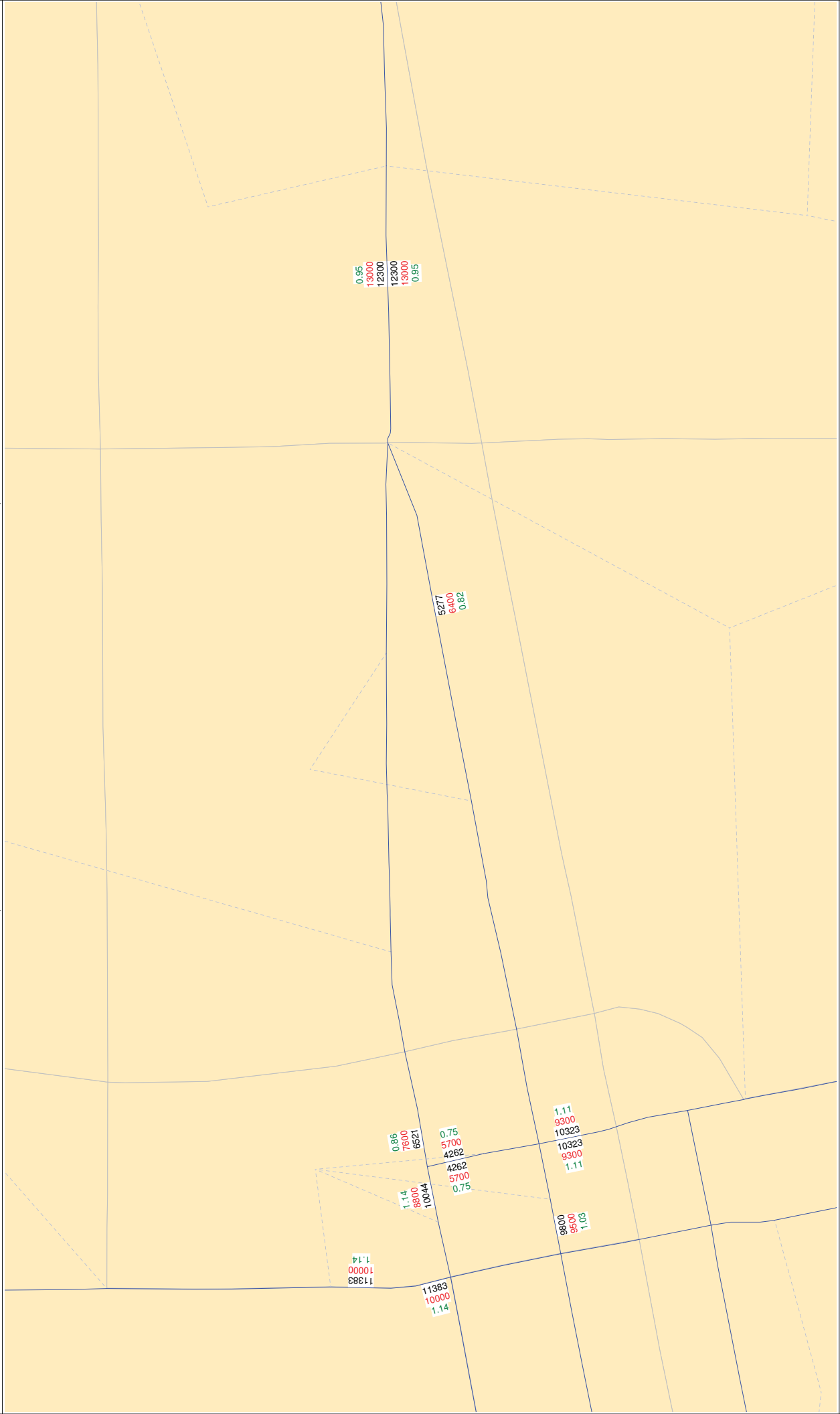
US 92 PD&E Re-Evaluation Study
TBRPM Version 8.0 - Base Year 2010
(BLACK - Model Volumes, RED - COUNTS, GREEN = V/C RATIO)



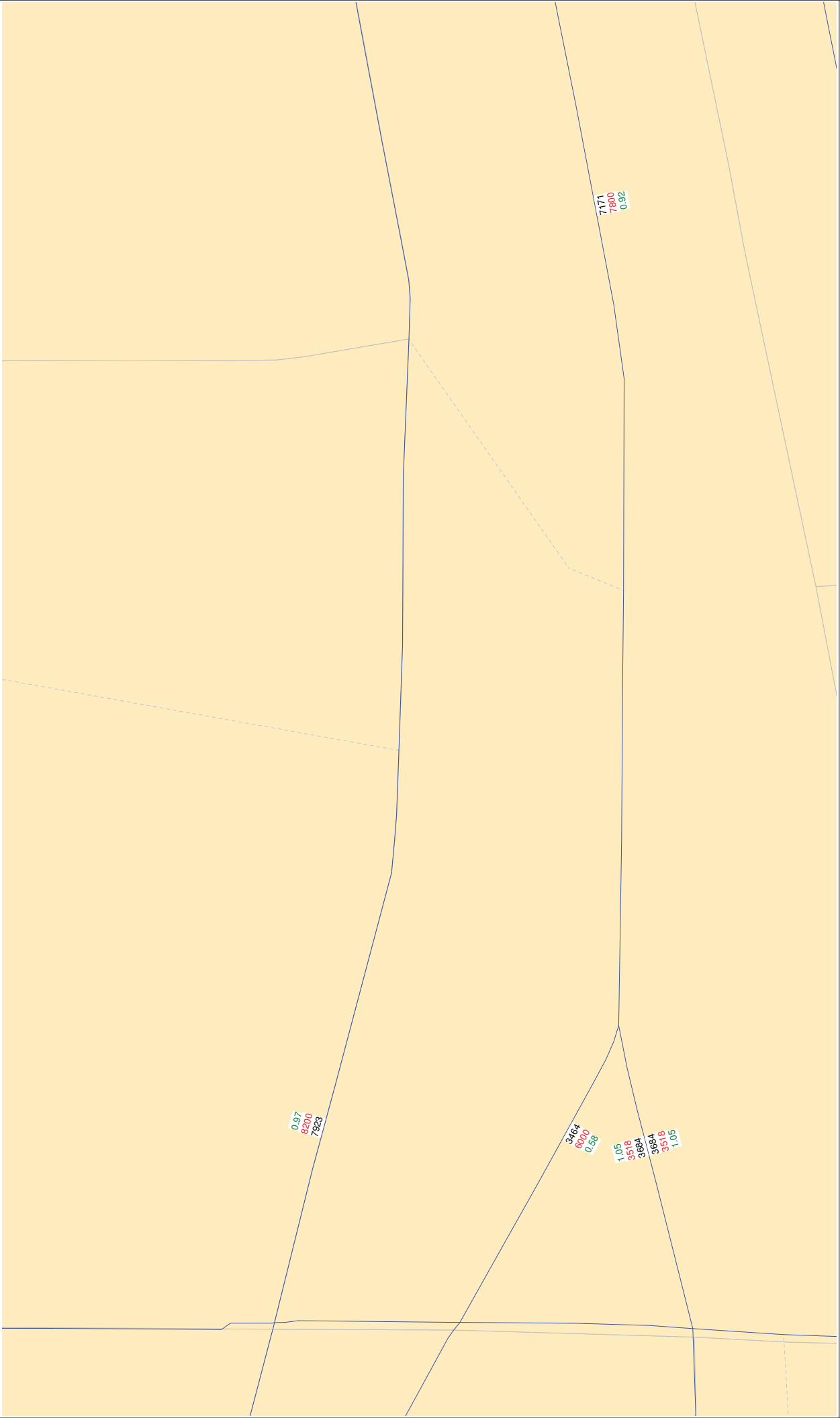
US 92 PD&E Re-Evaluation Study
 TBRPM Version 8.0 - Base Year 2010
 (BLACK - Model Volumes, RED - COUNTS, GREEN = V/C RATIO)



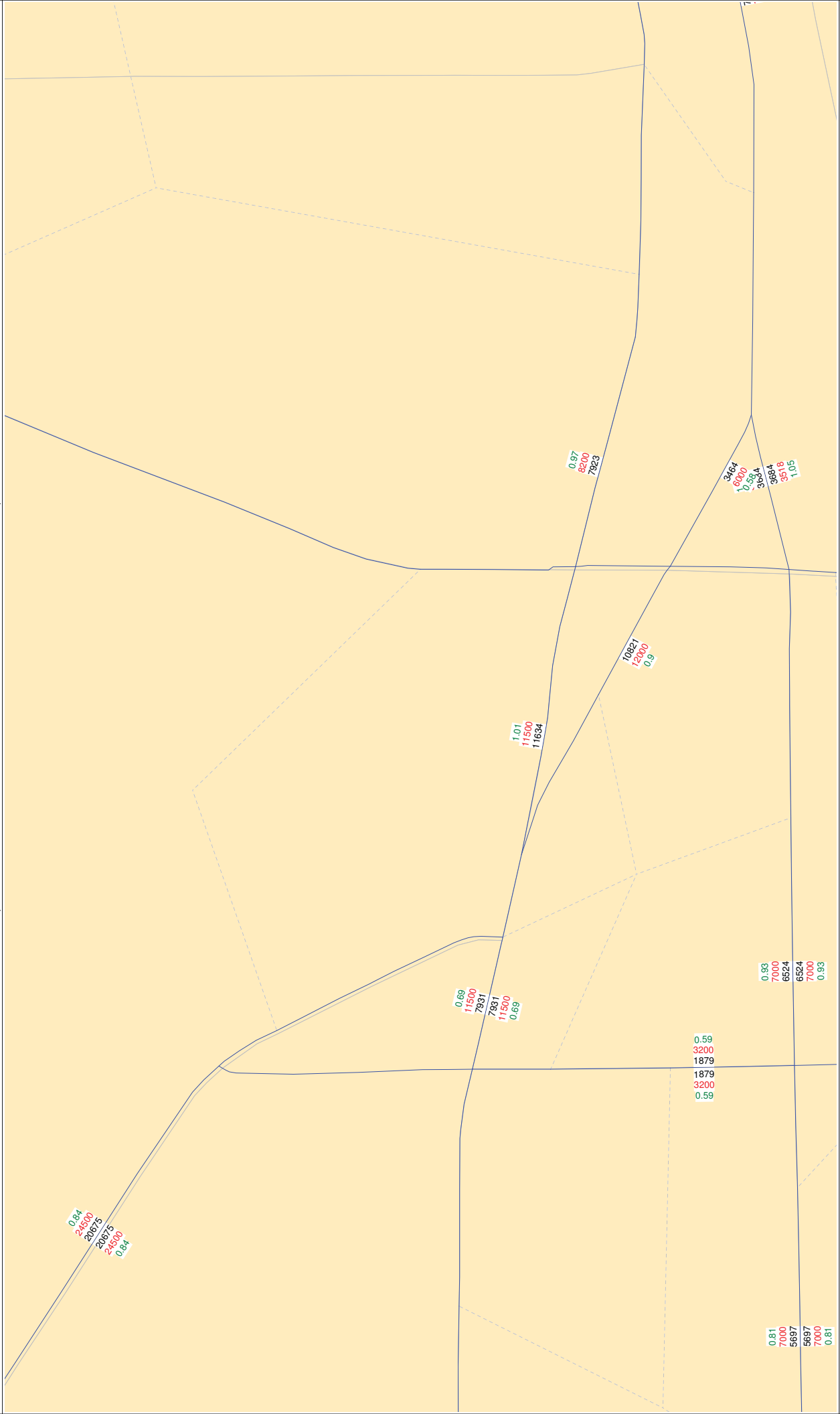
US 92 PD&E Re-Evaluation Study
 TBRPM Version 8.0 - Base Year 2010
 (BLACK - Model Volumes, RED - COUNTS, GREEN = V/C RATIO)



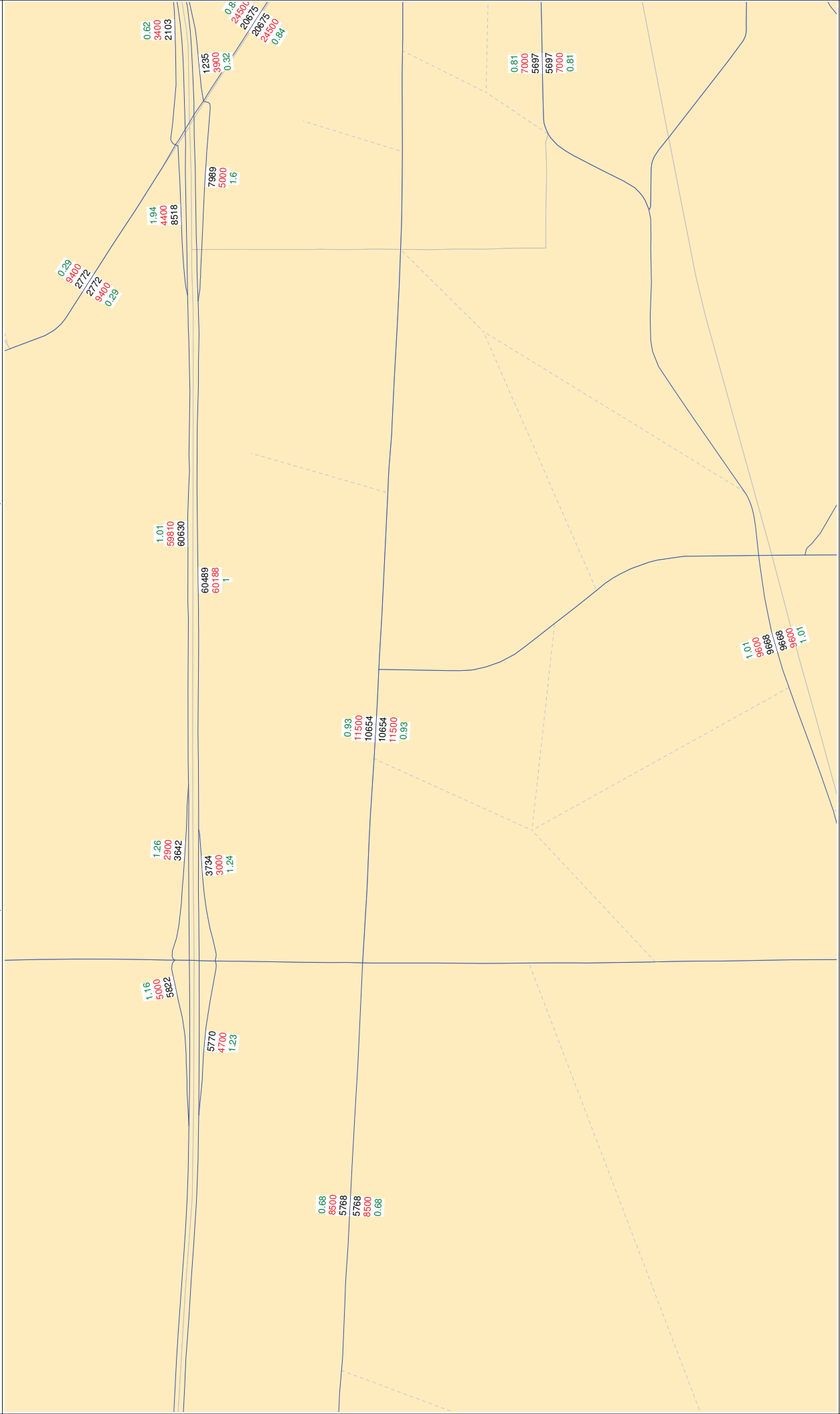
US 92 PD&E Re-Evaluation Study
TBRPM Version 8.0 - Base Year 2010
(BLACK - Model Volumes, RED - COUNTS, GREEN = V/C RATIO)



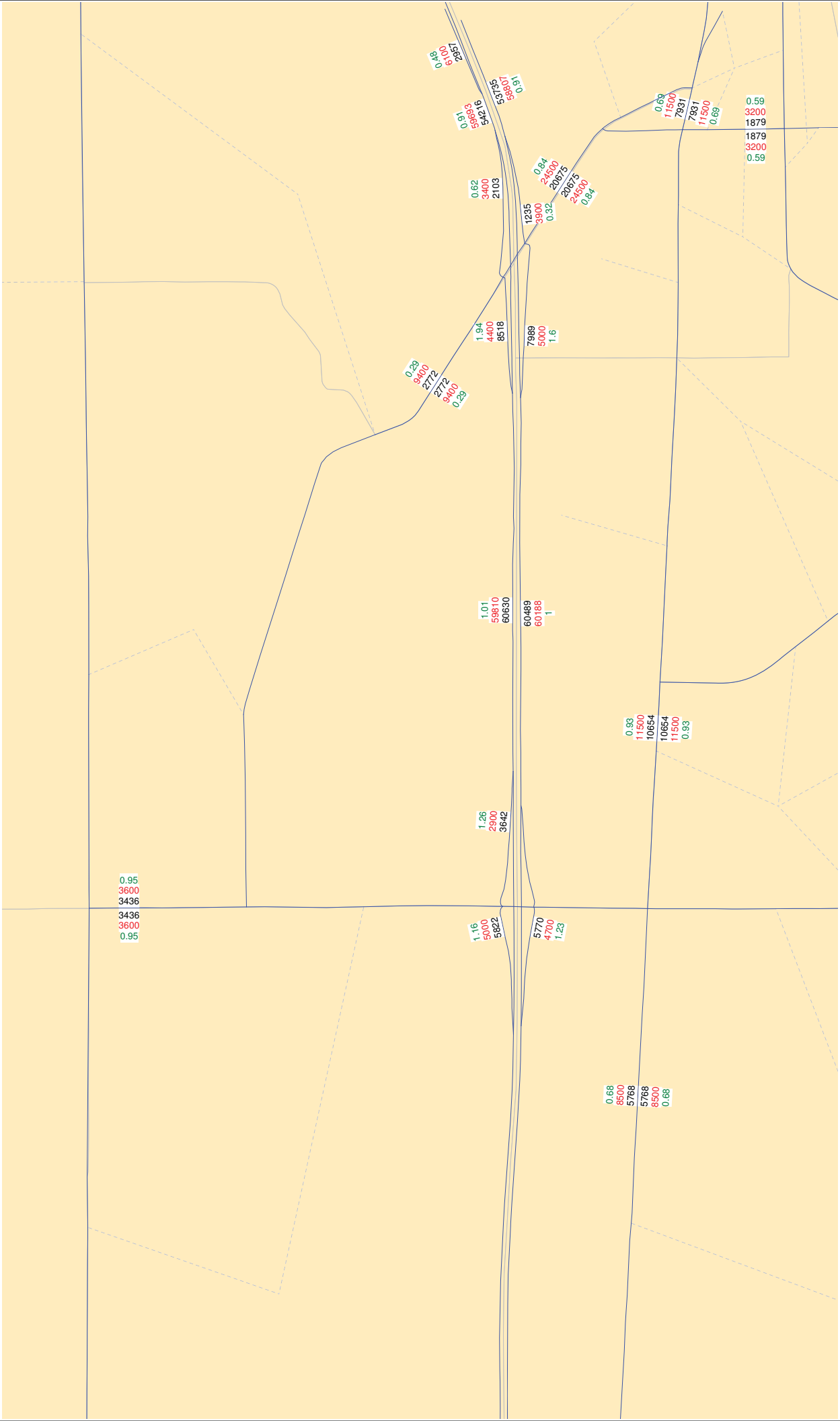
US 92 PD&E Re-Evaluation Study
 TBRPM Version 8.0 - Base Year 2010
 (BLACK - Model Volumes, RED - COUNTS, GREEN = V/C RATIO)



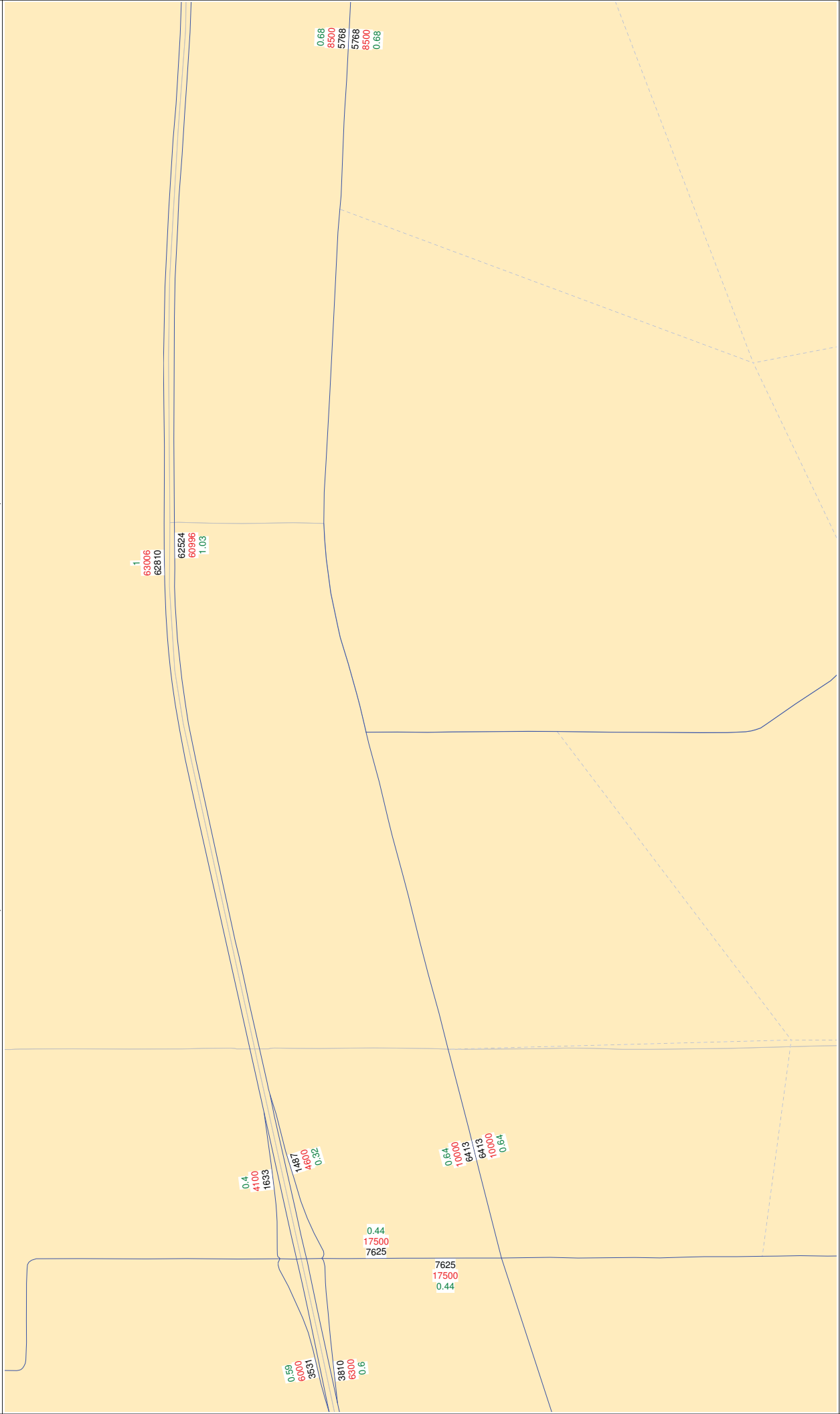
US 92 PD&E Re-Evaluation Study
 TBRPM Version 8.0 - Base Year 2010
 (BLACK - Model Volumes, RED - COUNTS, GREEN = V/C RATIO)



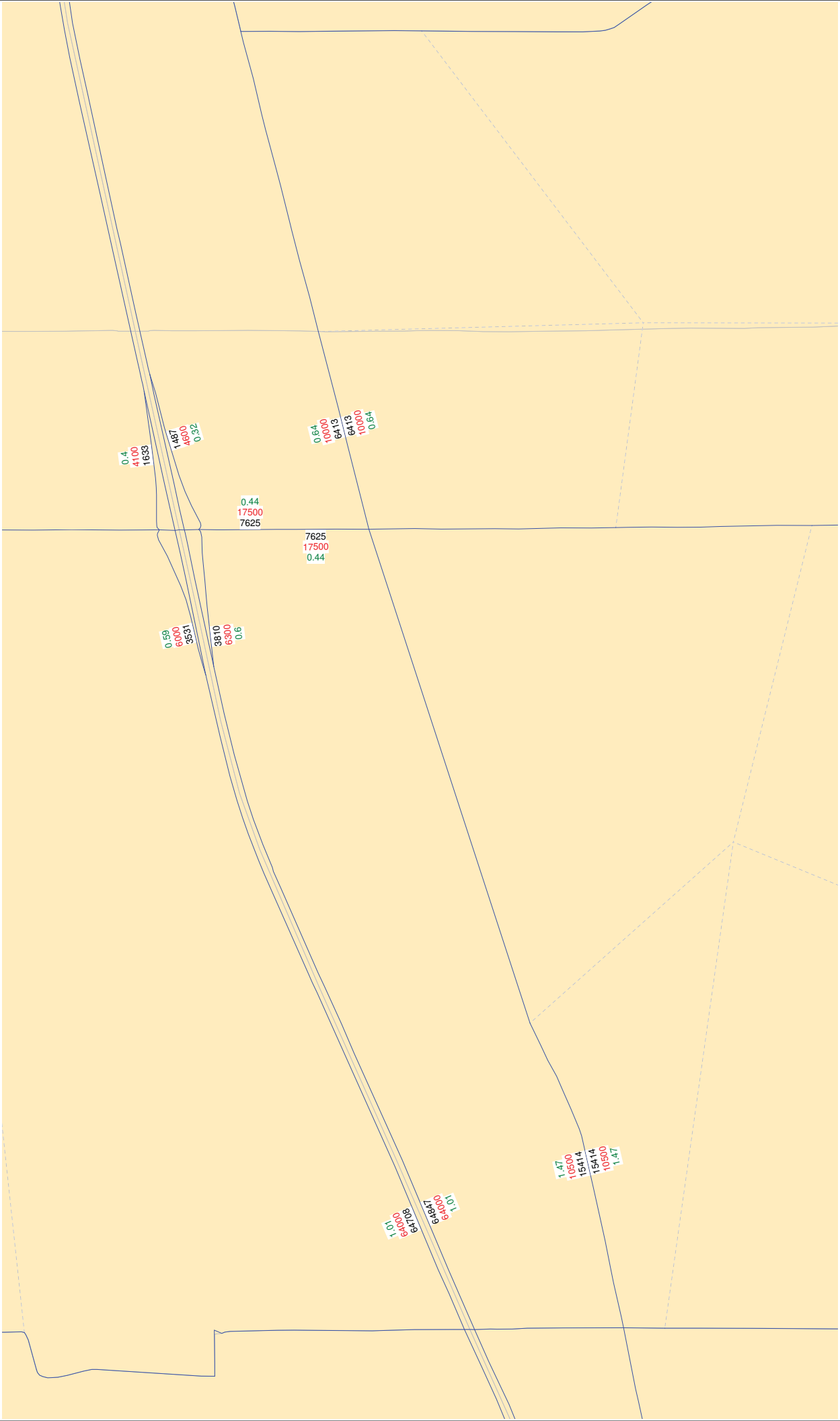
US 92 PD&E Re-Evaluation Study
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 (BLACK - Model Volumes, RED - COUNTS, GREEN = V/C RATIO)



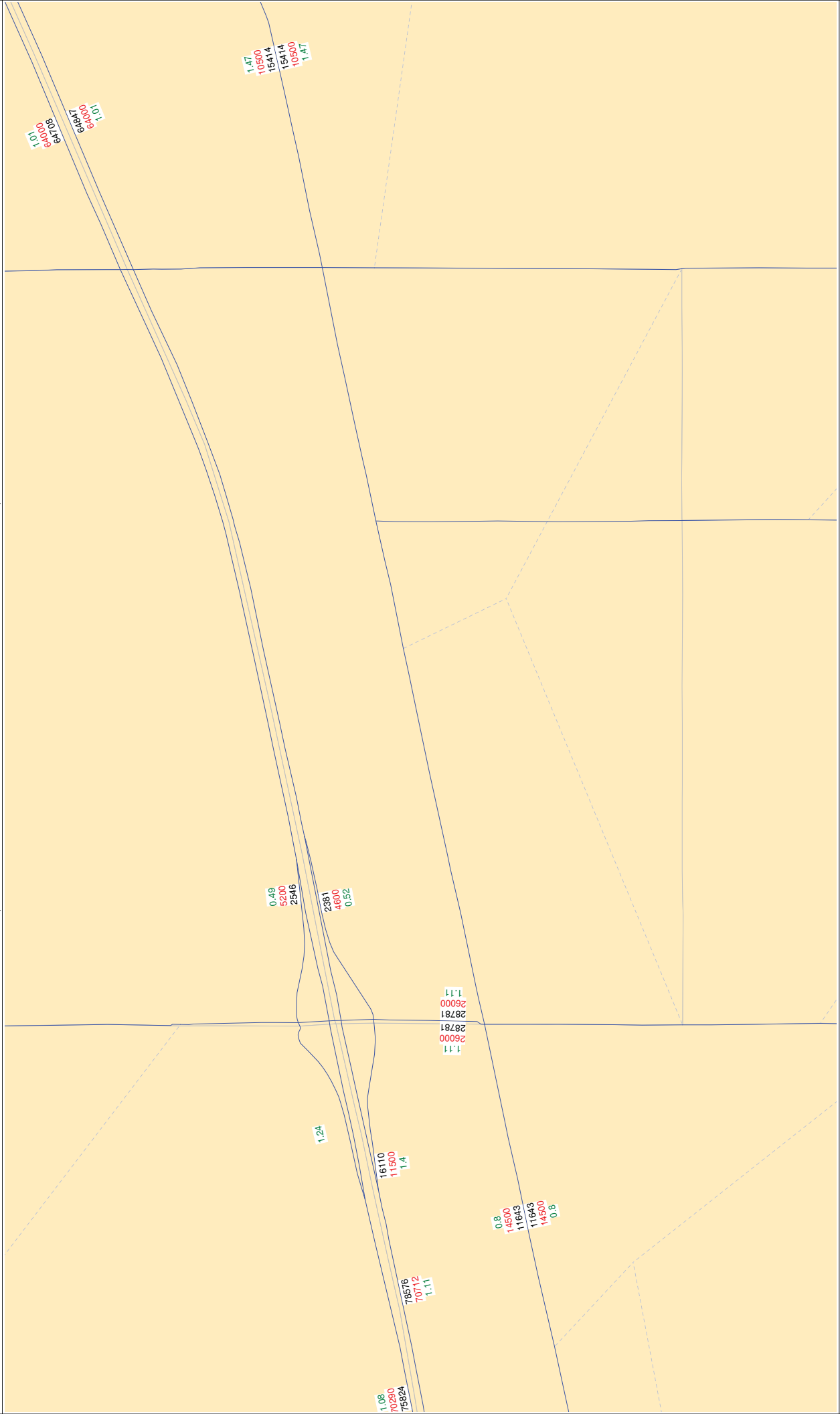
US 92 PD&E Re-Evaluation Study
 TBRPM Version 8.0 - Base Year 2010
 (BLACK - Model Volumes, RED - COUNTS, GREEN = V/C RATIO)



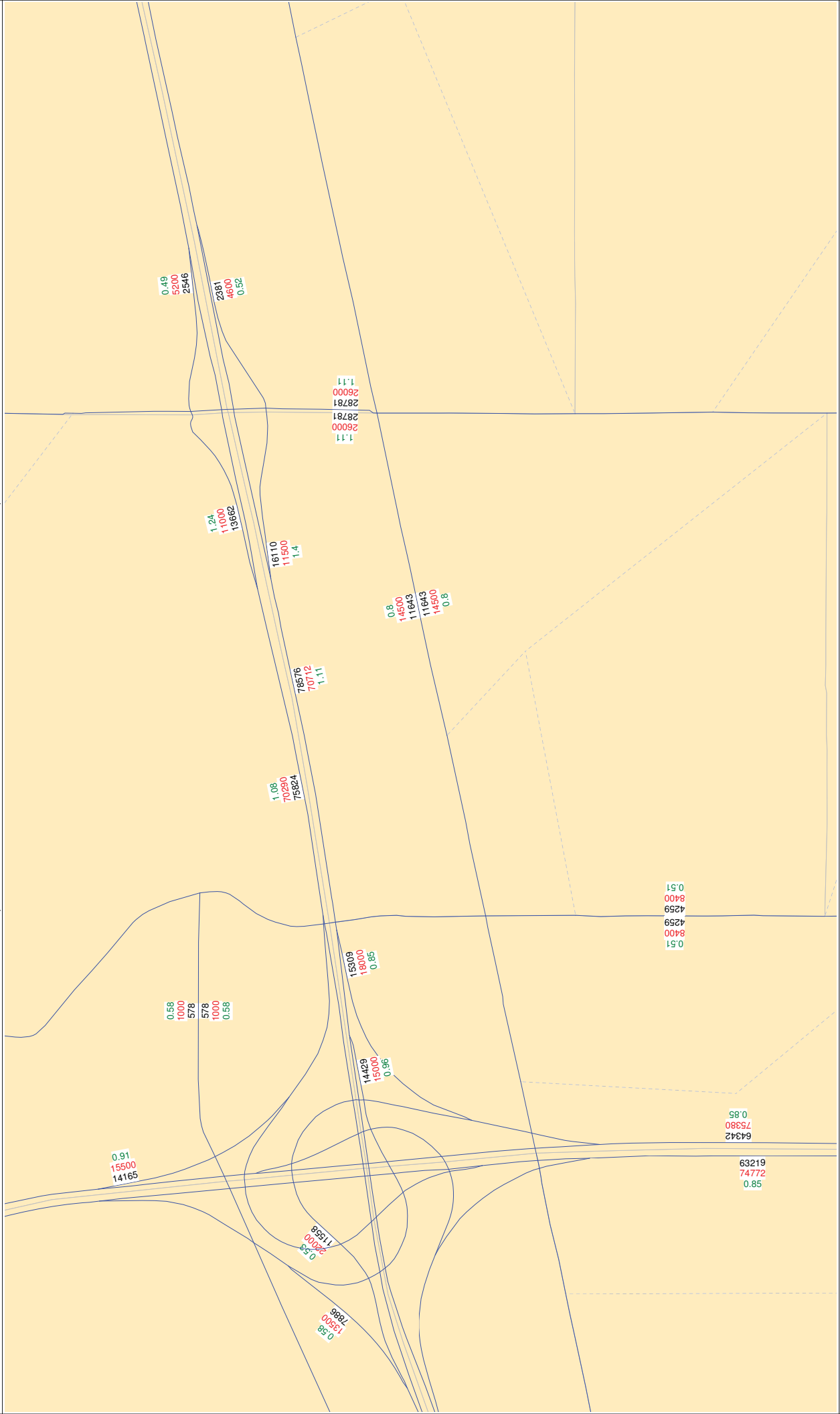
US 92 PD&E Re-Evaluation Study
 TBRPM Version 8.0 - Base Year 2010
 (BLACK - Model Volumes, RED - COUNTS, GREEN = V/C RATIO)



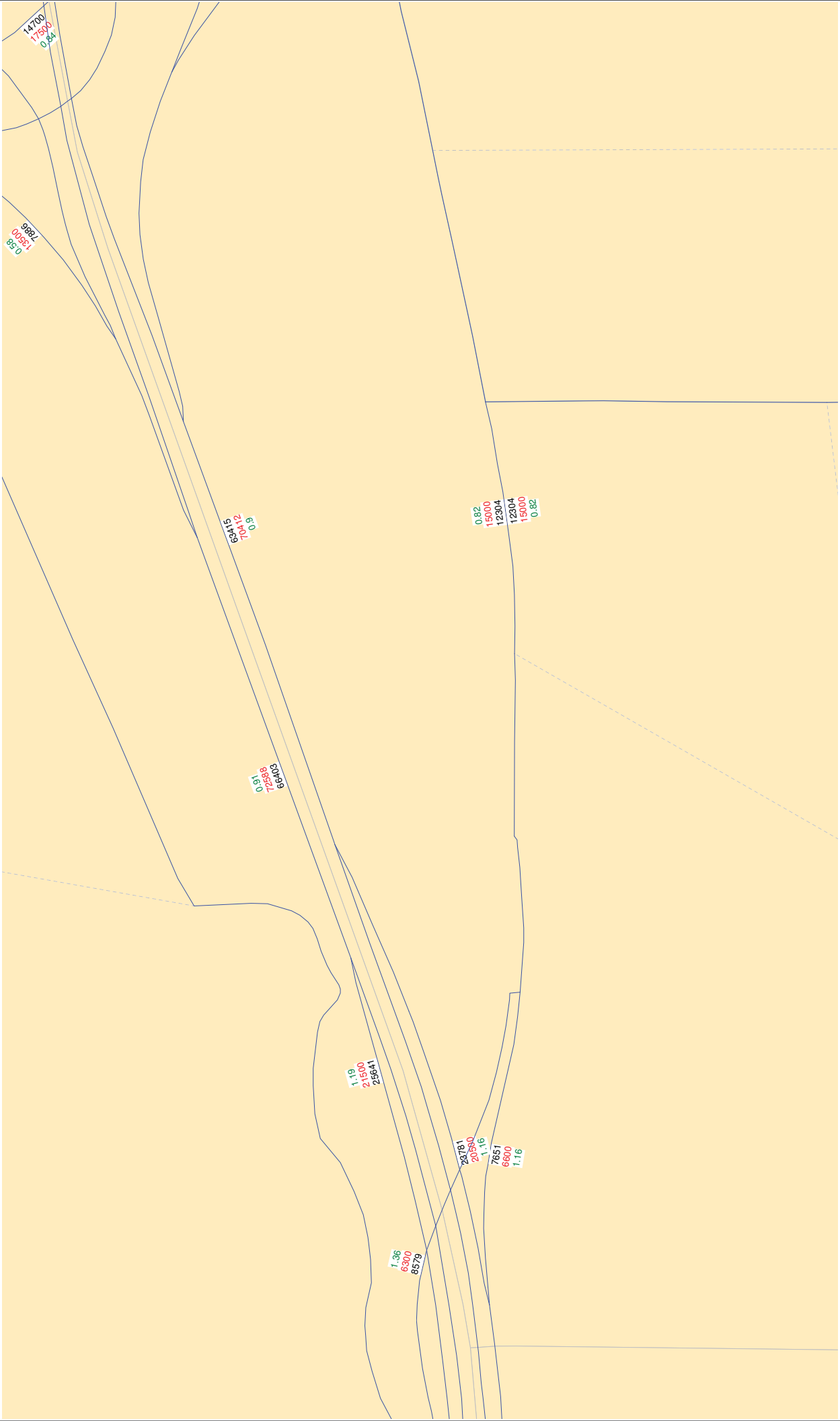
US 92 PD&E Re-Evaluation Study
 TBRPM Version 8.0 - Base Year 2010
 (BLACK - Model Volumes, RED - COUNTS, GREEN = V/C RATIO)



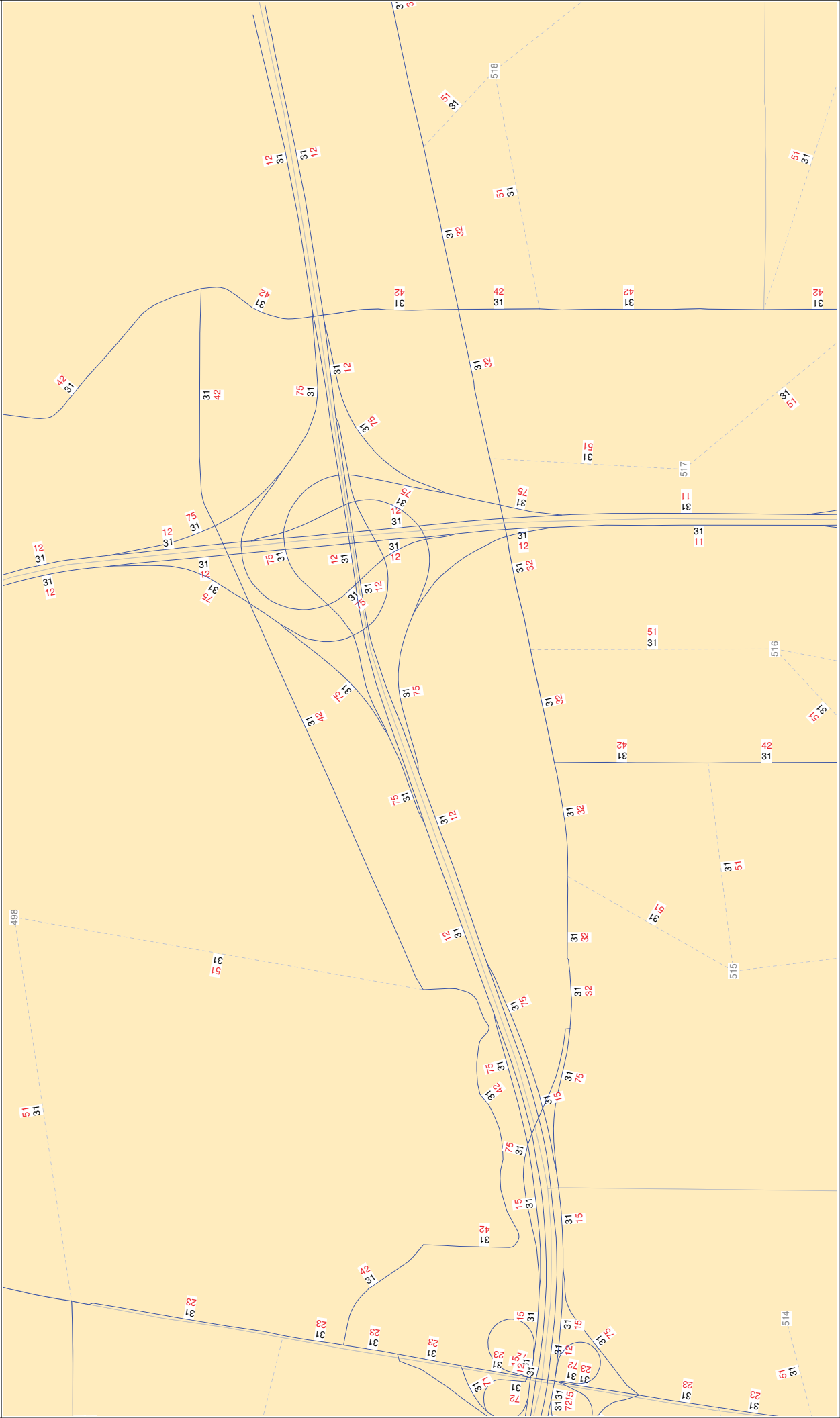
US 92 PD&E Re-Evaluation Study
 TBRPM Version 8.0 - Base Year 2010
 (BLACK - Model Volumes, RED - COUNTS, GREEN = V/C RATIO)



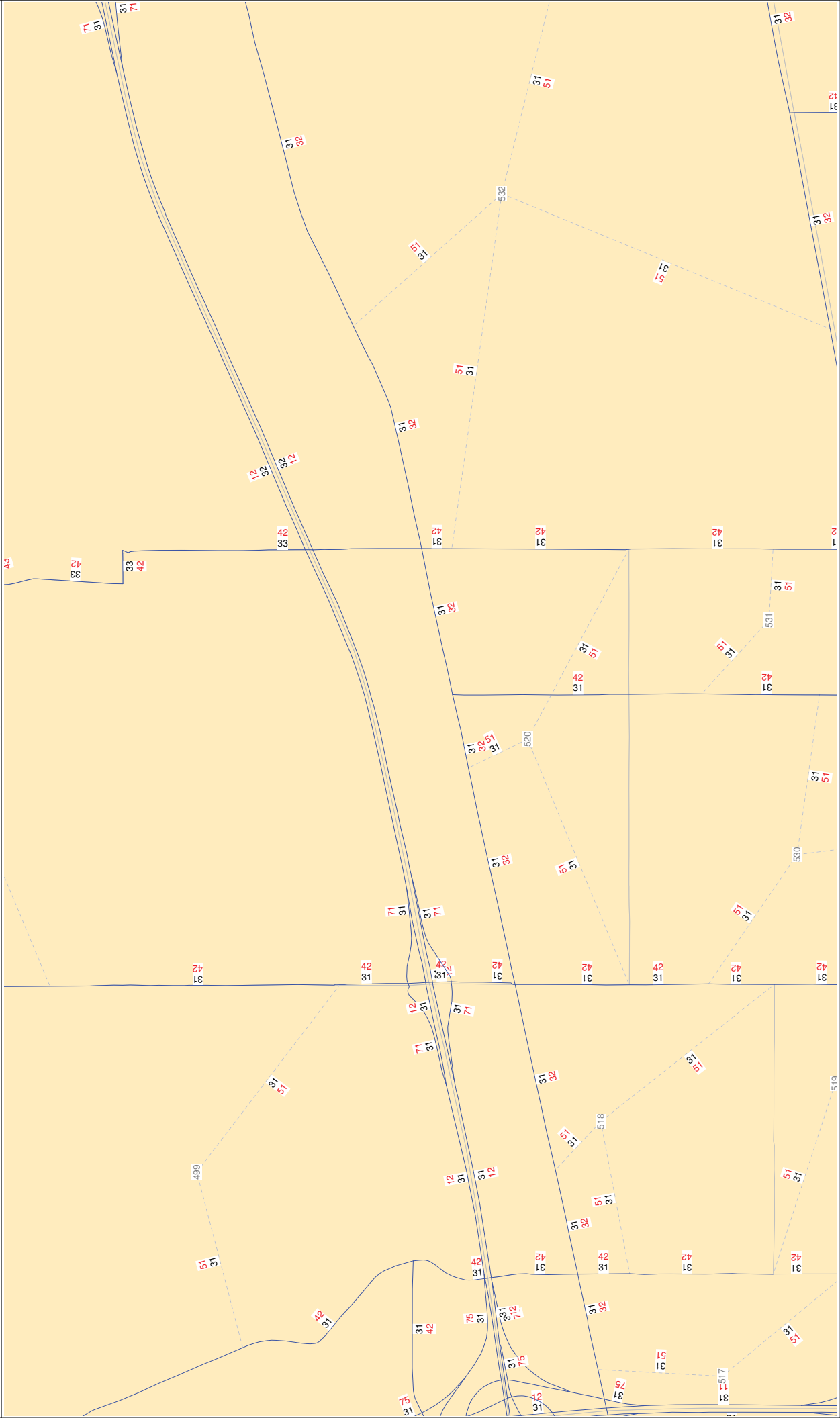
US 92 PD&E Re-Evaluation Study
 TBRPM Version 8.0 - Base Year 2010
 (BLACK - Model Volumes, RED - COUNTS, GREEN = V/C RATIO)



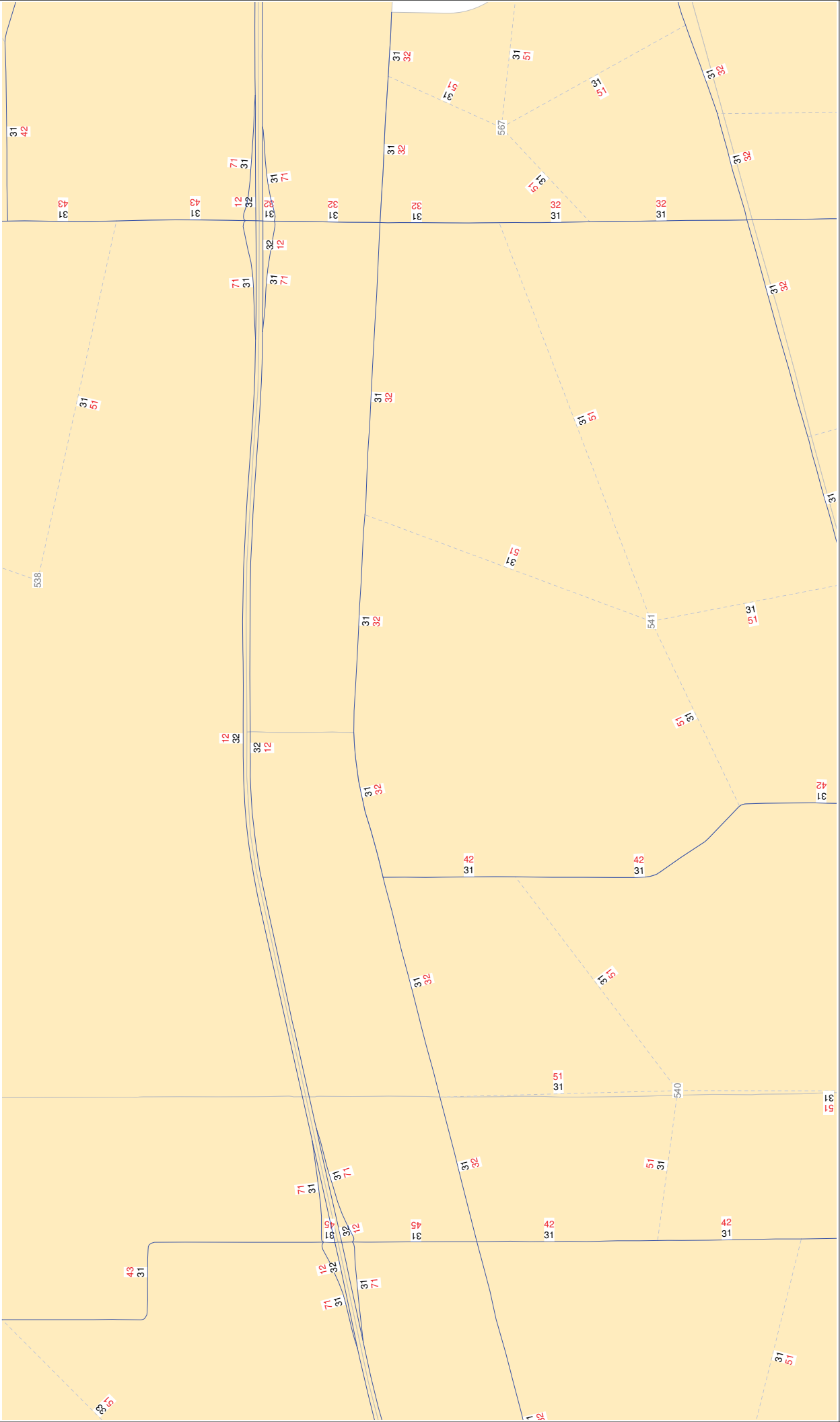
US 92 PD&E Re-Evaluation Study
TBRPM Version 8.0 - Base Year 2010
(BLACK - Area Type, RED - Facility Type)



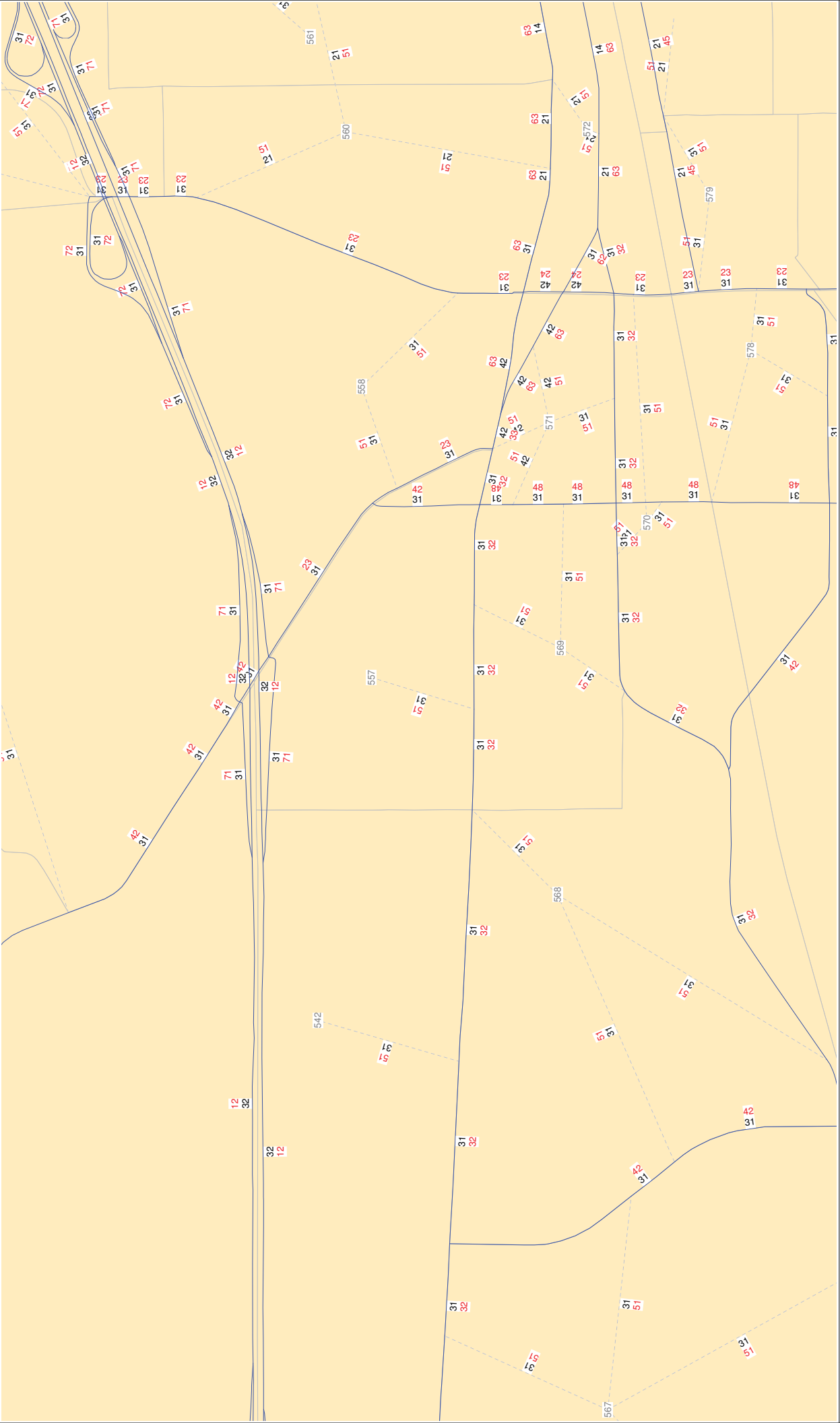
US 92 PD&E Re-Evaluation Study
TBRPM Version 8.0 - Base Year 2010
(BLACK - Area Type, RED - Facility Type)



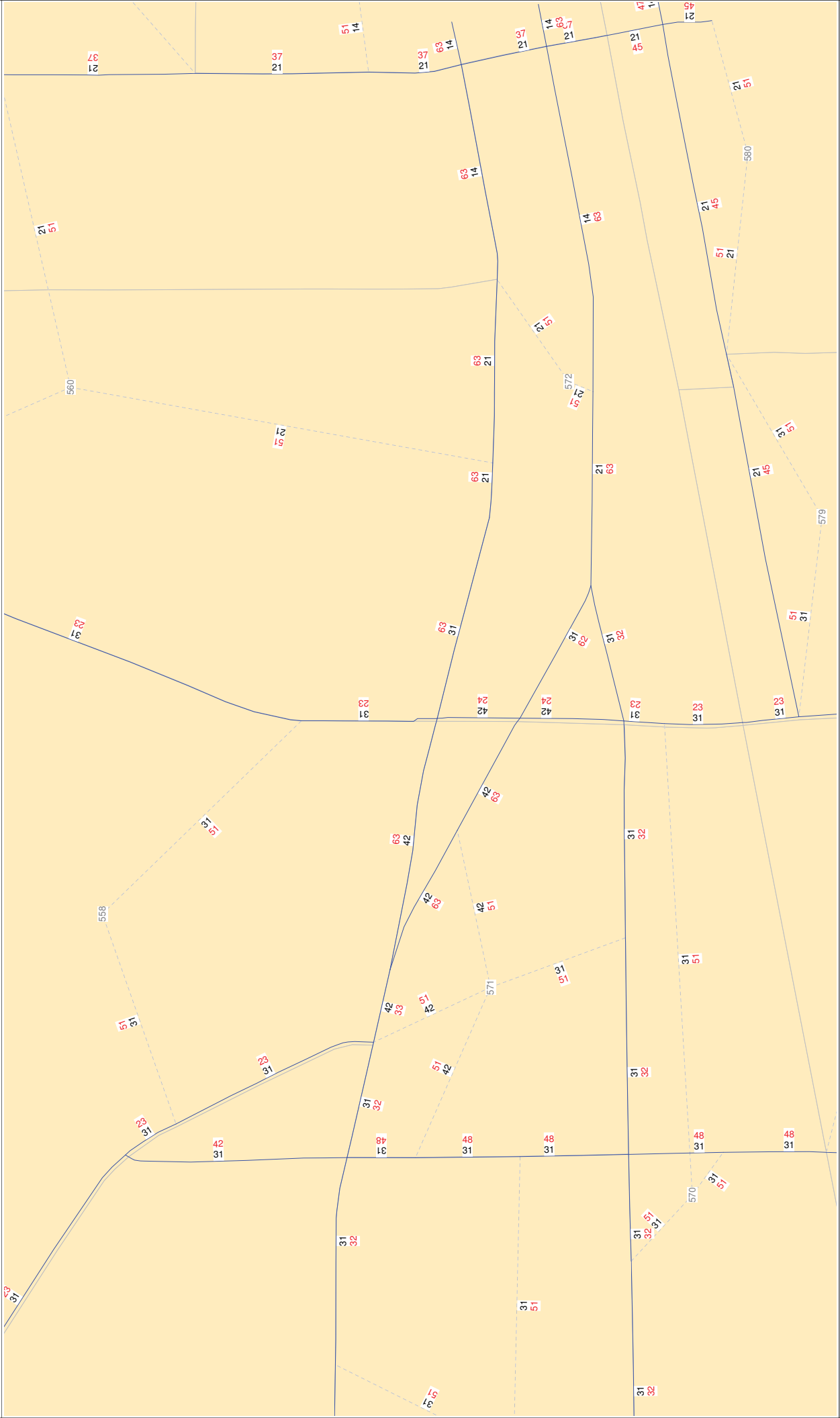
US 92 PD&E Re-Evaluation Study
TBRPM Version 8.0 - Base Year 2010
(BLACK - Area Type, RED - Facility Type)



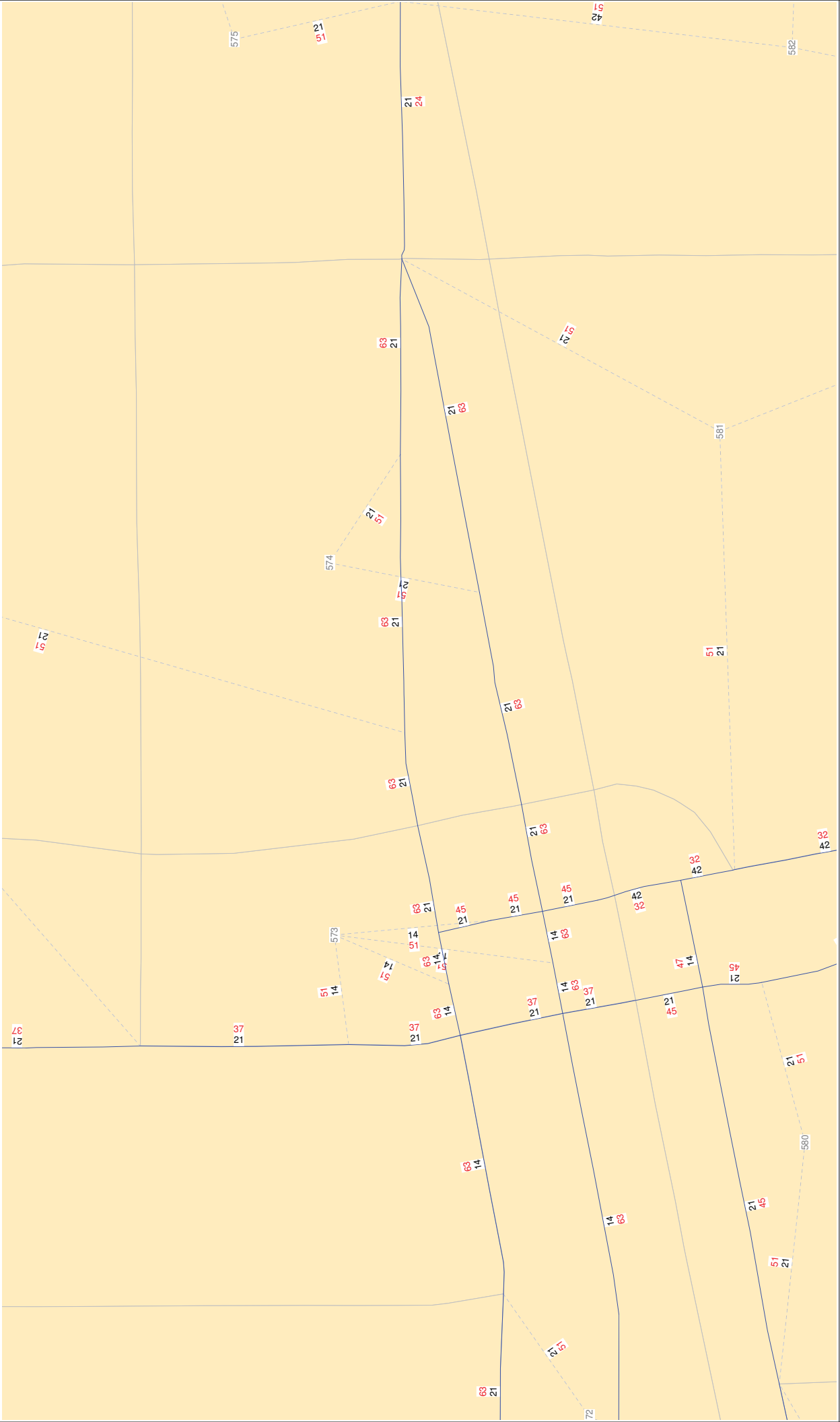
US 92 PD&E Re-Evaluation Study
TBRPM Version 8.0 - Base Year 2010
(BLACK - Area Type, RED - Facility Type)



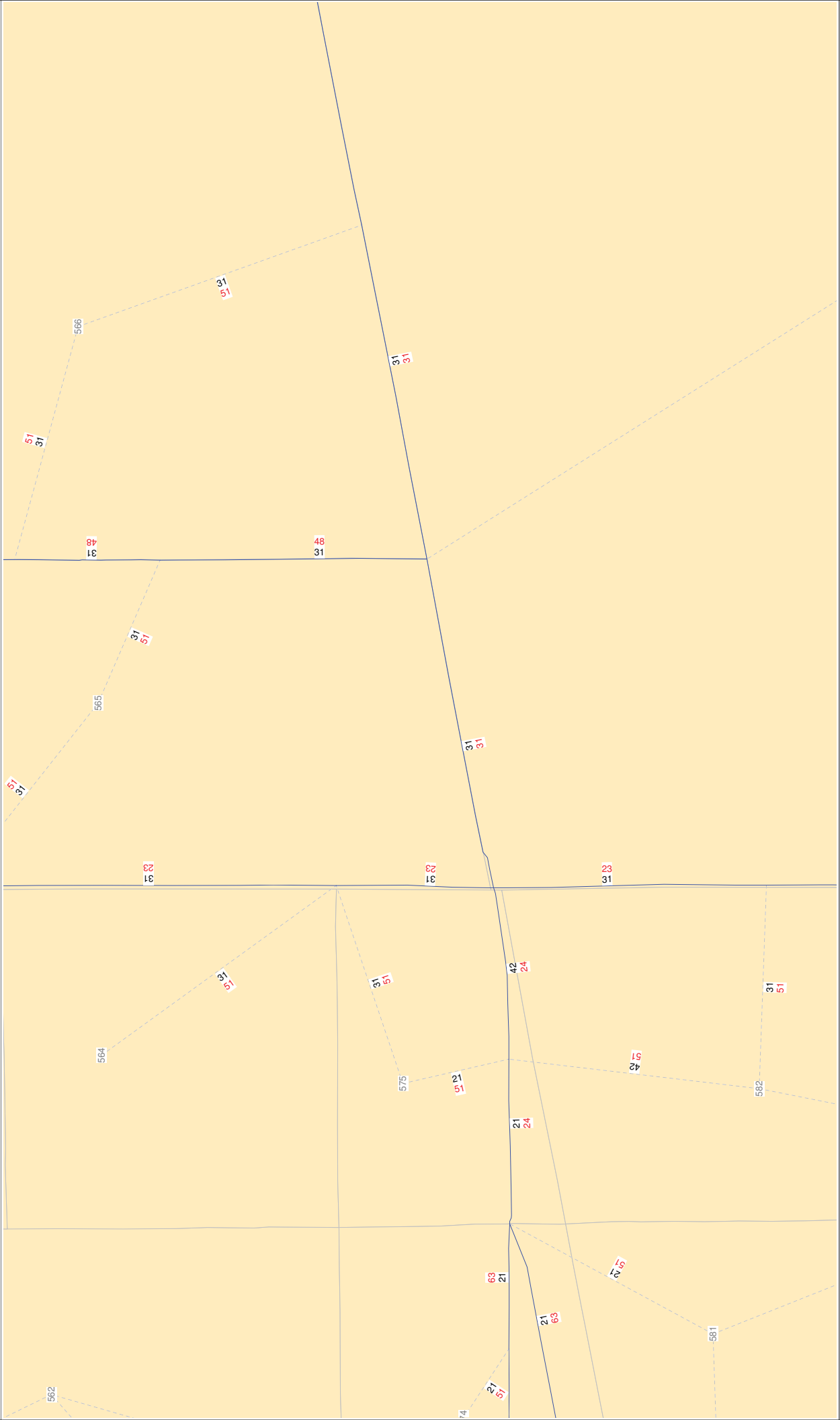
US 92 PD&E Re-Evaluation Study
TBRPM Version 8.0 - Base Year 2010
(BLACK - Area Type, RED - Facility Type)



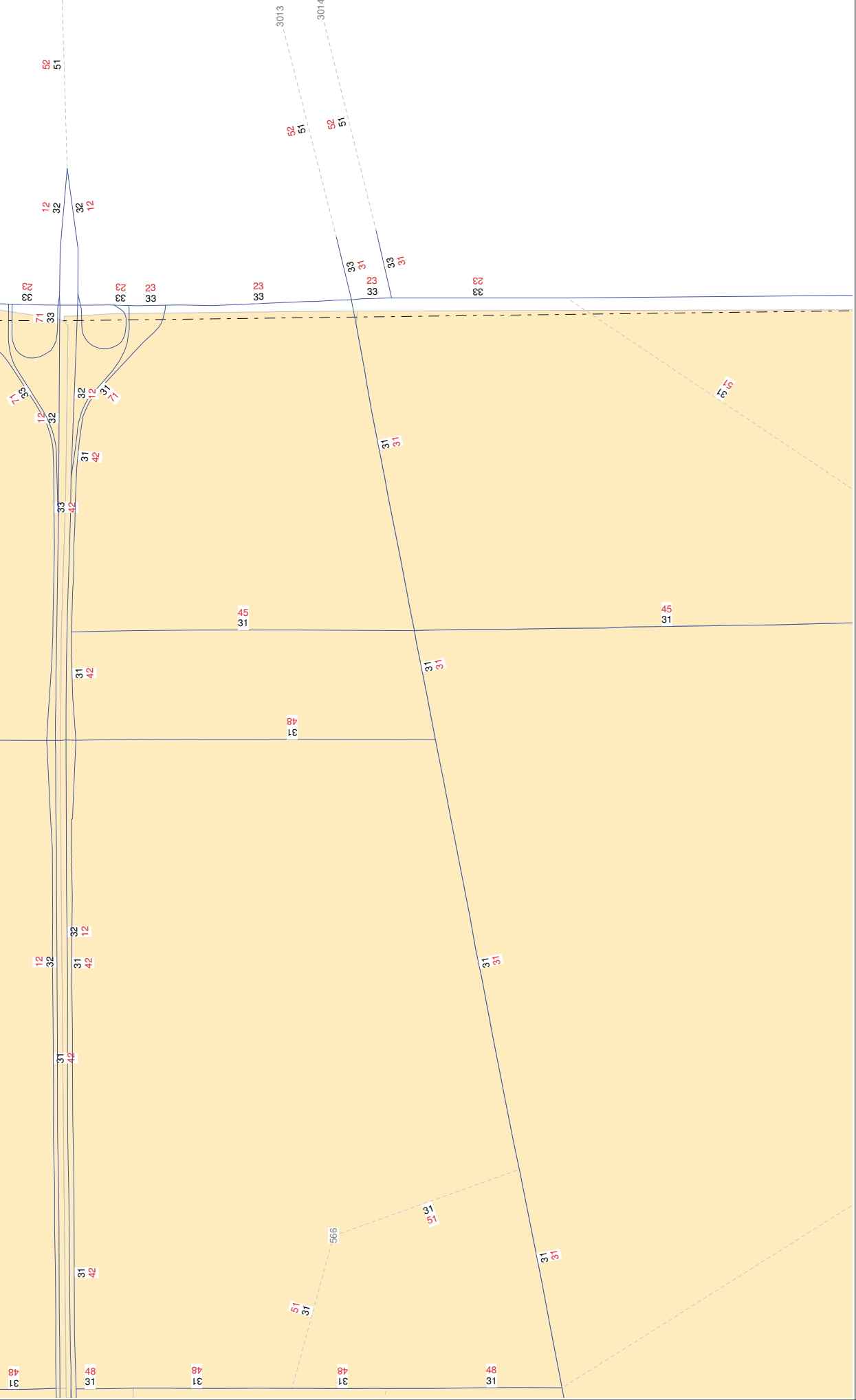
US 92 PD&E Re-Evaluation Study
TBRPM Version 8.0 - Base Year 2010
(BLACK - Area Type, RED - Facility Type)



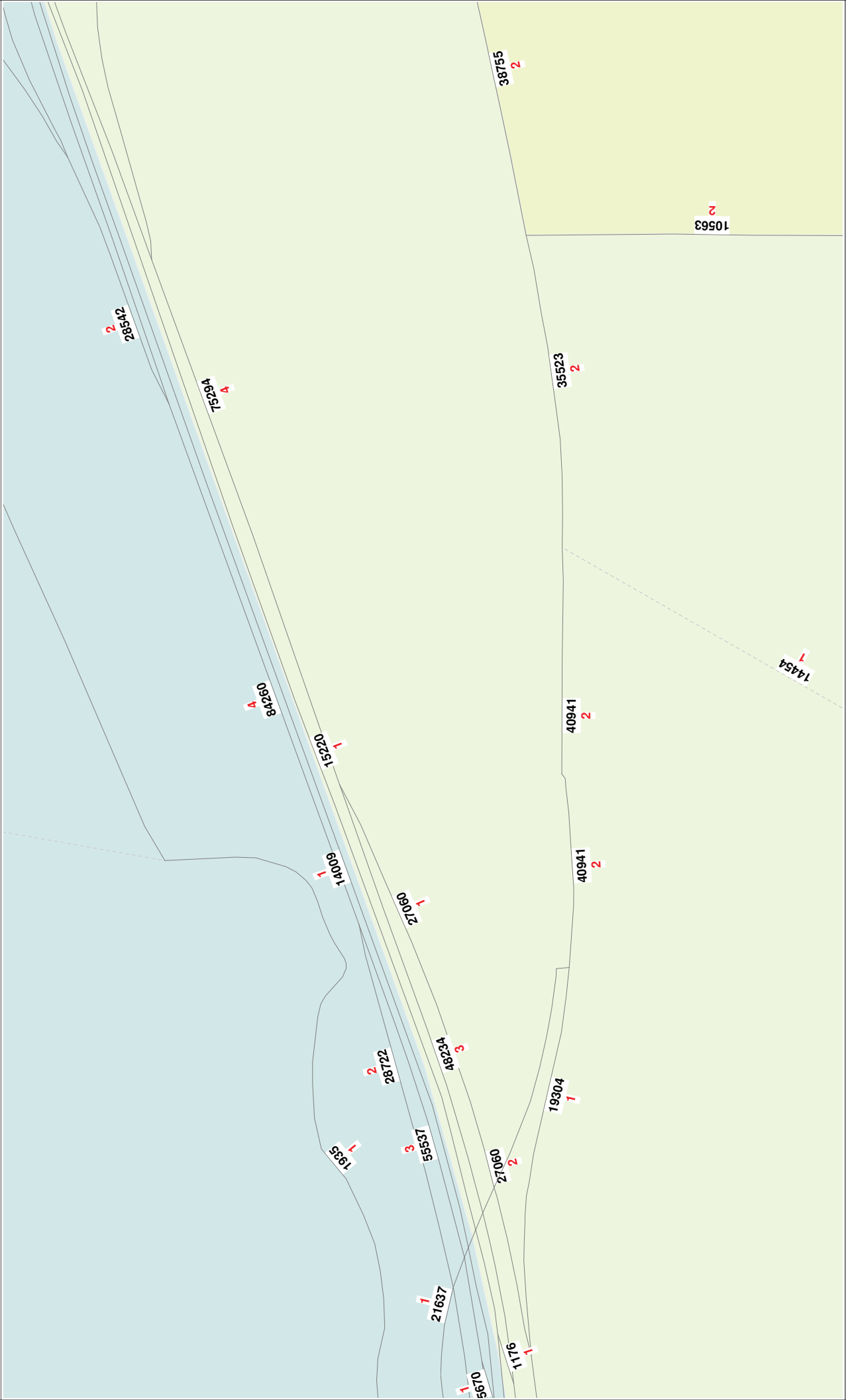
US 92 PD&E Re-Evaluation Study
TBRPM Version 8.0 - Base Year 2010
(BLACK - Area Type, RED - Facility Type)



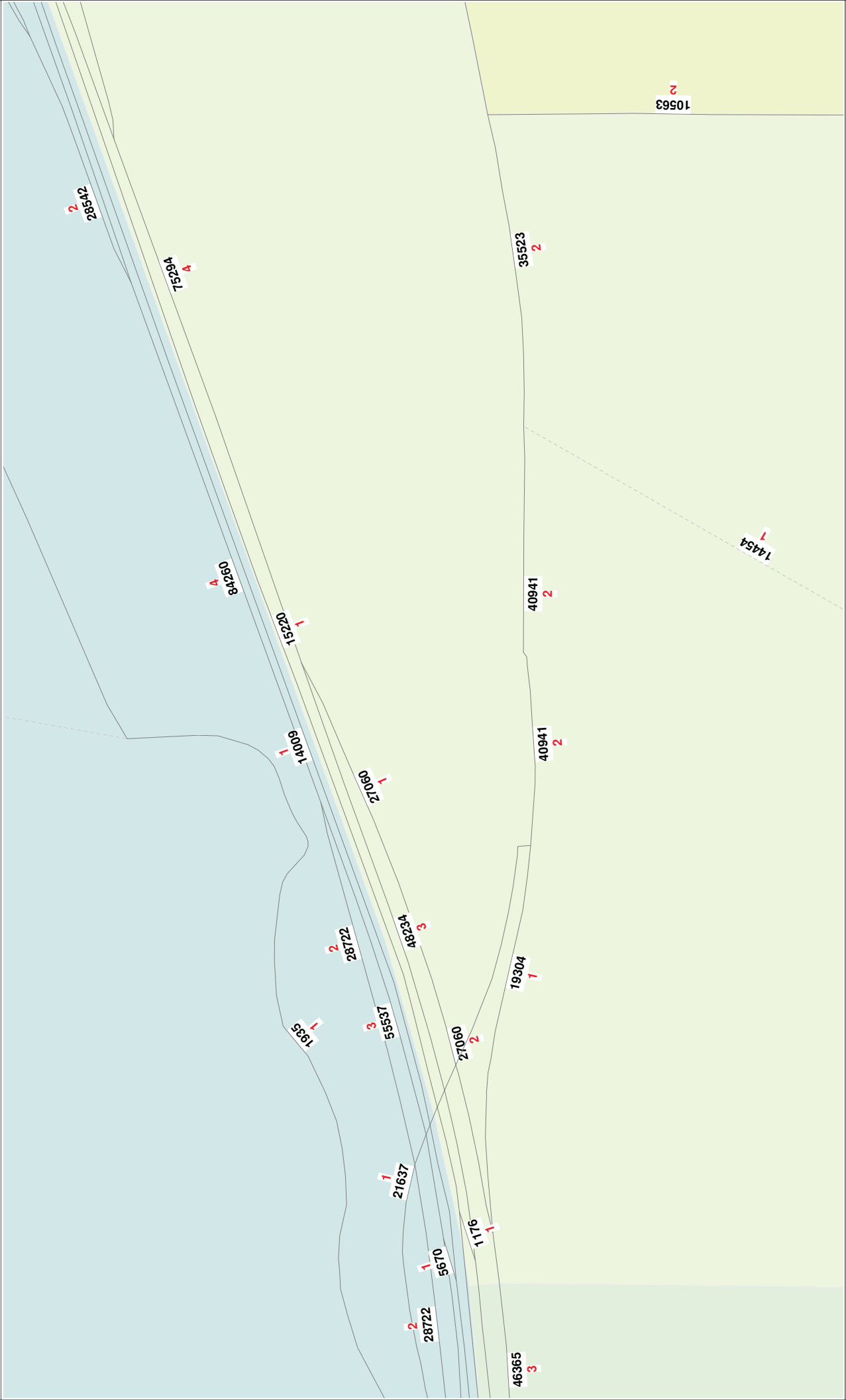
US 92 PD&E Re-Evaluation Study
 TBRPM Version 8.0 - Base Year 2010
 (BLACK - Area Type, RED - Facility Type)



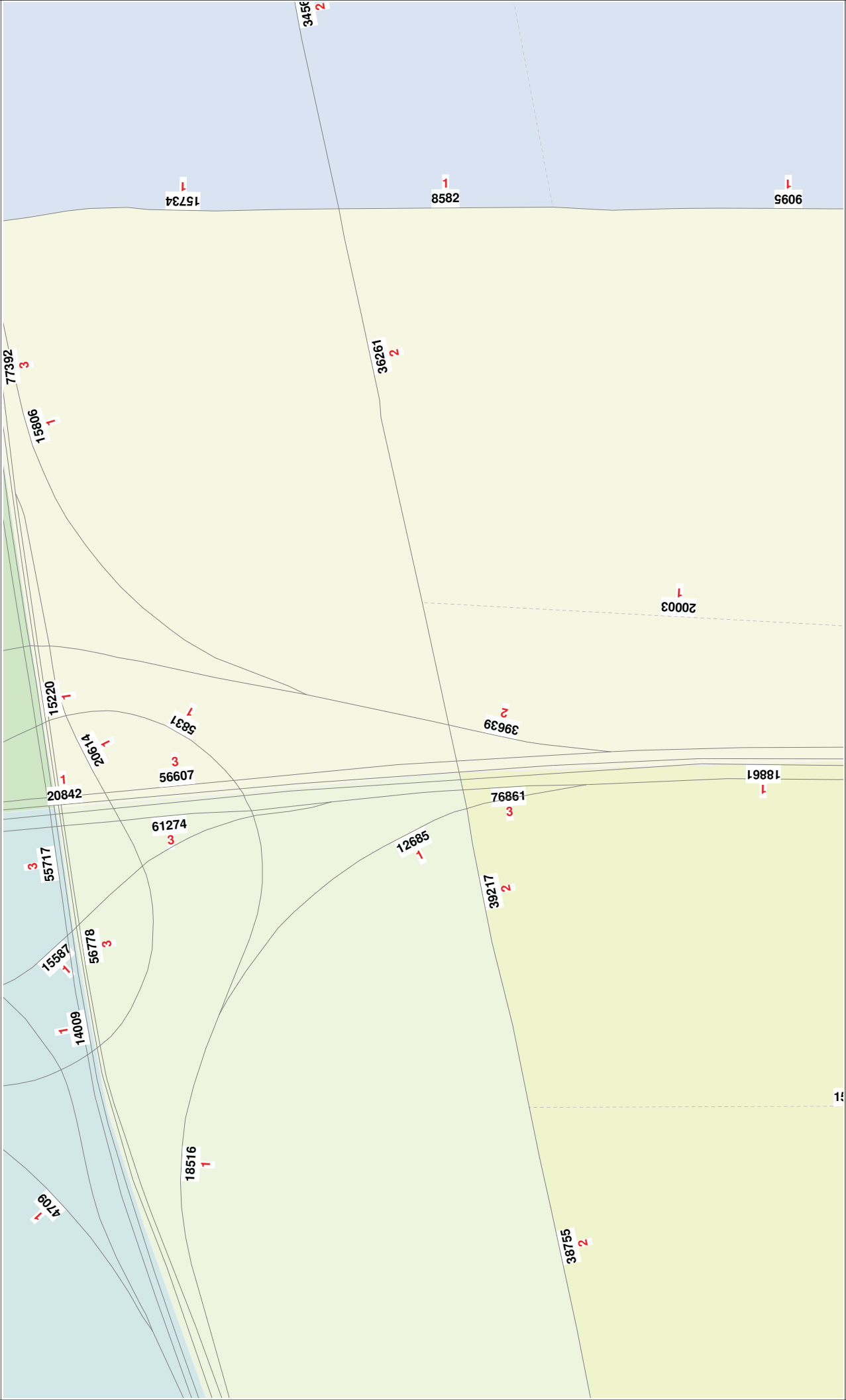
US 92 PD&E Re-Evaluation Study
TBRPM Version 8.0 - Future Year 2040



US 92 PD&E Re-Evaluation Study
TBRPM Version 8.0 - Future Year 2040



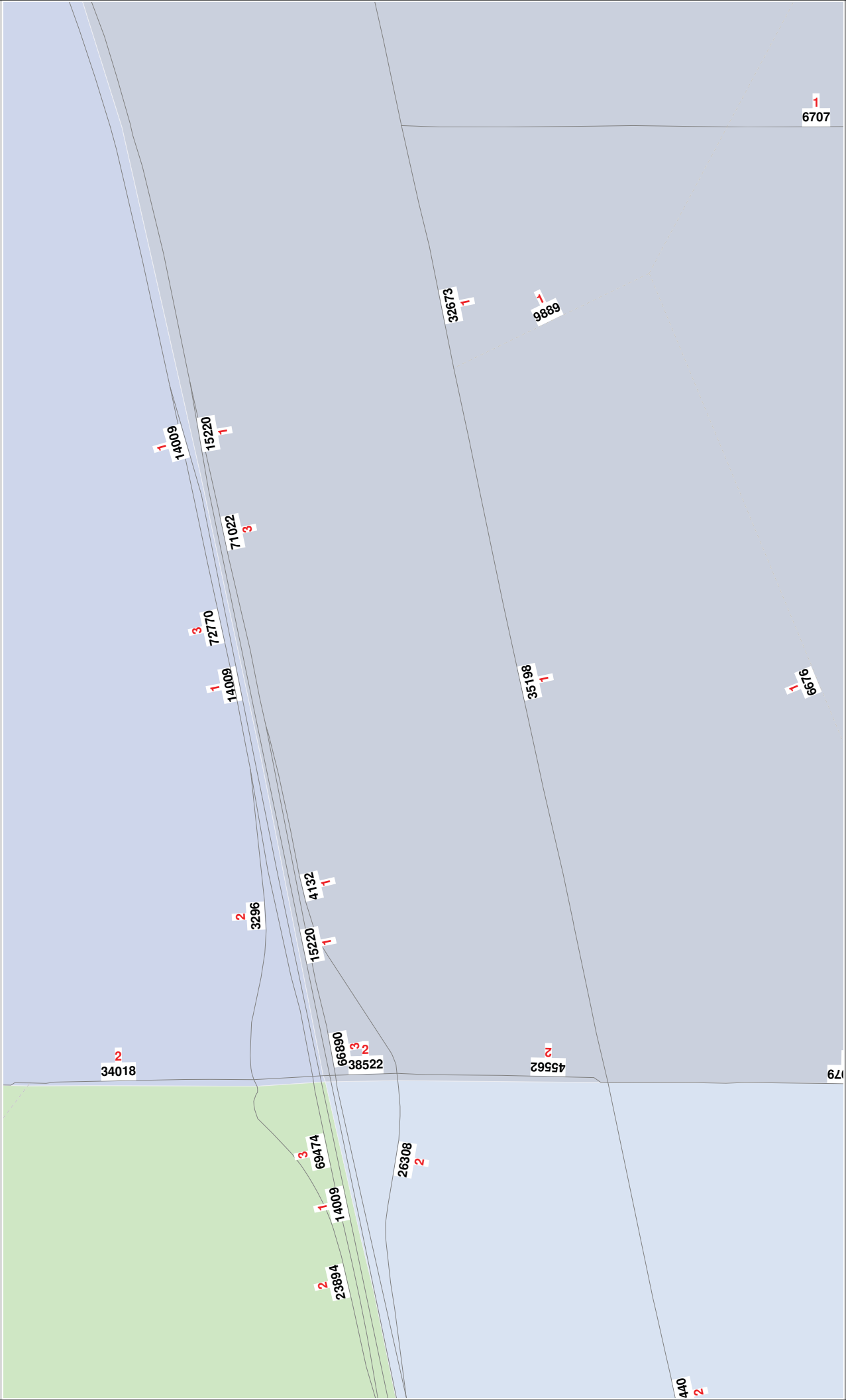
US 92 PD&E Re-Evaluation Study
TBRPM Version 8.0 - Future Year 2040



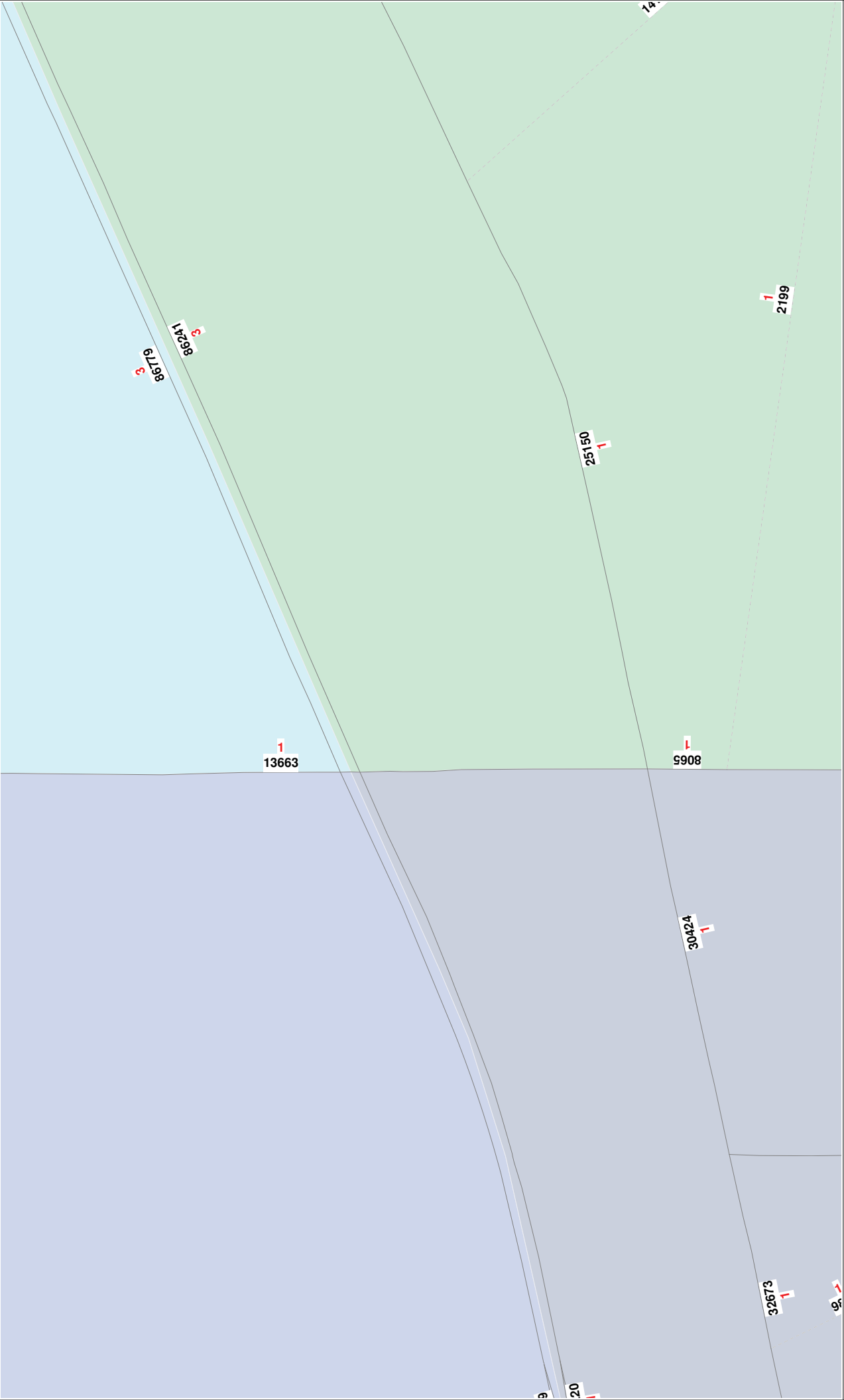
US 92 PD&E Re-Evaluation Study
TBRPM Version 8.0 - Future Year 2040



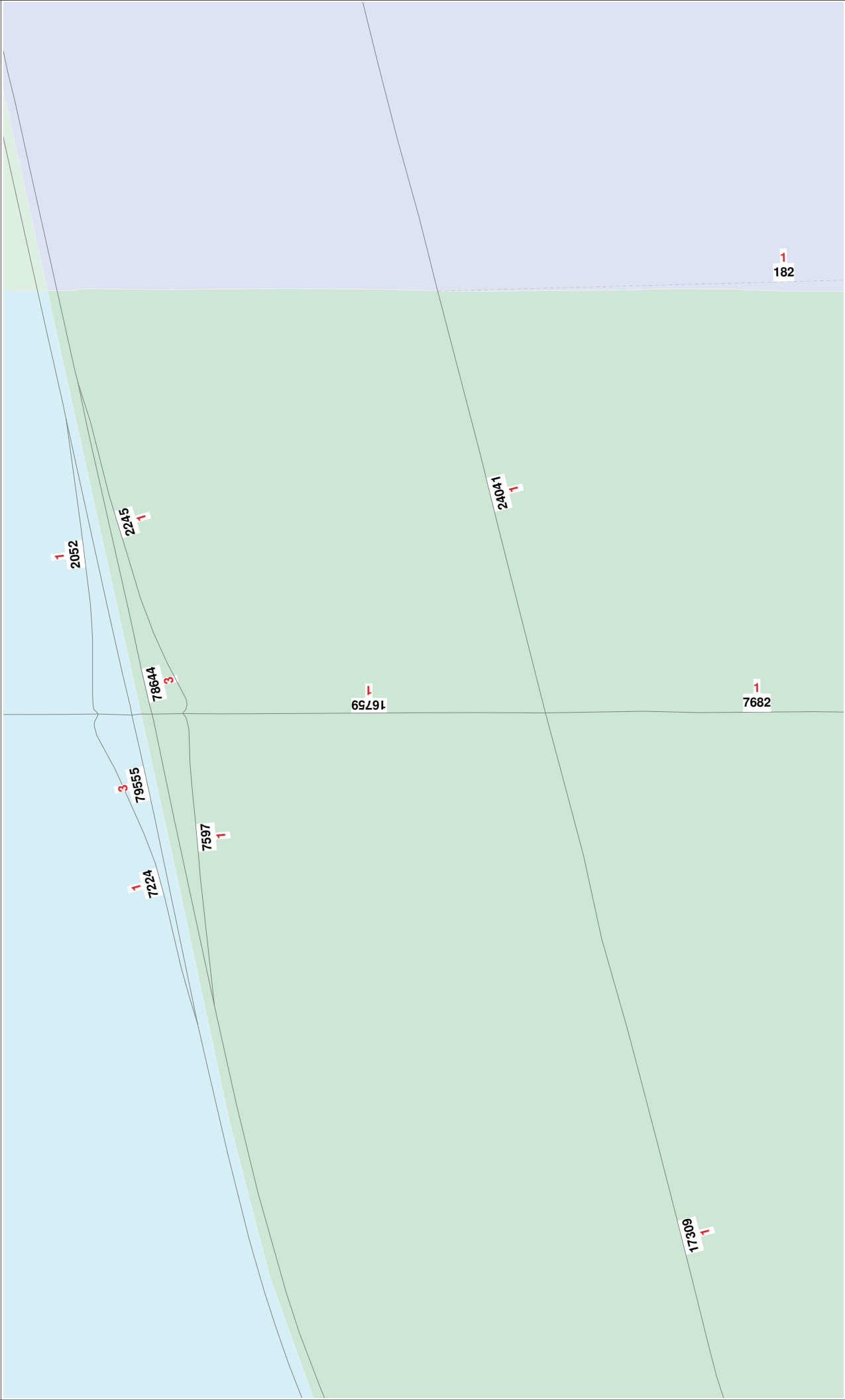
US 92 PD&E Re-Evaluation Study
TBRPM Version 8.0 - Future Year 2040



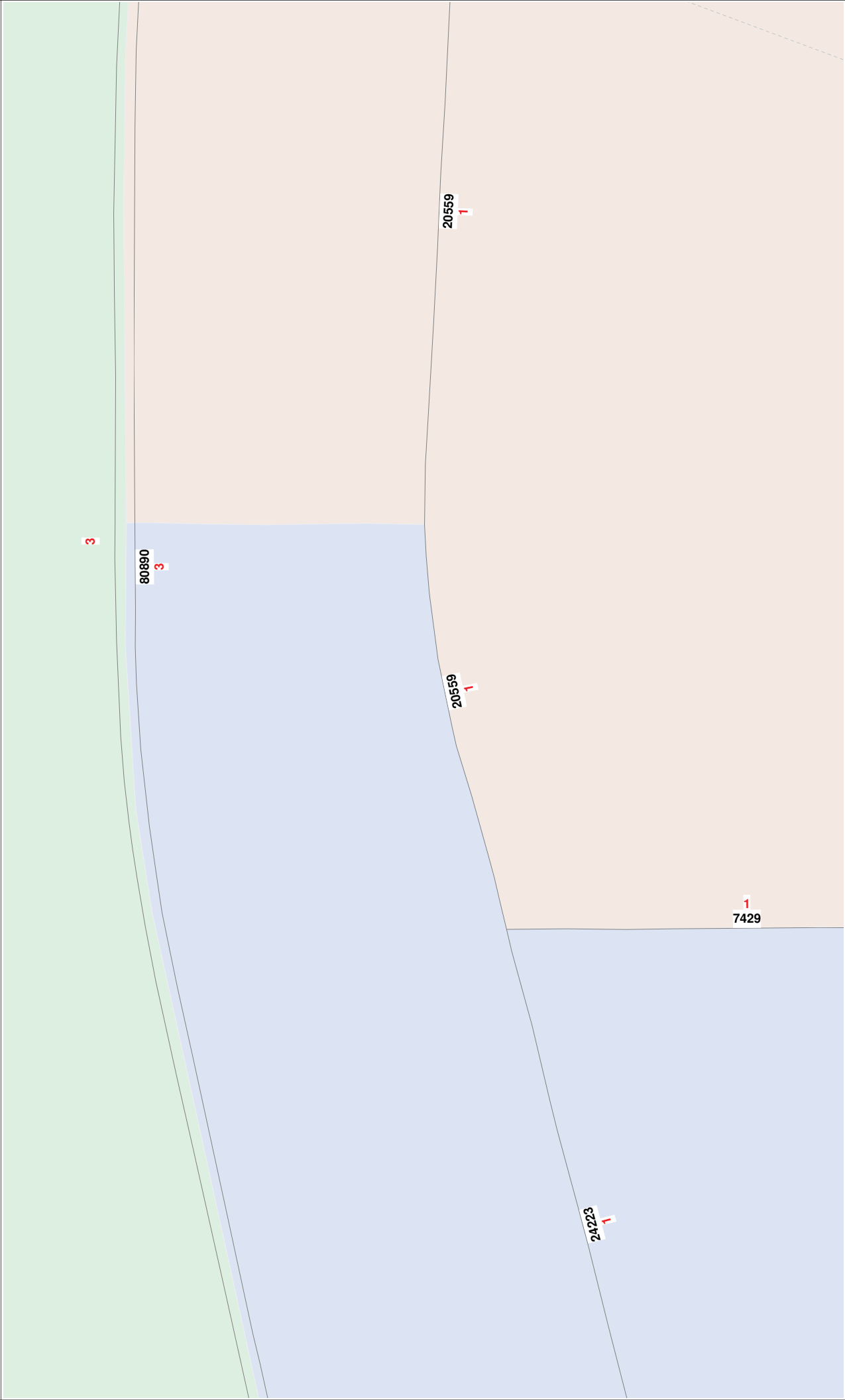
US 92 PD&E Re-Evaluation Study
TBRPM Version 8.0 - Future Year 2040



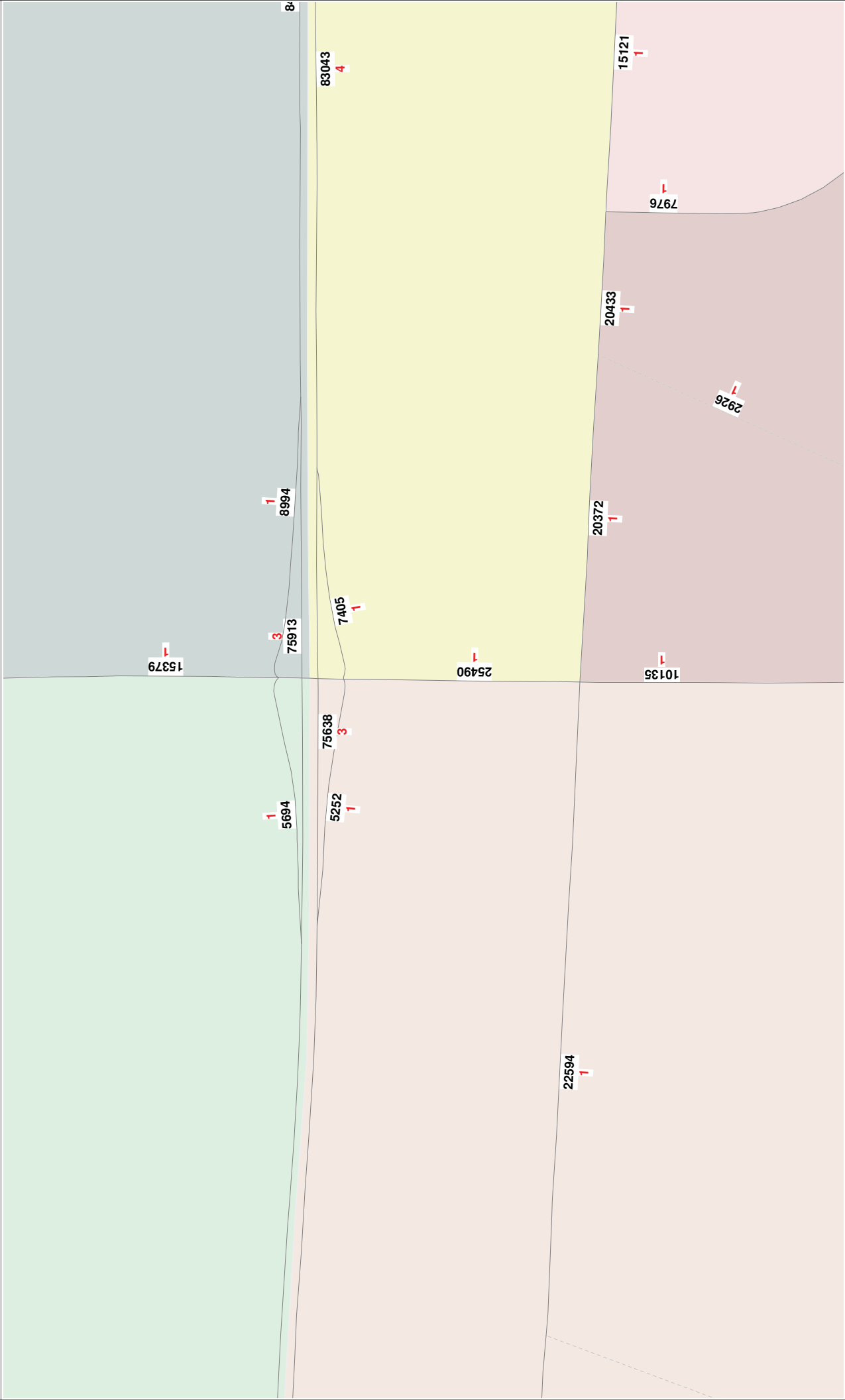
US 92 PD&E Re-Evaluation Study
TBRPM Version 8.0 - Future Year 2040



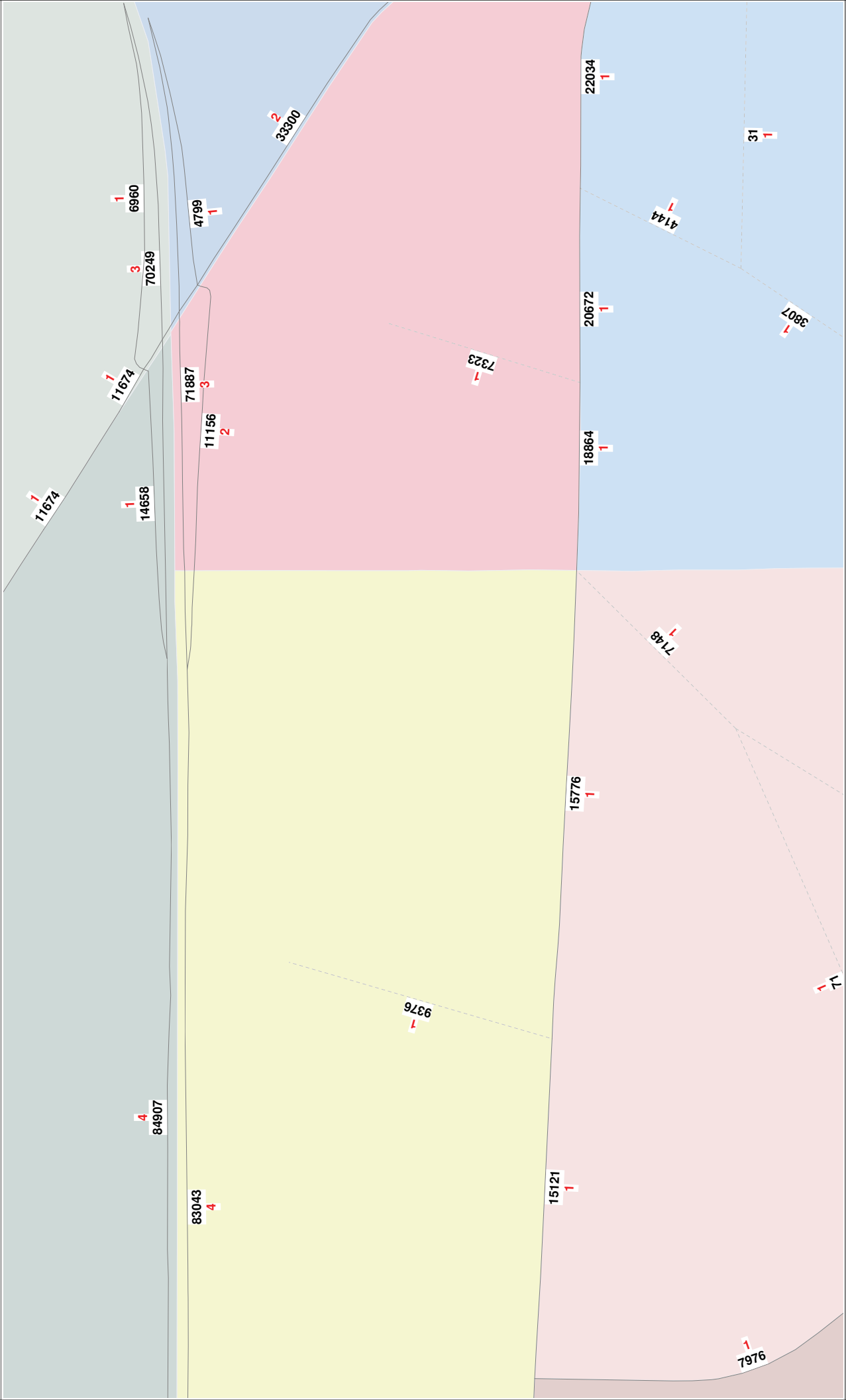
US 92 PD&E Re-Evaluation Study
TBRPM Version 8.0 - Future Year 2040



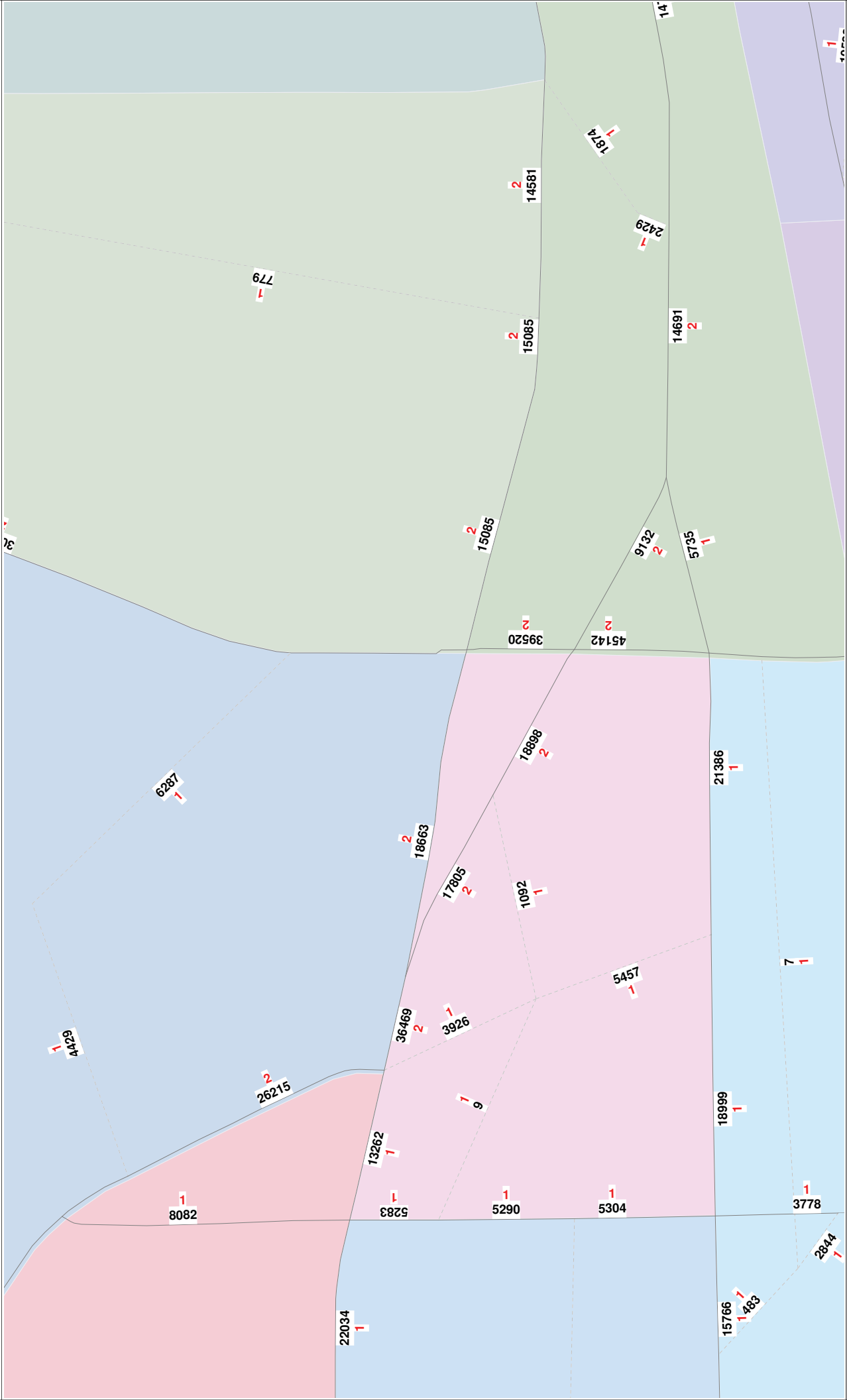
US 92 PD&E Re-Evaluation Study
TBRPM Version 8.0 - Future Year 2040



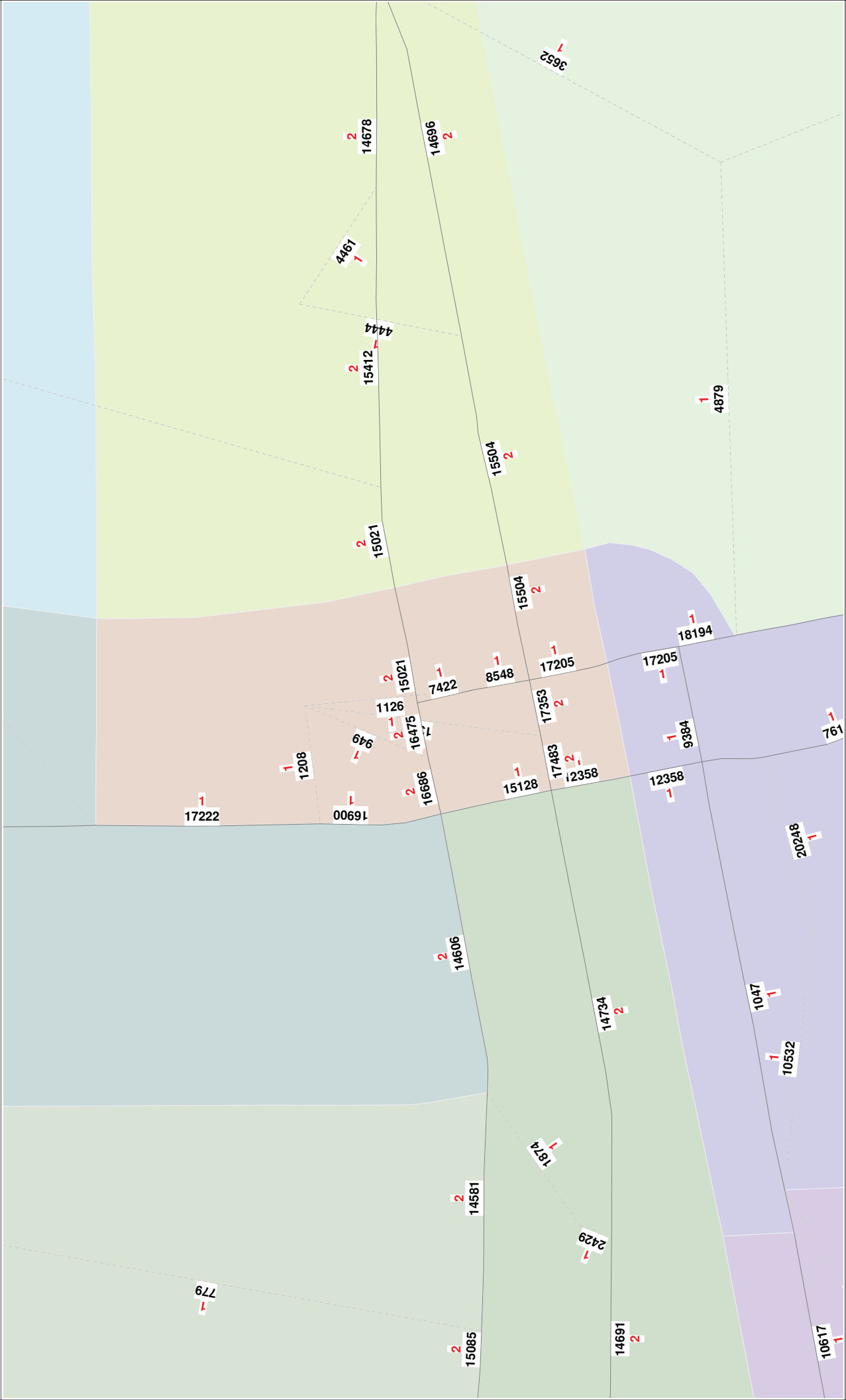
US 92 PD&E Re-Evaluation Study
TBRPM Version 8.0 - Future Year 2040



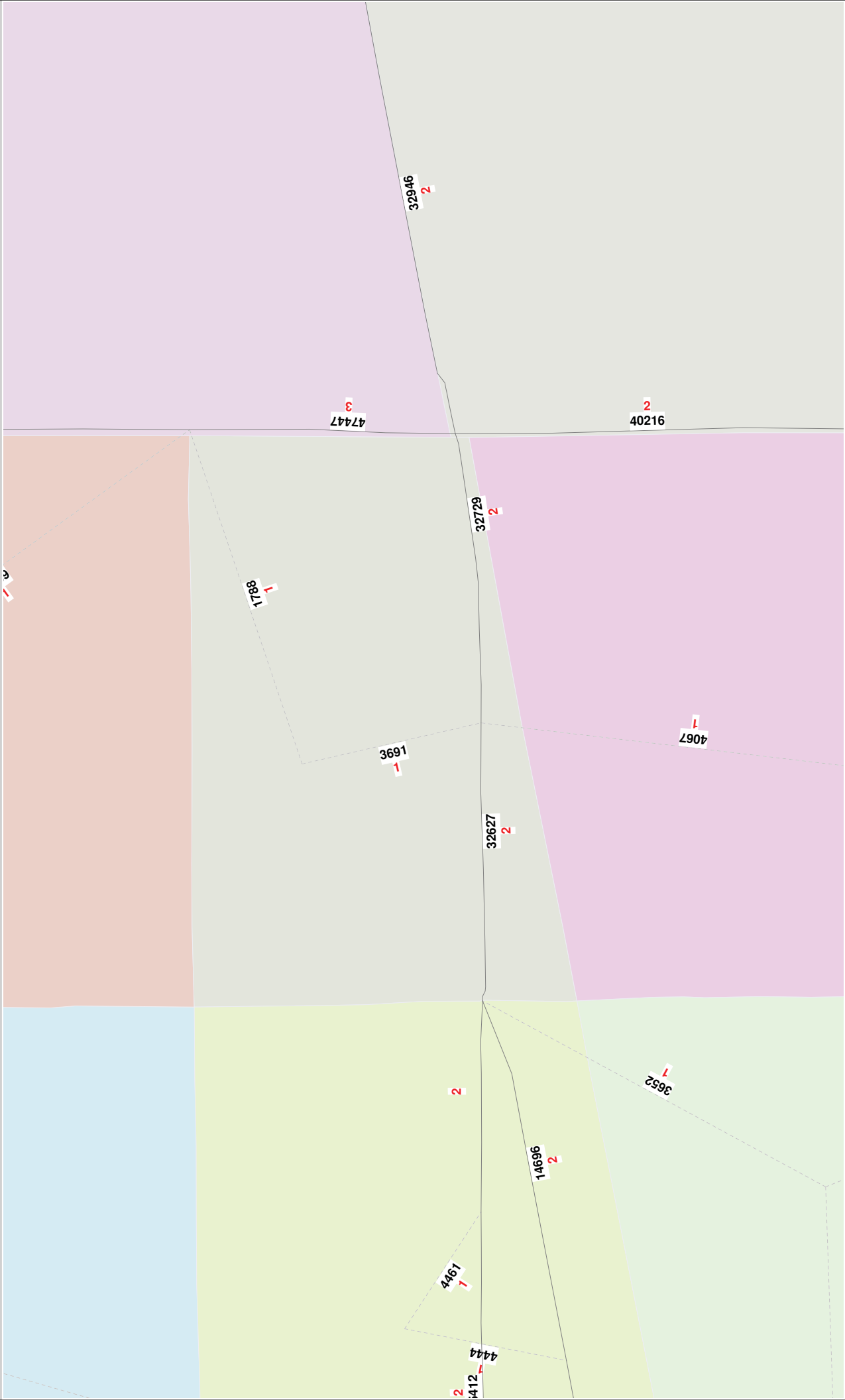
US 92 PD&E Re-Evaluation Study
 TBRPM Version 8.0 - Future Year 2040



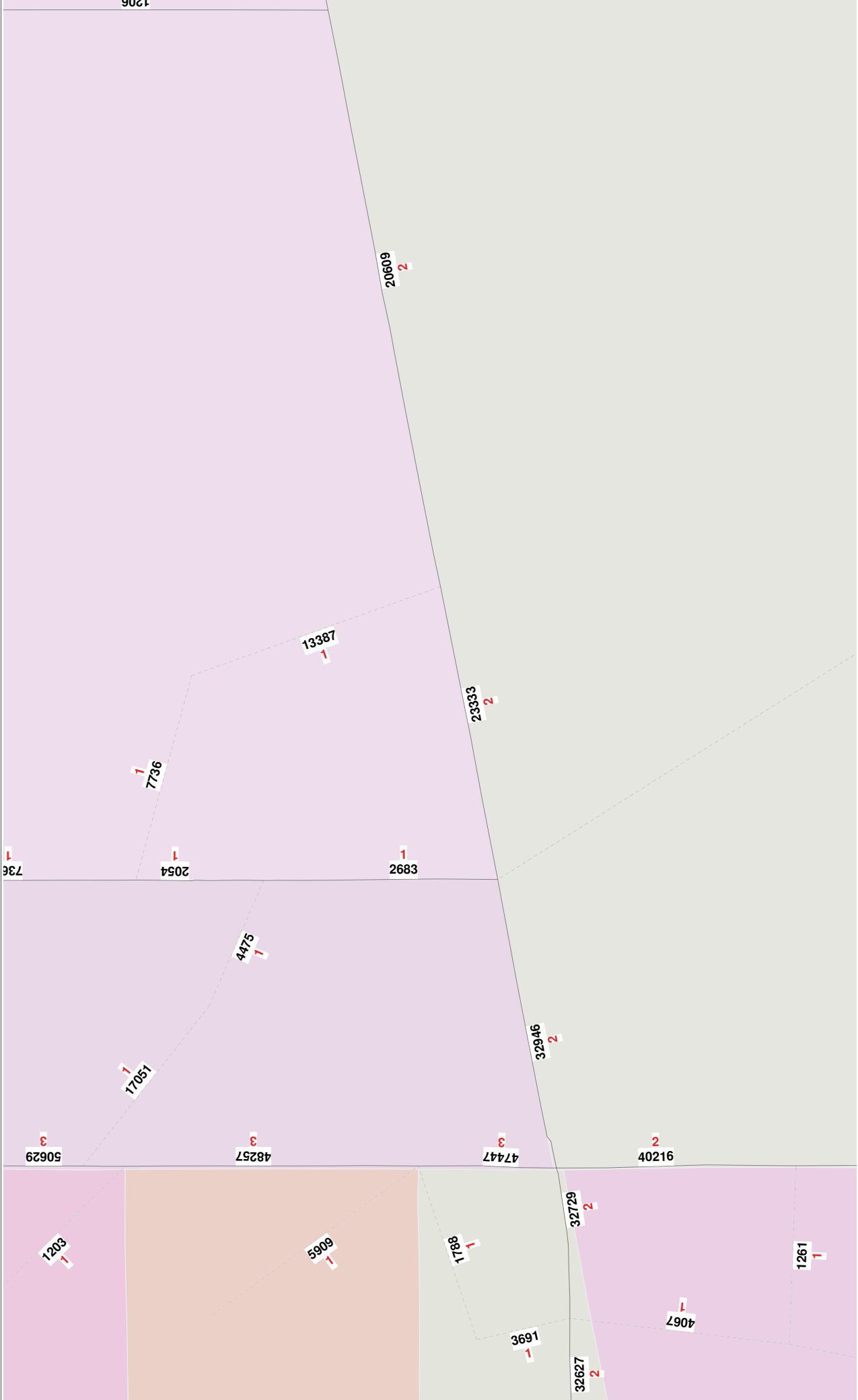
US 92 PD&E Re-Evaluation Study
TBRPM Version 8.0 - Future Year 2040



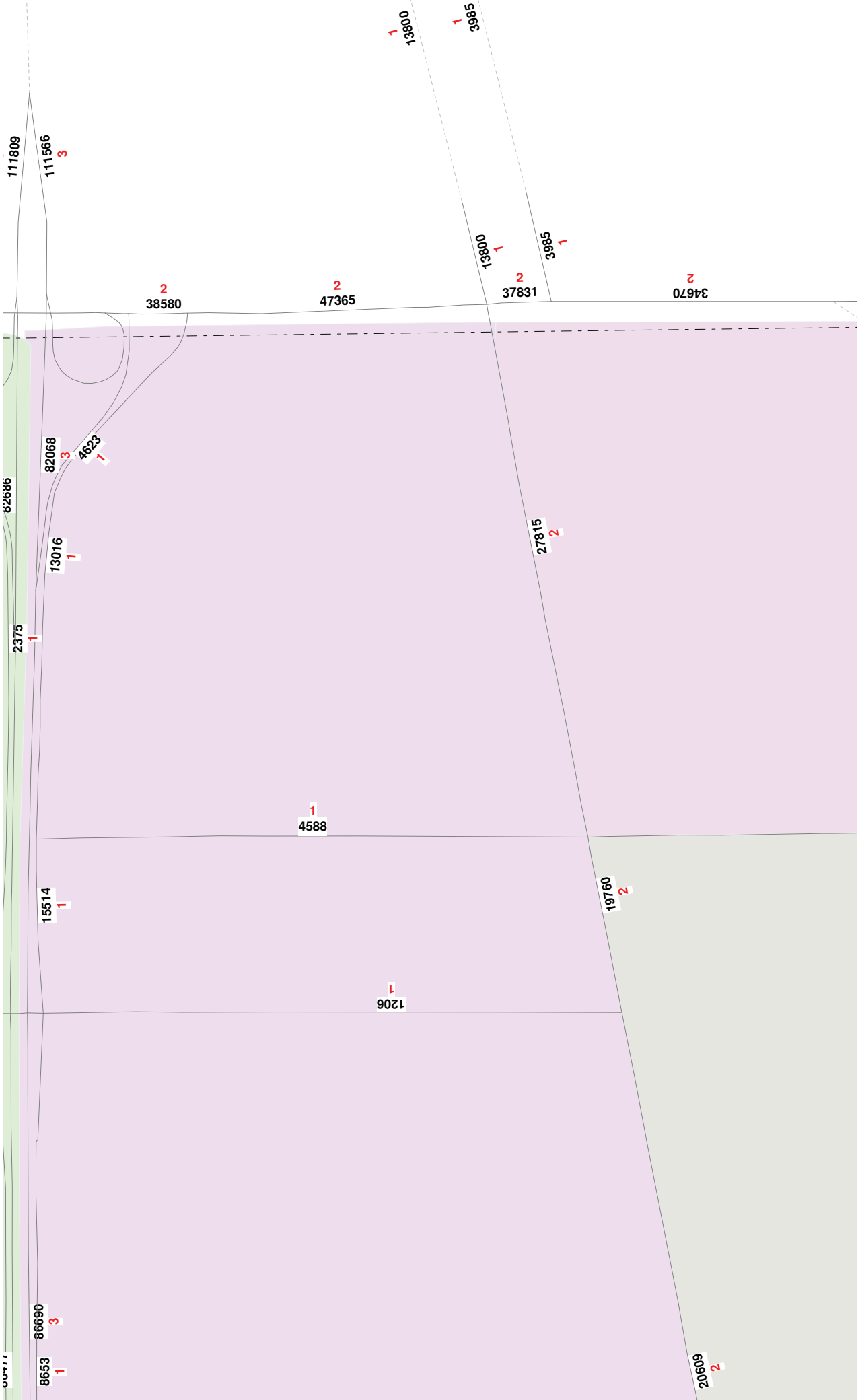
US 92 PD&E Re-Evaluation Study
TBRPM Version 8.0 - Future Year 2040



US 92 PD&E Re-Evaluation Study
TBRPM Version 8.0 - Future Year 2040



US 92 PD&E Re-Evaluation Study
TBRPM Version 8.0 - Future Year 2040



ATTACHMENT B
NCHRP 255 ADJUSTMENTS
AND
DEVELOPMENT OF FUTURE AADTS

SR 600 (US 92) PD&E - From East of Interstate 4 to East of County Line Road
Adjustment of 2040 Cost/Affordable Model Volumes per NCHRP 255 (Ratio and Difference) Method

Segment along SR 600 (US 92)	2010 Counts	2010 Model Volume (PSWADT)	2010 Model AADT (=PSWADT*MOCF) MOCF=0.96	2010 Count/2010 Model AADT (2)	2010 Count - 2010 Model AADT (2)	2040 Model Volume (PSWADT)	2040 Model AADT (=PSWADT*MOCF) MOCF=0.96 (3)	Ratio Method Adjusted 2040 Future Traffic (4)	Difference Method Adjusted 2040 Future Traffic (5)	NCHRP 255 Adjusted Future 2040 AADT (1)
West of Falkenburg Road	15000	16230	15581	NA	NA	40941	39303	NA	NA	NA
Falkenburg Road - Williams Road	-	13955	13397	NA	NA	39217	37648	NA	NA	NA
Williams Road - CR 579/Mango Road	14500	15214	14605	NA	NA	34569	33186	NA	NA	NA
CR 579/Mango Road - Peach Avenue	-	23437	22500	NA	NA	35198	33790	NA	NA	NA
Peach Avenue - Pine Street	-	23437	22500	NA	NA	35198	33790	NA	NA	NA
Pine Street - Parsons Avenue	-	13043	18281	NA	NA	32673	31366	NA	NA	NA
Parsons Avenue - Kingsway Road	-	17226	16537	NA	NA	30424	29207	NA	NA	NA
Kingsway Road - McIntosh Road	10500	15414	14797	0.7096	-4297	25150	24144	17132	19847	-
McIntosh Road - Gallagher Road	10000	6413	6156	NA	NA	24041	23079	NA	NA	NA
Gallagher Road - Branch Forbes Road	8500	6468	6209	NA	NA	22594	21690	NA	NA	NA
Branch Forbes Road - Turkey Creek Road	11500	11151	10705	NA	NA	20433	19616	NA	NA	NA
Turkey Creek Road - Whitehurst Road/Walter Drive	-	9197	8829	NA	NA	18864	18109	NA	NA	NA
Whitehurst Road/Walter Drive - Thonotosassa Road/Lemon Street	11500	11168	10721	NA	NA	22034	21153	NA	NA	NA
East of Thonotosassa Road/Lemon Street	-	21584	20721	NA	NA	36469	35010	NA	NA	NA
West of Maryland Avenue	13000	12300	11808	NA	NA	32627	31322	NA	NA	NA
Maryland Avenue - Park Road	-	10273	9862	NA	NA	31729	31420	NA	NA	NA
Park Road - County Line Road	8800	11948	11470	0.7672	-2670	32946	31628	24266	28958	-
East of County Line Road	10300	10002	9602	NA	NA	13800	13248	NA	NA	NA

Only one set of volumes will be developed for the No-Build and the Build conditions.

(1) Is Average of (4) and (5)

(4) = (3) X (2010 Count/2010 Model AADT)

(5) = (3) + (2010 Count - 2010 Model AADT)

Note: NCHRP 255 Adjustment applied to the segment where subarea validated results are not within acceptable limits or the percent deviation is greater than 30% where reasonable. For reasonableness as discussed and agreed upon with FDOT, on the segment of US 92 between Kingsway Road and McIntosh Road, 2040 AADT will be average of the AADTs on the adjacent links will be used.

SR 600 (US 92) PD&E - From East of Interstate 4 to East of County Line Road
 Adjustment of 2040 Cost/Affordable Model Volumes per NCHRP 255 (Ratio and Difference) Method

Segment along Major Side-Streets on SR 600 (US 92)	2010 Counts	2010 Model Volume (PSWADT)	2010 Model AADT (=PSWADT*MOCF) MOCF=0.96	2010 Count/2010 Model AADT (2)	2010 Model AADT (=PSWADT*MOCF) MOCF=0.96	2010 Count - 2010 Model AADT (2)	2040 Model Volume (PSWADT)	2040 Model AADT (=PSWADT*MOCF) MOCF=0.96 (3)	Ratio Method Adjusted 2040 Future Traffic (4)	Difference Method Adjusted 2040 Future Traffic (5)	NCHRP 255 Adjusted Future 2040 AADT (1)
Falkenburg Road - South of US 92	10000	3621	3476	2.8767	6524	10563	10140	29171	16664	22918	
Williams Road - South of US 92	8400	4178	4011	2.0943	4389	8582	8239	17254	12628	14941	
Williams Road - North of US 92	-	4286	4115	2.0943	4389	15734	15105	31634	19494	25564	
CR 579/Mango Road - South of US 92	-	10735	10306	0.9410	-1630	17979	17260	16242	15680	15936	
CR 579/Mango Road - North of US 92	26000	28781	27630	0.9410	-1630	45562	43740	41160	42110	41635	
Kingsway Road - South of US 92	-	2490	2390	NA	NA	8065	7742	NA	NA	NA	
Kingsway Road - North of US 92	-	4562	4380	NA	NA	13663	13116	NA	NA	NA	
McIntosh Road - South of US 92	-	4165	3998	2.3907	10180	7682	7375	17631	17555	17593	
McIntosh Road - North of US 92	17500	7625	7320	2.3907	10180	16759	16089	38463	26269	32366	
Branch Forbes Road - South of US 92	-	4823	4630	NA	NA	10135	9730	NA	NA	NA	
Branch Forbes Road - North of US 92	-	16249	15599	NA	NA	25490	24470	NA	NA	NA	
Thonotosassa Road - North of US 92	-	16642	15976	NA	NA	26215	25166	NA	NA	NA	
Park Road - South of US 92	-	1760	17050	NA	NA	40216	38607	NA	NA	NA	
Park Road - North of US 92	-	14204	13636	NA	NA	47447	45549	NA	NA	NA	
County Line Road - South of US 92	14500	19768	18977	0.7641	-4477	34670	33283	25431	28806	27118	
County Line Road - North of US 92	-	29555	28373	0.7641	-4477	47365	45470	34743	40993	37868	

Only one set of volumes will be developed for the No-Build and the Build conditions.

(1) Is Average of (4) and (5)

(4) = (3) X (2010 Count/2010 Model AADT)

(5) = (3) + (2010 Count - 2010 Model AADT)

Note: NCHRP 255 Adjustment applied to the segment where subarea validated results are not within acceptable limits or the percent deviation is greater than 30% where reasonable.

SR 600 (US 92) PD&E - From East of Interstate 4 to East of County Line Road
 Growth Rate for Minor Side-Streets along SR 600 (US 92) and Minor Side-Streets

Minor Side-streets along SR 600 (US 92)	TAZ	2010			2040			Growth Rate		Combined Growth Rate	
		Dwelling Unit	Population	Total Employment	Dwelling Unit	Population	Total Employment	Population	Total Employment		
Peach Avenue, Pine Street, Parsons Avenue	520	979	2290	893	1702	3981	2.46%	1.317	2.46%	1.58%	2.17%
Gallagher Road	540	583	1784	596	773	2358	1.09%	771	1.07%	0.98%	1.05%
Whitehurst Road - North of US 92	557	79	265	516	97	320	0.76%	1056	0.69%	3.49%	1.65%
Walter Drive - South of US 92	568	1037	3260	347	1162	3645	0.40%	537	0.39%	1.83%	0.87%
Turkey Creek Road - South of US 92	567	569	1500	72	618	1632	0.29%	168	0.29%	4.44%	1.67%
Lerman Street - South of US 92	571	41	86	1735	62	128	1.71%	1807	1.63%	0.14%	1.16%
Maryland Avenue - North of US 92	575	153	396	433	250	647	2.11%	438	2.11%	0.04%	1.42%
Maryland Avenue - South of US 92	582	550	1506	272	592	1621	0.25%	662	0.25%	4.78%	1.76%
							Average				1.47%

Recommended Annual Growth Rate for Minor Side-Streets along US 92 for Future Traffic Forecasting = 1.5%

SR 600 (US 92) PD&E - From East of Interstate 4 to East of County Line Road

Future Year AADTs based on Interpolation between Existing Year 2015 AADTs and Future Year 2040 Model Adjusted AADTs

Segment along SR 600 (US 92)	2015 AADT	Future 2040 AADT*	Rounded 2040 AADT	2020 AADT	Rounded 2020 AADT	2030 AADT	Rounded 2030 AADT
West of Falkenburg Road	15400	39303	39300	20181	20200	29742	29750
Falkenburg Road - Williams Road	12750	37648	37650	17730	17750	27689	27700
Williams Road - CR 579/Mango Road	14350	33186	33200	18117	18100	25652	25650
CR 579/Mango Road - Peach Avenue	17450	33790	33800	20718	20700	27254	27250
Peach Avenue - Pine Street	17050	33790	33800	20398	20400	27094	27100
Pine Street - Parsons Avenue	16400	31366	31350	19393	19400	25380	25400
Parsons Avenue - Kingsway Road	13550	29207	29200	16681	16700	22944	22950
Kingsway Road - McIntosh Road	10600	26143	26150	13709	13700	19926	19950
McIntosh Road - Gallagher Road	11100	23079	23100	13496	13500	18288	18300
Gallagher Road - Branch Forbes Road	10000	21690	21700	12338	12350	17014	17000
Branch Forbes Road - Turkey Creek Road	13950	19616	19600	15083	15100	17349	17350
Turkey Creek Road - Whitehurst Road/Walter Drive	11200	18109	18100	12582	12600	15346	15350
Whitehurst Road/Walter Drive - Thonotosassa Road/Lemon Street	11900	21153	21150	13751	13750	17452	17450
East of Thonotosassa Road/Lemon Street	21350	35010	35000	24082	24100	29546	29550
West of Maryland Avenue	12450	31322	31300	16224	16200	23773	23750
Maryland Avenue - Park Road	12000	31420	31400	15884	15900	23652	23650
Park Road - County Line Road	13300	28958	28950	16432	16450	22695	22700
East of County Line Road	11600	13248	13250	11930	11950	12589	12600
Major Side-Streets							
Falkenburg Road - South of US 92	8750	22918	22900	11584	11600	17251	17250
Williams Road - South of US 92	7150	14941	14950	8708	8700	11825	11850
Williams Road - North of US 92	5050	25564	22550	9153	9150	17358	17350
CR 579/Mango Road - South of US 92	13300	15936	15950	13827	13850	14882	14900
CR 579/Mango Road - North of US 92	24050	41635	41650	27567	27550	34601	34600
Kingsway Road - South of US 92	7200	7742	7750	7308	7300	7525	7550
Kingsway Road - North of US 92	5100	13116	13100	6703	6700	9910	9900
McIntosh Road - South of US 92	10600	17593	17600	11999	12000	14796	14800
McIntosh Road - North of US 92	17300	32366	32350	20313	20300	26340	26350
Branch Forbes Road - South of US 92	7450	9730	9750	7906	7900	8818	8800
Branch Forbes Road - North of US 92	15100	24470	24450	16974	16950	20722	20700
Thonotosassa Road - North of US 92	16600	25166	25150	18313	18300	21740	21750
Park Road - South of US 92	22600	38607	38600	25801	25800	32204	32200
Park Road - North of US 92	21650	45549	45550	26430	26450	35989	36000
County Line Road - South of US 92	26500	27118	27100	26624	26600	26871	26850
County Line Road - North of US 92	25250	37868	37850	27774	27750	32821	32800

*Based on Adjusted 2040 Model Volumes

SR 600 (US 92) PD&E - From East of Interstate 4 to East of County Line Road

Future Year AADTs along Minor Side-Streets using annual growth rate

Side-Streets	2015 AADT	2020 AADT	Rounded 2020 AADT	2030 AADT	Rounded 2030 AADT	2040 AADT	Rounded 2040 AADT
Falkenburg Road - North of US 92	590	634	630	723	720	811	810
Peach Avenue - South of US 92	360	387	390	441	440	495	500
Peach Avenue - North of US 92	2250	2419	2400	2756	2750	3094	3100
Pine Street - South of US 92	1350	1451	1450	1654	1650	1856	1850
Pine Street - North of US 92	1150	1235	1250	1409	1400	1581	1600
Parsons Avenue - South of US 92	7650	8224	8200	9371	9350	10519	10500
Parsons Avenue - North of US 92	1050	1129	1150	1286	1300	1444	1440
Gallagher Road - South of US 92	2550	2741	2750	3124	3100	3506	3500
Gallagher Road - North of US 92	4850	5214	5200	5941	5950	6669	6650
Turkey Creek Road - South of US 92	9650	10374	10350	11821	11800	13269	13250
Walter Drive - South of US 92	1900	2043	2050	2328	2350	2613	2600
Whitehurst Road - North of US 92	1600	1720	1700	1960	1950	2200	2200
Lemon Street - South of US 92	3500	3763	3750	4288	4300	4813	4800
Maryland Avenue - South of US 92	3450	3709	3700	4226	4250	4744	4750
Maryland Avenue - North of US 92	2350	2526	2550	2879	2900	3231	3250

Annual Growth Rate for Minor Side-Street = 1.5%

Florida Department of Transportation
 Transportation Statistics Office
 2013 Historical AADT Report

County: 10 - HILLSBOROUGH

Site: 0036 - SR 600/US 92, WEST OF FALKENBURG RD.

Year	AADT	Direction 1	Direction 2	*K Factor	D Factor	T Factor
2013	14800	C	E 7600	9.00	58.20	7.40
2012	14500	C	E 7700	9.00	59.00	8.00
2011	15000	C	E 7100	9.00	57.20	8.30
2010	14100	C	E 7500	9.51	56.00	8.10
2009	13200	C	E 7000	9.54	55.72	7.50
2008	14200	C	E 7400	9.13	55.29	9.10
2007	14300	C	E 7400	9.52	56.79	9.50
2006	14000	C	E 7300	9.41	55.29	8.50
2005	12700	C	E 6500	9.70	55.90	9.40
2004	12200	C	E 6500	8.60	54.00	9.40
2003	11400	C	E 6000	9.80	58.50	7.40
2002	12500	C	E 6500	9.80	55.20	5.00
2001	15700	F	E 7900	9.20	53.50	9.40
2000	15700	C	E 7900	9.60	55.00	7.60
1999	9200	C	E 7000	10.40	54.60	6.20
1998	13900	C	E 7000	9.90	54.40	8.30

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
 S = Second Year Estimate; T = Third Year Estimate; P = 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
 2013 Historical AADT Report

County: 10 - HILLSBOROUGH

Site: 0053 - SR 600/US 92, EAST OF KINGSWAY ROAD

Year	AADT	Direction 1	Direction 2	*K Factor	D Factor	T Factor	
2013	8200	C	E 4300	W 3900	9.00	58.20	14.20
2012	8000	C	E 4100	W 3900	9.00	59.00	9.10
2011	10100	C	E 5100	W 5000	9.00	57.20	9.50
2010	10000	C	E 5000	W 5000	9.51	56.00	9.20
2009	9400	C	E 4800	W 4600	9.54	55.72	8.70
2008	9300	F	E 4600	W 4700	9.13	55.29	8.70
2007	9300	C	E 4600	W 4700	9.52	56.79	8.70
2006	9200	C	E 4700	W 4500	9.41	55.29	8.30
2005	8800	C	E 4300	W 4500	9.70	55.90	8.00
2004	9000	C	E 4600	W 4400	8.60	54.00	8.00
2003	8000	C	E 4100	W 3900	9.80	58.50	4.80
2002	8400	C	E 4200	W 4200	9.80	55.20	6.10
2001	9800	F	E 4900	W 4900	9.20	53.50	5.60
2000	9800	C	E 4900	W 4900	9.60	55.00	5.80
1999	12500	C	E 6400	W 6100	10.40	54.60	8.90
1998	9400	C	E 4700	W 4700	9.90	54.40	4.70

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Florida Department of Transportation
 Transportation Statistics Office
 2013 Historical AADT Report

County: 10 - HILLSBOROUGH

Site: 0054 - SR 600/US 92, W OF CR 579

Year	AADT	Direction 1	Direction 2	*K Factor	D Factor	T Factor	
2013	13300	C	E 7100	W 6200	9.00	58.20	8.10
2012	12600	C	E 6700	W 5900	9.00	59.00	7.20
2011	13600	C	E 7200	W 6400	9.00	57.20	9.50
2010	13600	C	E 7200	W 6400	9.51	56.00	9.20
2009	13600	C	E 6600	W 7000	9.54	55.72	9.00
2008	15000	C	E 7600	W 7400	9.13	55.29	13.70
2007	15100	C	E 8000	W 7100	9.52	56.79	8.70
2006	15700	C	E 7600	W 8100	9.41	55.29	8.30
2005	13700	C	E 6800	W 6900	9.70	55.90	8.60
2004	13300	C	E 7100	W 6200	8.60	54.00	8.00
2003	11800	C	E 6000	W 5800	9.80	58.50	9.30

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Florida Department of Transportation
 Transportation Statistics Office
 2013 Historical AADT Report

County: 10 - HILLSBOROUGH

Site: 0080 - SR-600/US-92, 0.2 MI W OF TURKEY CREEK RD,HILLS. CO

Year	AADT	Direction 1	Direction 2	*K Factor	D Factor	T Factor			
2013	12211	C	E	5876	W	6335	9.00	55.10	8.60
2012	11848	C	E	5688	W	6160	9.00	55.00	8.40
2011	11624	C	E	5599	W	6025	9.00	55.00	8.50
2010	11197	C	E	5404	W	5793	9.51	56.00	9.20
2009	13000	S		0		0	9.54	55.72	9.00
2008	12800	F	E	0	W	0	9.73	55.52	5.50
2007	13099	C	E	6563	W	6536	9.80	54.37	17.80
2006	13371	C	E	6472	W	6899	9.80	54.37	17.80
2005	13151	C	E	6358	W	6793	9.80	54.40	17.80
2004	12835	C	E	6205	W	6630	10.80	60.00	11.90
2003	12466	C	E	6044	W	6422	10.80	60.00	10.20
2002	12358	C	E	6006	W	6352	11.30	57.70	8.40
2001	12123	C	E	5877	W	6246	10.20	52.60	11.30
2000	11740	C	E	5652	W	6088	11.40	58.00	13.00
1999	11937	C	E	5774	W	6163	11.30	55.80	11.90
1998	12184	C	E	5992	W	6192	9.90	59.90	11.80

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Florida Department of Transportation
 Transportation Statistics Office
 2013 Historical AADT Report

County: 10 - HILLSBOROUGH

Site: 0192 - SR 600/US 92, WEST OF TANNER ROAD

Year	AADT	Direction 1	Direction 2	*K Factor	D Factor	T Factor
2013	7800 C	E 3900	W 3900	9.00	58.20	9.70
2012	7700 C	E 3900	W 3800	9.00	59.00	9.80
2011	7600 C	E 3700	W 3900	9.00	57.20	10.50
2010	8000 C	E 4000	W 4000	9.51	56.00	10.20
2009	6700 C	E 3400	W 3300	9.54	55.72	10.50
2008	6600 C	E 3200	W 3400	9.13	55.29	13.70
2007	8300 C	E 4100	W 4200	9.52	56.79	11.50
2006	7800 C	E 3900	W 3900	9.41	55.29	11.00
2005	8100 C	E 4100	W 4000	9.70	55.90	10.40
2004	7700 C	E 3900	W 3800	8.60	54.00	10.40

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Florida Department of Transportation
 Transportation Statistics Office
 2013 Historical AADT Report

County: 10 - HILLSBOROUGH

Site: 0193 - SR 600/US 92, E OF BRANCH FORBES RD

Year	AADT	Direction 1	Direction 2	*K Factor	D Factor	T Factor
2013	12900 C	E 6200	W 6700	9.00	58.20	10.50
2012	12700 C	E 6100	W 6600	9.00	59.00	10.60
2011	11900 C	E 5900	W 6000	9.00	57.20	10.60

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
 S = Second Year Estimate; T = Third Year Estimate; P = Fourth Year Estimate
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Florida Department of Transportation
 Transportation Statistics Office
 2013 Historical AADT Report

County: 10 - HILLSBOROUGH

Site: 5008 - SR 600/US 92/E BAKER ST, W OF MARYLAND AVE

Year	AADT	Direction 1	Direction 2	*K Factor	D Factor	T Factor
2013	10800	C	E 5100	9.00	58.20	7.30
2012	10200	C	E 4500	9.00	59.00	8.60
2011	11500	E	E 5500	9.00	57.20	5.40
2010	11300	C	E 5400	9.51	56.00	6.30
2009	11600	C	E 5600	9.54	55.72	6.30
2008	12500	C	E 6100	9.13	55.29	6.30
2007	15100	C	E 7300	9.52	56.79	6.60
2006	14500	C	E 7100	9.41	55.29	6.90
2005	14400	C	E 7100	9.70	55.90	6.50
2004	13900	C	E 6800	8.60	54.00	6.50
2003	13900	C	E 6800	9.80	58.50	7.10
2002	13900	F	E 6500	9.80	55.20	6.90
2001	13500	C	E 6300	9.20	53.50	6.00
2000	13600	C	E 6800	9.60	55.00	6.70
1999	15400	C	E 7700	10.40	54.60	4.10
1998	12300	C	E 6400	9.90	54.40	8.00

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
 S = Second Year Estimate; T = Third Year Estimate; F = Fourth Year Estimate
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Florida Department of Transportation
 Transportation Statistics Office
 2013 Historical AADT Report

County: 10 - HILLSBOROUGH

Site: 5029 - SR 600/US 92/W BAKER ST, WEST OF SR 566/THONOTOSASSA RD

Year	AADT	Direction 1	Direction 2	*K Factor	D Factor	T Factor			
2013	9700	C	E	4600	W	5100	9.00	58.20	4.60
2012	10100	C	E	4800	W	5300	9.00	59.00	5.40
2011	10500	C	E	5000	W	5500	9.00	57.20	5.30
2010	11100	C	E	5200	W	5900	9.51	56.00	7.60
2009	10600	C	E	5300	W	5300	9.54	55.72	6.80
2008	10700	C	E	5200	W	5500	9.13	55.29	8.80
2007	10500	C	E	5300	W	5200	9.52	56.79	10.30
2006	11800	C	E	5700	W	6100	9.41	55.29	14.90
2005	11400	C	E	5500	W	5900	9.70	55.90	10.90
2004	12100	C	E	5800	W	6300	8.60	54.00	10.90
2003	13600	C	E	6700	W	6900	9.80	58.50	10.20
2002	12400	F	E	5900	W	6500	9.80	55.20	6.90
2001	12000	C	E	5700	W	6300	9.20	53.50	6.50
2000	11400	C	E	5500	W	5900	9.60	55.00	8.70
1999	11500	C	E	5500	W	6000	10.40	54.60	6.70
1998	11800	C	E	5500	W	6300	9.90	54.40	8.00

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
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Florida Department of Transportation
 Transportation Statistics Office
 2013 Historical AADT Report

County: 10 - HILLSBOROUGH

Site: 5604 - SR 600/US 92, WEST OF POLK CO. LINE

Year	AADT	Direction 1	Direction 2	*K Factor	D Factor	T Factor
2013	8500 C	E 4300	W 4200	9.00	58.20	7.10
2012	8300 C	E 4100	W 4200	9.00	59.00	7.80
2011	8500 C	E 4200	W 4300	9.00	57.20	14.90
2010	8300 C	E 4100	W 4200	9.51	56.00	9.10
2009	8000 C	E 4000	W 4000	9.54	55.72	8.70
2008	8400 C	E 4200	W 4200	9.13	55.29	8.80
2007	9700 C	E 4900	W 4800	9.52	56.79	9.50
2006	9300 C	E 5000	W 4300	9.41	55.29	10.20
2005	9800 C	E 5000	W 4800	9.70	55.90	9.70
2004	8600 C	E 4400	W 4200	8.60	54.00	9.70
2003	8900 C	E 4600	W 4300	9.80	58.50	9.30
2002	9500 F	E 4800	W 4700	9.80	55.20	6.90
2001	9300 C	E 4700	W 4600	9.20	53.50	7.50
2000	10200 C	E 5200	W 5000	9.60	55.00	8.80
1999	11800 C	E 6000	W 5800	10.40	54.60	6.00
1998	9300 C	E 4800	W 4500	9.90	54.40	11.70

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
 S = Second Year Estimate; T = Third Year Estimate; F = Fourth Year Estimate
 V = Fifth Year Estimate; 6 = Sixth Year Estimate; X = Unknown
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Florida Department of Transportation
 Transportation Statistics Office
 2013 Historical AADT Report

County: 10 - HILLSBOROUGH

Site: 6001 - SR 600/US 92, W OF GALLAGHER RD

Year	AADT	Direction 1	Direction 2	*K Factor	D Factor	T Factor
2013	10600 C	E 5400	W 5200	9.00	58.20	9.70
2012	10200 C	E 5100	W 5100	9.00	59.00	9.20
2011	10800 C	E 5400	W 5400	9.00	57.20	9.50
2010	9600 F	E 4700	W 4900	9.51	56.00	9.20
2009	9800 C	E 4800	W 5000	9.54	55.72	10.50
2008	10100 F	E 5000	W 5100	9.13	55.29	10.50
2007	10100 C	E 5000	W 5100	9.52	56.79	10.50
2006	9600 C	E 4800	W 4800	9.41	55.29	12.10
2005	9300 C	E 4500	W 4800	9.70	55.90	8.60
2004	9300 C	E 4700	W 4600	8.60	54.00	8.00
2003	9500 C	E 4900	W 4600	9.80	58.50	9.30

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
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Florida Department of Transportation
 Transportation Statistics Office
 2013 Historical AADT Report

County: 16 - POLK

Site: 0073 - SR 600/US 92, E OF HILLSBOROUGH/POLK COUNTY LINE

Year	AADT	Direction 1	Direction 2	*K Factor	D Factor	T Factor
2013	9900 C	E 4600	W 5300	9.00	55.90	15.40
2012	9100 C	E 4300	W 4800	9.00	55.80	14.60
2011	9600 F	E 4400	W 5200	9.00	55.70	16.10
2010	9600 C	E 4400	W 5200	9.55	56.07	16.10
2009	9200 C	E 4400	W 4800	9.36	56.35	16.00
2008	9900 C	E 4800	W 5100	9.78	55.29	20.20
2007	10400 C	E 5000	W 5400	9.66	55.30	18.60
2006	11600 C	E 5600	W 6000	9.62	55.83	13.10
2005	11800 C	E 5700	W 6100	9.30	54.80	14.20
2004	11400 C	E 5300	W 6100	9.50	55.70	14.20
2003	10900 C	E 5000	W 5900	9.30	55.20	14.20
2002	9700 C	E 4500	W 5200	9.60	54.90	14.70
2001	10900 C	E 5200	W 5700	9.80	56.10	12.40
2000	11700 C	E 5600	W 6100	9.40	54.20	9.40
1999	12400 F	E 6000	W 6400	9.60	51.80	9.70
1998	12000 C	E 5800	W 6200	9.40	54.40	16.80

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
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Appendix I

Development of Future Traffic Volumes

**CALCULATION OF FUTURE YEAR
DIRECTIONAL DESIGN HOUR VOLUMES**

SR 600 (US 92) PD&E - From East of Interstate 4 to East of County Line Road

Calculation of DDHVs from 2040 AADTs - AM Peak

Traffic Count Location	2040 AADT	K	D-Peak	D-Off Peak	Peak DDHV	Off Peak DDHV
SR 600 (US 92)						
West of Falkenburg Road	39300	9.00%	59.60%	40.40%	2108	1429
Falkenburg Road - Williams Road	37650	9.00%	59.60%	40.40%	2020	1369
Williams Road - CR 579/Mango Road	33200	9.00%	59.60%	40.40%	1781	1207
CR 579/Mango Road - Peach Avenue	33800	9.00%	59.60%	40.40%	1813	1229
Peach Avenue - Pine Street	33800	9.00%	59.60%	40.40%	1813	1229
Pine Street - Parsons Avenue	31350	9.00%	59.60%	40.40%	1682	1140
Parsons Avenue - Kingsway Road	29200	9.00%	59.60%	40.40%	1566	1062
Kingsway Road - McIntosh Road	26150	9.00%	59.60%	40.40%	1403	951
McIntosh Road - Gallagher Road	23100	9.00%	59.60%	40.40%	1239	840
Gallagher Road - Branch Forbes Road	21700	9.00%	59.60%	40.40%	1164	789
Branch Forbes Road - Turkey Creek Road	19600	9.00%	59.60%	40.40%	1051	713
Turkey Creek Road - Whitehurst Road/Walter Drive	18100	9.00%	59.60%	40.40%	971	658
Whitehurst Road/Walter Drive - Thonotosassa Road/Lemon Street	21150	9.00%	59.60%	40.40%	1134	769
East of Thonotosassa Road/Lemon Street	35000	9.00%	59.60%	40.40%	1877	1273
West of Maryland Avenue	31300	9.00%	59.60%	40.40%	1679	1138
Maryland Avenue - Park Road	31400	9.00%	59.60%	40.40%	1684	1142
Park Road - County Line Road	28950	9.00%	59.60%	40.40%	1553	1053
East of County Line Road	13250	9.00%	59.60%	40.40%	711	482
Falkenburg Road						
South of SR 600 (US 92)	22900	9.00%	62.50%	37.50%	1288	773
North of SR 600 (US 92)	810	9.00%	57.89%	42.11%	42	31
Williams Road						
South of SR 600 (US 92)	14950	9.00%	55.40%	44.60%	745	600
North of SR 600 (US 92)	22550	9.00%	55.22%	44.78%	1121	909
CR 579/Mango Road						
South of SR 600 (US 92)	15950	9.00%	58.31%	41.69%	837	598
North of SR 600 (US 92)	41650	9.00%	55.80%	44.20%	2092	1657
Peach Avenue						
South of SR 600 (US 92)	500	9.00%	75.93%	24.07%	34	11
North of SR 600 (US 92)	3100	9.00%	54.48%	45.52%	152	127
Pine Street						
South of SR 600 (US 92)	1850	9.00%	56.77%	43.23%	95	72
North of SR 600 (US 92)	1600	9.00%	64.57%	35.43%	93	51
Parsons Avenue						
South of SR 600 (US 92)	10500	9.00%	55.47%	44.53%	524	421
North of SR 600 (US 92)	1440	9.00%	54.88%	45.12%	71	58
Kingsway Road						
South of SR 600 (US 92)	7750	9.00%	61.00%	39.00%	425	272
North of SR 600 (US 92)	13100	9.00%	50.28%	49.72%	593	586
McIntosh Road						
South of SR 600 (US 92)	17600	9.00%	57.91%	42.09%	917	667
North of SR 600 (US 92)	32350	9.00%	58.55%	41.45%	1705	1207
Gallagher Road						
South of SR 600 (US 92)	3500	9.00%	61.03%	38.97%	192	123
North of SR 600 (US 92)	6650	9.00%	60.27%	39.73%	361	238
Branch Forbes Road						
South of SR 600 (US 92)	9750	9.00%	60.10%	39.90%	527	350
North of SR 600 (US 92)	24450	9.00%	60.59%	39.41%	1333	867
Turkey Creek Road						
South of SR 600 (US 92)	13250	9.00%	65.29%	34.71%	779	414
Whitehurst Road/Walter Drive						
South of SR 600 (US 92)	2600	9.00%	52.73%	47.27%	123	111
North of SR 600 (US 92)	2200	9.00%	54.35%	45.65%	108	90
Thonotosassa Road/Lemon Street						
South of SR 600 (US 92)	4800	9.00%	52.38%	47.62%	226	206
North of SR 600 (US 92)	25150	9.00%	51.97%	48.03%	1176	1087
Maryland Avenue						
South of SR 600 (US 92)	4750	9.00%	57.00%	43.00%	244	184
North of SR 600 (US 92)	3250	9.00%	54.25%	45.75%	159	134
Park Road						
South of SR 600 (US 92)	38600	9.00%	51.21%	48.79%	1779	1695
North of SR 600 (US 92)	45550	9.00%	50.55%	49.45%	2072	2027
County Line Road						
South of SR 600 (US 92)	27100	9.00%	51.44%	48.56%	1255	1184
North of SR 600 (US 92)	37850	9.00%	52.96%	47.04%	1804	1602

SR 600 (US 92) PD&E - From East of Interstate 4 to East of County Line Road

Calculation of DDHVs from 2040 AADTs - PM Peak

Traffic Count Location	2040 AADT	K	D-Peak	D-Off Peak	Peak DDHV	Off Peak DDHV
SR 600 (US 92)						
West of Falkenburg Road	39300	9.00%	59.60%	40.40%	2108	1429
Falkenburg Road - Williams Road	37650	9.00%	59.60%	40.40%	2020	1369
Williams Road - CR 579/Mango Road	33200	9.00%	59.60%	40.40%	1781	1207
CR 579/Mango Road - Peach Avenue	33800	9.00%	59.60%	40.40%	1813	1229
Peach Avenue - Pine Street	33800	9.00%	59.60%	40.40%	1813	1229
Pine Street - Parsons Avenue	31350	9.00%	59.60%	40.40%	1682	1140
Parsons Avenue - Kingsway Road	29200	9.00%	59.60%	40.40%	1566	1062
Kingsway Road - McIntosh Road	26150	9.00%	59.60%	40.40%	1403	951
McIntosh Road - Gallagher Road	23100	9.00%	59.60%	40.40%	1239	840
Gallagher Road - Branch Forbes Road	21700	9.00%	59.60%	40.40%	1164	789
Branch Forbes Road - Turkey Creek Road	19600	9.00%	59.60%	40.40%	1051	713
Turkey Creek Road - Whitehurst Road/Walter Drive	18100	9.00%	59.60%	40.40%	971	658
Whitehurst Road/Walter Drive - Thonotosassa Road/Lemon Street	21150	9.00%	59.60%	40.40%	1134	769
East of Thonotosassa Road/Lemon Street	35000	9.00%	59.60%	40.40%	1877	1273
West of Maryland Avenue	31300	9.00%	59.60%	40.40%	1679	1138
Maryland Avenue - Park Road	31400	9.00%	59.60%	40.40%	1684	1142
Park Road - County Line Road	28950	9.00%	59.60%	40.40%	1553	1053
East of County Line Road	13250	9.00%	59.60%	40.40%	711	482
Falkenburg Road						
South of SR 600 (US 92)	22900	9.00%	78.92%	21.08%	1627	434
North of SR 600 (US 92)	810	9.00%	52.54%	47.46%	38	35
Williams Road						
South of SR 600 (US 92)	14950	9.00%	56.49%	43.51%	760	585
North of SR 600 (US 92)	22550	9.00%	57.50%	42.50%	1167	863
CR 579/Mango Road						
South of SR 600 (US 92)	15950	9.00%	55.99%	44.01%	804	632
North of SR 600 (US 92)	41650	9.00%	55.53%	44.47%	2082	1667
Peach Avenue						
South of SR 600 (US 92)	500	9.00%	69.23%	30.77%	31	14
North of SR 600 (US 92)	3100	9.00%	51.98%	48.02%	145	134
Pine Street						
South of SR 600 (US 92)	1850	9.00%	52.86%	47.14%	88	78
North of SR 600 (US 92)	1600	9.00%	72.34%	27.66%	104	40
Parsons Avenue						
South of SR 600 (US 92)	10500	9.00%	57.72%	42.28%	545	400
North of SR 600 (US 92)	1440	9.00%	56.25%	43.75%	73	57
Kingsway Road						
South of SR 600 (US 92)	7750	9.00%	63.66%	36.34%	444	253
North of SR 600 (US 92)	13100	9.00%	51.65%	48.35%	609	570
McIntosh Road						
South of SR 600 (US 92)	17600	9.00%	62.93%	37.07%	997	587
North of SR 600 (US 92)	32350	9.00%	59.52%	40.48%	1733	1179
Gallagher Road						
South of SR 600 (US 92)	3500	9.00%	52.20%	47.80%	164	151
North of SR 600 (US 92)	6650	9.00%	51.53%	48.47%	308	290
Branch Forbes Road						
South of SR 600 (US 92)	9750	9.00%	60.51%	39.49%	531	347
North of SR 600 (US 92)	24450	9.00%	56.01%	43.99%	1233	968
Turkey Creek Road						
South of SR 600 (US 92)	13250	9.00%	53.69%	46.31%	640	552
Whitehurst Road/Walter Drive						
South of SR 600 (US 92)	2600	9.00%	58.76%	41.24%	137	97
North of SR 600 (US 92)	2200	9.00%	55.94%	44.06%	111	87
Thonotosassa Road/Lemon Street						
South of SR 600 (US 92)	4800	9.00%	58.01%	41.99%	251	181
North of SR 600 (US 92)	25150	9.00%	55.89%	44.11%	1265	998
Maryland Avenue						
South of SR 600 (US 92)	4750	9.00%	51.53%	48.47%	220	207
North of SR 600 (US 92)	3250	9.00%	61.86%	38.14%	181	112
Park Road						
South of SR 600 (US 92)	38600	9.00%	54.26%	45.74%	1885	1589
North of SR 600 (US 92)	45550	9.00%	53.71%	46.29%	2202	1898
County Line Road						
South of SR 600 (US 92)	27100	9.00%	53.58%	46.42%	1307	1132
North of SR 600 (US 92)	37850	9.00%	53.87%	46.13%	1835	1571

SR 600 (US 92) PD&E - From East of Interstate 4 to East of County Line Road

Calculation of DDHVs from 2030 AADTs - AM Peak

Traffic Count Location	2030 AADT	K	D-Peak	D-Off Peak	Peak DDHV	Off Peak DDHV
SR 600 (US 92)						
West of Falkenburg Road	29750	9.00%	59.60%	40.40%	1596	1082
Falkenburg Road - Williams Road	27700	9.00%	59.60%	40.40%	1486	1007
Williams Road - CR 579/Mango Road	25650	9.00%	59.60%	40.40%	1376	933
CR 579/Mango Road - Peach Avenue	27250	9.00%	59.60%	40.40%	1462	991
Peach Avenue - Pine Street	27100	9.00%	59.60%	40.40%	1454	985
Pine Street - Parsons Avenue	25400	9.00%	59.60%	40.40%	1362	924
Parsons Avenue - Kingsway Road	22950	9.00%	59.60%	40.40%	1231	834
Kingsway Road - McIntosh Road	19950	9.00%	59.60%	40.40%	1070	725
McIntosh Road - Gallagher Road	18300	9.00%	59.60%	40.40%	982	665
Gallagher Road - Branch Forbes Road	17000	9.00%	59.60%	40.40%	912	618
Branch Forbes Road - Turkey Creek Road	17350	9.00%	59.60%	40.40%	931	631
Turkey Creek Road - Whitehurst Road/Walter Drive	15350	9.00%	59.60%	40.40%	823	558
Whitehurst Road/Walter Drive - Thonotosassa Road/Lemon Street	17450	9.00%	59.60%	40.40%	936	634
East of Thonotosassa Road/Lemon Street	29550	9.00%	59.60%	40.40%	1585	1074
West of Maryland Avenue	23750	9.00%	59.60%	40.40%	1274	864
Maryland Avenue - Park Road	23650	9.00%	59.60%	40.40%	1269	860
Park Road - County Line Road	22700	9.00%	59.60%	40.40%	1218	825
East of County Line Road	12600	9.00%	59.60%	40.40%	676	458
Falkenburg Road						
South of SR 600 (US 92)	17250	9.00%	62.50%	37.50%	970	582
North of SR 600 (US 92)	720	9.00%	57.89%	42.11%	38	27
Williams Road						
South of SR 600 (US 92)	11850	9.00%	55.40%	44.60%	591	476
North of SR 600 (US 92)	17350	9.00%	55.22%	44.78%	862	699
CR 579/Mango Road						
South of SR 600 (US 92)	14900	9.00%	58.31%	41.69%	782	559
North of SR 600 (US 92)	34600	9.00%	55.80%	44.20%	1738	1376
Peach Avenue						
South of SR 600 (US 92)	440	9.00%	75.93%	24.07%	30	10
North of SR 600 (US 92)	2750	9.00%	54.48%	45.52%	135	113
Pine Street						
South of SR 600 (US 92)	1650	9.00%	56.77%	43.23%	84	64
North of SR 600 (US 92)	1400	9.00%	64.57%	35.43%	81	45
Parsons Avenue						
South of SR 600 (US 92)	9350	9.00%	55.47%	44.53%	467	375
North of SR 600 (US 92)	1300	9.00%	54.88%	45.12%	64	53
Kingsway Road						
South of SR 600 (US 92)	7550	9.00%	61.00%	39.00%	414	265
North of SR 600 (US 92)	9900	9.00%	50.28%	49.72%	448	443
McIntosh Road						
South of SR 600 (US 92)	14800	9.00%	57.91%	42.09%	771	561
North of SR 600 (US 92)	26350	9.00%	58.55%	41.45%	1389	983
Gallagher Road						
South of SR 600 (US 92)	3100	9.00%	61.03%	38.97%	170	109
North of SR 600 (US 92)	5950	9.00%	60.27%	39.73%	323	213
Branch Forbes Road						
South of SR 600 (US 92)	8800	9.00%	60.10%	39.90%	476	316
North of SR 600 (US 92)	20700	9.00%	60.59%	39.41%	1129	734
Turkey Creek Road						
South of SR 600 (US 92)	11800	9.00%	65.29%	34.71%	693	369
Whitehurst Road/Walter Drive						
South of SR 600 (US 92)	2350	9.00%	52.73%	47.27%	112	100
North of SR 600 (US 92)	1950	9.00%	54.35%	45.65%	95	80
Thonotosassa Road/Lemon Street						
South of SR 600 (US 92)	4300	9.00%	52.38%	47.62%	203	184
North of SR 600 (US 92)	21750	9.00%	51.97%	48.03%	1017	940
Maryland Avenue						
South of SR 600 (US 92)	4250	9.00%	57.00%	43.00%	218	164
North of SR 600 (US 92)	2900	9.00%	54.25%	45.75%	142	119
Park Road						
South of SR 600 (US 92)	32200	9.00%	51.21%	48.79%	1484	1414
North of SR 600 (US 92)	36000	9.00%	50.55%	49.45%	1638	1602
County Line Road						
South of SR 600 (US 92)	26850	9.00%	51.44%	48.56%	1243	1173
North of SR 600 (US 92)	32800	9.00%	52.96%	47.04%	1563	1389

SR 600 (US 92) PD&E - From East of Interstate 4 to East of County Line Road

Calculation of DDHVs from 2030 AADTs - PM Peak

Traffic Count Location	2030 AADT	K	D-Peak	D-Off Peak	Peak DDHV	Off Peak DDHV
SR 600 (US 92)						
West of Falkenburg Road	29750	9.00%	59.60%	40.40%	1596	1082
Falkenburg Road - Williams Road	27700	9.00%	59.60%	40.40%	1486	1007
Williams Road - CR 579/Mango Road	25650	9.00%	59.60%	40.40%	1376	933
CR 579/Mango Road - Peach Avenue	27250	9.00%	59.60%	40.40%	1462	991
Peach Avenue - Pine Street	27100	9.00%	59.60%	40.40%	1454	985
Pine Street - Parsons Avenue	25400	9.00%	59.60%	40.40%	1362	924
Parsons Avenue - Kingsway Road	22950	9.00%	59.60%	40.40%	1231	834
Kingsway Road - McIntosh Road	19950	9.00%	59.60%	40.40%	1070	725
McIntosh Road - Gallagher Road	18300	9.00%	59.60%	40.40%	982	665
Gallagher Road - Branch Forbes Road	17000	9.00%	59.60%	40.40%	912	618
Branch Forbes Road - Turkey Creek Road	17350	9.00%	59.60%	40.40%	931	631
Turkey Creek Road - Whitehurst Road/Walter Drive	15350	9.00%	59.60%	40.40%	823	558
Whitehurst Road/Walter Drive - Thonotosassa Road/Lemon Street	17450	9.00%	59.60%	40.40%	936	634
East of Thonotosassa Road/Lemon Street	29550	9.00%	59.60%	40.40%	1585	1074
West of Maryland Avenue	23750	9.00%	59.60%	40.40%	1274	864
Maryland Avenue - Park Road	23650	9.00%	59.60%	40.40%	1269	860
Park Road - County Line Road	22700	9.00%	59.60%	40.40%	1218	825
East of County Line Road	12600	9.00%	59.60%	40.40%	676	458
Falkenburg Road						
South of SR 600 (US 92)	17250	9.00%	78.92%	21.08%	1225	327
North of SR 600 (US 92)	720	9.00%	52.54%	47.46%	34	31
Williams Road						
South of SR 600 (US 92)	11850	9.00%	56.49%	43.51%	602	464
North of SR 600 (US 92)	17350	9.00%	57.50%	42.50%	898	664
CR 579/Mango Road						
South of SR 600 (US 92)	14900	9.00%	55.99%	44.01%	751	590
North of SR 600 (US 92)	34600	9.00%	55.53%	44.47%	1729	1385
Peach Avenue						
South of SR 600 (US 92)	440	9.00%	69.23%	30.77%	27	12
North of SR 600 (US 92)	2750	9.00%	51.98%	48.02%	129	119
Pine Street						
South of SR 600 (US 92)	1650	9.00%	52.86%	47.14%	78	70
North of SR 600 (US 92)	1400	9.00%	72.34%	27.66%	91	35
Parsons Avenue						
South of SR 600 (US 92)	9350	9.00%	57.72%	42.28%	486	356
North of SR 600 (US 92)	1300	9.00%	56.25%	43.75%	66	51
Kingsway Road						
South of SR 600 (US 92)	7550	9.00%	63.66%	36.34%	433	247
North of SR 600 (US 92)	9900	9.00%	51.65%	48.35%	460	431
McIntosh Road						
South of SR 600 (US 92)	14800	9.00%	62.93%	37.07%	838	494
North of SR 600 (US 92)	26350	9.00%	59.52%	40.48%	1412	960
Gallagher Road						
South of SR 600 (US 92)	3100	9.00%	52.20%	47.80%	146	133
North of SR 600 (US 92)	5950	9.00%	51.53%	48.47%	276	260
Branch Forbes Road						
South of SR 600 (US 92)	8800	9.00%	60.51%	39.49%	479	313
North of SR 600 (US 92)	20700	9.00%	56.01%	43.99%	1043	820
Turkey Creek Road						
South of SR 600 (US 92)	11800	9.00%	53.69%	46.31%	570	492
Whitehurst Road/Walter Drive						
South of SR 600 (US 92)	2350	9.00%	58.76%	41.24%	124	87
North of SR 600 (US 92)	1950	9.00%	55.94%	44.06%	98	77
Thonotosassa Road/Lemon Street						
South of SR 600 (US 92)	4300	9.00%	58.01%	41.99%	224	163
North of SR 600 (US 92)	21750	9.00%	55.89%	44.11%	1094	863
Maryland Avenue						
South of SR 600 (US 92)	4250	9.00%	51.53%	48.47%	197	185
North of SR 600 (US 92)	2900	9.00%	61.86%	38.14%	161	100
Park Road						
South of SR 600 (US 92)	32200	9.00%	54.26%	45.74%	1572	1326
North of SR 600 (US 92)	36000	9.00%	53.71%	46.29%	1740	1500
County Line Road						
South of SR 600 (US 92)	26850	9.00%	53.58%	46.42%	1295	1122
North of SR 600 (US 92)	32800	9.00%	53.87%	46.13%	1590	1362

SR 600 (US 92) PD&E - From East of Interstate 4 to East of County Line Road

Calculation of DDHVs from 2020 AADTs - AM Peak

Traffic Count Location	2020 AADT	K	D-Peak	D-Off Peak	Peak DDHV	Off Peak DDHV
SR 600 (US 92)						
West of Falkenburg Road	20200	9.00%	59.60%	40.40%	1084	734
Falkenburg Road - Williams Road	17750	9.00%	59.60%	40.40%	952	645
Williams Road - CR 579/Mango Road	18100	9.00%	59.60%	40.40%	971	658
CR 579/Mango Road - Peach Avenue	20700	9.00%	59.60%	40.40%	1110	753
Peach Avenue - Pine Street	20400	9.00%	59.60%	40.40%	1094	742
Pine Street - Parsons Avenue	19400	9.00%	59.60%	40.40%	1041	705
Parsons Avenue - Kingsway Road	16700	9.00%	59.60%	40.40%	896	607
Kingsway Road - McIntosh Road	13700	9.00%	59.60%	40.40%	735	498
McIntosh Road - Gallagher Road	13500	9.00%	59.60%	40.40%	724	491
Gallagher Road - Branch Forbes Road	12350	9.00%	59.60%	40.40%	662	449
Branch Forbes Road - Turkey Creek Road	15100	9.00%	59.60%	40.40%	810	549
Turkey Creek Road - Whitehurst Road/Walter Drive	12600	9.00%	59.60%	40.40%	676	458
Whitehurst Road/Walter Drive - Thonotosassa Road/Lemon Street	13750	9.00%	59.60%	40.40%	738	500
East of Thonotosassa Road/Lemon Street	24100	9.00%	59.60%	40.40%	1293	876
West of Maryland Avenue	16200	9.00%	59.60%	40.40%	869	589
Maryland Avenue - Park Road	15900	9.00%	59.60%	40.40%	853	578
Park Road - County Line Road	16450	9.00%	59.60%	40.40%	882	598
East of County Line Road	11950	9.00%	59.60%	40.40%	641	435
Falkenburg Road						
South of SR 600 (US 92)	11600	9.00%	62.50%	37.50%	653	392
North of SR 600 (US 92)	630	9.00%	57.89%	42.11%	33	24
Williams Road						
South of SR 600 (US 92)	8700	9.00%	55.40%	44.60%	434	349
North of SR 600 (US 92)	9150	9.00%	55.22%	44.78%	455	369
CR 579/Mango Road						
South of SR 600 (US 92)	13850	9.00%	58.31%	41.69%	727	520
North of SR 600 (US 92)	27550	9.00%	55.80%	44.20%	1384	1096
Peach Avenue						
South of SR 600 (US 92)	390	9.00%	75.93%	24.07%	27	8
North of SR 600 (US 92)	2400	9.00%	54.48%	45.52%	118	98
Pine Street						
South of SR 600 (US 92)	1450	9.00%	56.77%	43.23%	74	56
North of SR 600 (US 92)	1250	9.00%	64.57%	35.43%	73	40
Parsons Avenue						
South of SR 600 (US 92)	8200	9.00%	55.47%	44.53%	409	329
North of SR 600 (US 92)	1150	9.00%	54.88%	45.12%	57	47
Kingsway Road						
South of SR 600 (US 92)	7300	9.00%	61.00%	39.00%	401	256
North of SR 600 (US 92)	6700	9.00%	50.28%	49.72%	303	300
McIntosh Road						
South of SR 600 (US 92)	12000	9.00%	57.91%	42.09%	625	455
North of SR 600 (US 92)	20300	9.00%	58.55%	41.45%	1070	757
Gallagher Road						
South of SR 600 (US 92)	2750	9.00%	61.03%	38.97%	151	96
North of SR 600 (US 92)	5200	9.00%	60.27%	39.73%	282	186
Branch Forbes Road						
South of SR 600 (US 92)	7900	9.00%	60.10%	39.90%	427	284
North of SR 600 (US 92)	16950	9.00%	60.59%	39.41%	924	601
Turkey Creek Road						
South of SR 600 (US 92)	10350	9.00%	65.29%	34.71%	608	323
Whitehurst Road/Walter Drive						
South of SR 600 (US 92)	2050	9.00%	52.73%	47.27%	97	87
North of SR 600 (US 92)	1700	9.00%	54.35%	45.65%	83	70
Thonotosassa Road/Lemon Street						
South of SR 600 (US 92)	3750	9.00%	52.38%	47.62%	177	161
North of SR 600 (US 92)	18300	9.00%	51.97%	48.03%	856	791
Maryland Avenue						
South of SR 600 (US 92)	3700	9.00%	57.00%	43.00%	190	143
North of SR 600 (US 92)	2550	9.00%	54.25%	45.75%	125	105
Park Road						
South of SR 600 (US 92)	25800	9.00%	51.21%	48.79%	1189	1133
North of SR 600 (US 92)	26450	9.00%	50.55%	49.45%	1203	1177
County Line Road						
South of SR 600 (US 92)	26600	9.00%	51.44%	48.56%	1231	1163
North of SR 600 (US 92)	27750	9.00%	52.96%	47.04%	1323	1175

SR 600 (US 92) PD&E - From East of Interstate 4 to East of County Line Road

Calculation of DDHVs from 2020 AADTs - PM Peak

Traffic Count Location	2020 AADT	K	D-Peak	D-Off Peak	Peak DDHV	Off Peak DDHV
SR 600 (US 92)						
West of Falkenburg Road	20200	9.00%	59.60%	40.40%	1084	734
Falkenburg Road - Williams Road	17750	9.00%	59.60%	40.40%	952	645
Williams Road - CR 579/Mango Road	18100	9.00%	59.60%	40.40%	971	658
CR 579/Mango Road - Peach Avenue	20700	9.00%	59.60%	40.40%	1110	753
Peach Avenue - Pine Street	20400	9.00%	59.60%	40.40%	1094	742
Pine Street - Parsons Avenue	19400	9.00%	59.60%	40.40%	1041	705
Parsons Avenue - Kingsway Road	16700	9.00%	59.60%	40.40%	896	607
Kingsway Road - McIntosh Road	13700	9.00%	59.60%	40.40%	735	498
McIntosh Road - Gallagher Road	13500	9.00%	59.60%	40.40%	724	491
Gallagher Road - Branch Forbes Road	12350	9.00%	59.60%	40.40%	662	449
Branch Forbes Road - Turkey Creek Road	15100	9.00%	59.60%	40.40%	810	549
Turkey Creek Road - Whitehurst Road/Walter Drive	12600	9.00%	59.60%	40.40%	676	458
Whitehurst Road/Walter Drive - Thonotosassa Road/Lemon Street	13750	9.00%	59.60%	40.40%	738	500
East of Thonotosassa Road/Lemon Street	24100	9.00%	59.60%	40.40%	1293	876
West of Maryland Avenue	16200	9.00%	59.60%	40.40%	869	589
Maryland Avenue - Park Road	15900	9.00%	59.60%	40.40%	853	578
Park Road - County Line Road	16450	9.00%	59.60%	40.40%	882	598
East of County Line Road	11950	9.00%	59.60%	40.40%	641	435
Falkenburg Road						
South of SR 600 (US 92)	11600	9.00%	78.92%	21.08%	824	220
North of SR 600 (US 92)	630	9.00%	52.54%	47.46%	30	27
Williams Road						
South of SR 600 (US 92)	8700	9.00%	56.49%	43.51%	442	341
North of SR 600 (US 92)	9150	9.00%	57.50%	42.50%	474	350
CR 579/Mango Road						
South of SR 600 (US 92)	13850	9.00%	55.99%	44.01%	698	549
North of SR 600 (US 92)	27550	9.00%	55.53%	44.47%	1377	1103
Peach Avenue						
South of SR 600 (US 92)	390	9.00%	69.23%	30.77%	24	11
North of SR 600 (US 92)	2400	9.00%	51.98%	48.02%	112	104
Pine Street						
South of SR 600 (US 92)	1450	9.00%	52.86%	47.14%	69	62
North of SR 600 (US 92)	1250	9.00%	72.34%	27.66%	81	31
Parsons Avenue						
South of SR 600 (US 92)	8200	9.00%	57.72%	42.28%	426	312
North of SR 600 (US 92)	1150	9.00%	56.25%	43.75%	58	45
Kingsway Road						
South of SR 600 (US 92)	7300	9.00%	63.66%	36.34%	418	239
North of SR 600 (US 92)	6700	9.00%	51.65%	48.35%	311	292
McIntosh Road						
South of SR 600 (US 92)	12000	9.00%	62.93%	37.07%	680	400
North of SR 600 (US 92)	20300	9.00%	59.52%	40.48%	1087	740
Gallagher Road						
South of SR 600 (US 92)	2750	9.00%	52.20%	47.80%	129	118
North of SR 600 (US 92)	5200	9.00%	51.53%	48.47%	241	227
Branch Forbes Road						
South of SR 600 (US 92)	7900	9.00%	60.51%	39.49%	430	281
North of SR 600 (US 92)	16950	9.00%	56.01%	43.99%	854	671
Turkey Creek Road						
South of SR 600 (US 92)	10350	9.00%	53.69%	46.31%	500	431
Whitehurst Road/Walter Drive						
South of SR 600 (US 92)	2050	9.00%	58.76%	41.24%	108	76
North of SR 600 (US 92)	1700	9.00%	55.94%	44.06%	86	67
Thonotosassa Road/Lemon Street						
South of SR 600 (US 92)	3750	9.00%	58.01%	41.99%	196	142
North of SR 600 (US 92)	18300	9.00%	55.89%	44.11%	921	726
Maryland Avenue						
South of SR 600 (US 92)	3700	9.00%	51.53%	48.47%	172	161
North of SR 600 (US 92)	2550	9.00%	61.86%	38.14%	142	88
Park Road						
South of SR 600 (US 92)	25800	9.00%	54.26%	45.74%	1260	1062
North of SR 600 (US 92)	26450	9.00%	53.71%	46.29%	1279	1102
County Line Road						
South of SR 600 (US 92)	26600	9.00%	53.58%	46.42%	1283	1111
North of SR 600 (US 92)	27750	9.00%	53.87%	46.13%	1345	1152

SR 600 (US 92) -
From East of I-4 to County Line Road

Design Year 2040 AM Peak

Intersection	Movement	AM Turning Volume (Raw TMC)	Approach Total	Turn Percent (%)	2040 AM DDHV	2040 AM Turning Volume
US 92 @ Falkenburg Road	EBLT	4	642	1%	1429	9
	EBTH	291		45%		648
	EBRT	347		54%		772
	NBLT	196		62%		481
	NBTH	7	315	2%	773	17
	NBRT	112		36%		275
	WBLT	171		29%		577
	WBTH	423		71%		1426
	WBRT	5	599	1%	2020	17
	SBLT	10		45%		19
	SBTH	7		32%		13
	SBRT	5		23%		10
US 92 @ Williams Road	EBLT	36	396	9%	1369	124
	EBTH	293		74%		1013
	EBRT	67		17%		232
	NBLT	111		34%		256
	NBTH	124	323	38%	745	286
	NBRT	88		27%		203
	WBLT	68		11%		203
	WBTH	440		74%		1313
	WBRT	89	597	15%	1781	266
	SBLT	98		32%		358
	SBTH	125		41%		456
	SBRT	84		27%		307
US 92 @ CR 579/Mango Road	EBLT	213	682	31%	1207	377
	EBTH	345		51%		611
	EBRT	124		18%		219
	NBLT	146		21%		172
	NBTH	500	709	71%	837	590
	NBRT	63		9%		74
	WBLT	101		10%		180
	WBTH	390		38%		694
	WBRT	528	1019	52%	1813	939
	SBLT	316		32%		533
	SBTH	282		29%		475
	SBRT	385		39%		649
US 92 @ Peach Avenue	EBLT	179	678	26%	1229	324
	EBTH	494		73%		895
	EBRT	5		1%		9
	NBLT	7		17%		6
	NBTH	31	41	76%	34	26
	NBRT	3		7%		2
	WBLT	1		0%		2
	WBTH	804		88%		1600
	WBRT	106	911	12%	1813	211
	SBLT	72		27%		35
	SBTH	7		3%		3
	SBRT	185		70%		89
US 92 @ Pine Street	EBLT	101	549	18%	1229	226
	EBTH	415		76%		929
	EBRT	33		6%		74
	NBLT	35		32%		31
	NBTH	54	109	50%	95	47
	NBRT	20		18%		17
	WBLT	21		2%		39
	WBTH	787		88%		1472
	WBRT	91	899	10%	1682	170
	SBLT	44		33%		17
	SBTH	29		21%		11
	SBRT	62		46%		23
US 92 @ Parsons Avenue	EBLT	12	483	2%	1140	28
	EBTH	329		68%		777
	EBRT	142		29%		335
	NBLT	249		72%		378
	NBTH	14	345	4%	524	21
	NBRT	82		24%		125
	WBLT	118		15%		237
	WBTH	650		83%		1307
	WBRT	11	779	1%	1566	22
	SBLT	11		24%		17
	SBTH	17		38%		27
	SBRT	17		38%		27
US 92 @ Kingsway Road	EBLT	84	430	20%	1062	207
	EBTH	259		60%		640
	EBRT	87		20%		215
	NBLT	141		39%		164
	NBTH	150	366	41%	425	174
	NBRT	75		20%		87
	WBLT	57		10%		147
	WBTH	451		83%		1163
	WBRT	36	544	7%	1403	93
	SBLT	27		10%		59
	SBTH	90		34%		198
	SBRT	150		56%		329

SR 600 (US 92) -
From East of I-4 to County Line Road

Intersection	Movement	AM Turning Volume (Raw TMC)	Approach Total	Turn Percent (%)	2040 AM DDHV	2040 AM Turning Volume			
US 92 @ McIntosh Road	EBLT	158	430	37%	951	349			
	EBTH	245		57%		542			
	EBRT	27		6%		60			
	US 92 @ Gallagher Road	NBLT	28	516	5%	917	50		
		NBTH	412		80%		732		
		NBRT	76		15%		135		
		US 92 @ Branch Forbes Road	WBLT	95	724	13%	1239	163	
			WBTH	251		35%		430	
			WBRT	378		52%		647	
			US 92 @ Turkey Creek Road	SBLT	269	671	40%	1207	484
				SBTH	253		38%		455
				SBRT	149		22%		268
US 92 @ Whitehurst Road/Walter Drive				EBLT	367	538	68%	840	573
				EBTH	146		27%		228
				EBRT	25		5%		39
	US 92 @ Thonotosassa Road/Lemon Street			NBLT	56	249	22%	192	43
				NBTH	180		72%		139
				NBRT	13		5%		10
		US 92 @ Maryland Avenue		WBLT	27	715	4%	1164	44
				WBTH	384		54%		625
				WBRT	304		43%		495
			US 92 @ Thonotosassa Road/Lemon Street	SBLT	165	564	29%	867	70
				SBTH	107		19%		45
				SBRT	289		52%		123
US 92 @ Thonotosassa Road/Lemon Street				EBLT	74	324	23%	789	180
				EBTH	211		65%		514
				EBRT	39		12%		95
	US 92 @ Thonotosassa Road/Lemon Street			NBLT	48	482	10%	527	52
				NBTH	411		85%		449
				NBRT	23		5%		25
		US 92 @ Thonotosassa Road/Lemon Street		WBLT	26	680	4%	1051	40
				WBTH	272		40%		420
				WBRT	382		56%		590
			US 92 @ Thonotosassa Road/Lemon Street	SBLT	129	564	23%	867	198
				SBTH	255		45%		392
				SBRT	180		32%		277
US 92 @ Thonotosassa Road/Lemon Street				EBTH	197	369	53%	713	381
				EBRT	172		47%		332
				NBLT	418		78%		605
	US 92 @ Thonotosassa Road/Lemon Street			NBRT	120	538	22%	779	174
				WBLT	114		24%		231
				WBTH	365		76%		740
		US 92 @ Thonotosassa Road/Lemon Street		EBLT	10	323	3%	658	20
				EBTH	301		93%		613
				EBRT	12		4%		24
			US 92 @ Thonotosassa Road/Lemon Street	NBLT	15	58	26%	123	32
				NBTH	9		16%		19
				NBRT	34		59%		72
US 92 @ Thonotosassa Road/Lemon Street				WBLT	25	449	6%	1134	63
				WBTH	401		89%		1013
				WBRT	23		5%		58
	US 92 @ Thonotosassa Road/Lemon Street			SBLT	23	50	46%	108	50
				SBTH	15		30%		32
				SBRT	12		24%		26
		US 92 @ Thonotosassa Road/Lemon Street		EBLT	58	291	20%	769	153
				EBTH	202		69%		534
				EBRT	31		11%		82
			US 92 @ Thonotosassa Road/Lemon Street	NBLT	27	120	23%	206	46
				NBTH	76		63%		130
				NBRT	17		14%		29
US 92 @ Thonotosassa Road/Lemon Street				WBLT	29	695	4%	1877	78
				WBTH	234		34%		632
				WBRT	432		62%		1167
	US 92 @ Thonotosassa Road/Lemon Street			SBLT	433	523	83%	1087	900
				SBTH	72		14%		150
				SBRT	18		3%		37
		US 92 @ Thonotosassa Road/Lemon Street		EBLT	24	237	10%	1138	115
				EBTH	190		80%		912
				EBRT	23		10%		110
			US 92 @ Thonotosassa Road/Lemon Street	NBLT	48	114	42%	244	103
				NBTH	37		32%		79
				NBRT	29		25%		62
US 92 @ Thonotosassa Road/Lemon Street				WBLT	39	367	11%	1684	179
				WBTH	306		83%		1404
				WBRT	22		6%		101
	US 92 @ Thonotosassa Road/Lemon Street			SBLT	9	70	13%	134	17
				SBTH	24		34%		46
				SBRT	37		53%		71

SR 600 (US 92) -
From East of I-4 to County Line Road

Intersection	Movement	AM Turning Volume (Raw TMC)	Approach Total	Turn Percent (%)
US 92 @ Park Road	EBLT	78	246	32%
	EBTH	118		48%
	EBRT	50		20%
	NBLT	90	828	11%
	NBTH	598		72%
	NBRT	140		17%
	WBLT	196	496	40%
	WBTH	244		49%
	WBRT	56		11%
	SBLT	53	716	7%
	SBTH	543		76%
	SBRT	120		17%
	US 92 @ County Line Road	EBLT	52	254
EBTH		125	49%	
EBRT		77	30%	
NBLT		67	945	7%
NBTH		793		84%
NBRT		85		9%
WBLT		118	312	38%
WBTH		127		41%
WBRT		67		21%
SBLT		81	810	10%
SBTH		697		86%
SBRT		32		4%

2040 AM DDHV	2040 AM Turning Volume
1142	362
	548
	232
1779	193
	1285
	301
1553	614
	764
	175
2027	150
	1537
	340
1053	216
	518
	319
1255	89
	1053
	113
711	269
	289
	153
1602	160
	1379
	63

SR 600 (US 92) -
From East of I-4 to County Line Road

Design Year 2040 PM Peak

Intersection	Movement	PM Turning Volume (Raw TMC)	Approach Total	Turn Percent (%)	2040 PM DDHV	2040 PM Turning Volume			
US 92 @ Falkenburg Road	EBLT	7	778	1%	2108	19			
	EBTH	637		82%		1726			
	EBRT	134		17%		363			
	US 92 @ Williams Road	NBLT	544	831	65%	1627	1065		
		NBTH	14		2%		27		
		NBRT	273		33%		535		
		US 92 @ CR 579/Mango Road	WBLT	78	392	20%	1369	272	
			WBTH	304		78%		1062	
			WBRT	10		3%		35	
			US 92 @ Peach Avenue	SBLT	10	28	36%	35	13
				SBTH	10		36%		13
				SBRT	8		29%		10
US 92 @ Pine Street				EBLT	128	998	13%	2020	259
	EBTH			697	70%		1411		
	EBRT			173	17%		350		
	US 92 @ Kingsway Road			NBLT	71	416	17%	585	100
		NBTH		281	68%		395		
		NBRT		64	15%		90		
		US 92 @ Parsons Avenue		WBLT	111	517	21%	1207	259
				WBTH	328		63%		766
				WBRT	78		15%		182
			US 92 @ Peach Avenue	SBLT	72	360	20%	863	173
				SBTH	256		71%		614
				SBRT	32		9%		77
US 92 @ Kingsway Road				EBLT	327	992	33%	1781	587
				EBTH	519		52%		932
				EBRT	146		15%		262
	US 92 @ Kingsway Road			NBLT	76	573	13%	632	84
				NBTH	390		68%		430
				NBRT	107		19%		118
		US 92 @ Kingsway Road		WBLT	87	538	16%	1229	199
				WBTH	199		37%		455
				WBRT	252		47%		576
			US 92 @ Kingsway Road	SBLT	543	1210	45%	2082	934
				SBTH	496		41%		853
				SBRT	171		14%		294
US 92 @ Kingsway Road				EBLT	69	1084	6%	1813	115
				EBTH	1004		93%		1679
				EBRT	11		1%		18
	US 92 @ Kingsway Road			NBLT	3	8	38%	14	5
				NBTH	4		50%		7
				NBRT	1		13%		2
		US 92 @ Kingsway Road		WBLT	4	572	1%	1229	9
				WBTH	532		93%		1143
				WBRT	36		6%		77
			US 92 @ Kingsway Road	SBLT	44	118	37%	145	54
				SBTH	3		3%		4
				SBRT	71		60%		87
US 92 @ Kingsway Road				EBLT	4	1079	0%	1813	7
				EBTH	1033		96%		1736
				EBRT	42		4%		71
	US 92 @ Kingsway Road			NBLT	23	66	35%	78	27
				NBTH	2		3%		2
				NBRT	41		62%		48
		US 92 @ Kingsway Road		WBLT	25	532	5%	1140	54
				WBTH	500		94%		1071
				WBRT	7		1%		15
			US 92 @ Kingsway Road	SBLT	11	34	32%	104	34
				SBTH	7		21%		21
				SBRT	16		47%		49
US 92 @ Kingsway Road				EBLT	13	1036	1%	1682	21
				EBTH	772		75%		1253
				EBRT	251		24%		408
	US 92 @ Kingsway Road			NBLT	134	271	49%	400	198
				NBTH	16		6%		24
				NBRT	121		45%		179
		US 92 @ Kingsway Road		WBLT	101	416	24%	1062	258
				WBTH	309		74%		789
				WBRT	6		1%		15
			US 92 @ Kingsway Road	SBLT	14	45	31%	73	23
				SBTH	18		40%		29
				SBRT	13		29%		21
US 92 @ Kingsway Road				EBLT	119	887	13%	1566	210
				EBTH	567		64%		1001
				EBRT	201		23%		355
	US 92 @ Kingsway Road			NBLT	73	262	28%	253	70
				NBTH	118		45%		114
				NBRT	71		27%		69
		US 92 @ Kingsway Road		WBLT	93	384	24%	951	230
				WBTH	279		73%		691
				WBRT	12		3%		30
			US 92 @ Kingsway Road	SBLT	30	266	11%	609	69
				SBTH	165		62%		378
				SBRT	71		27%		163

SR 600 (US 92) -
From East of I-4 to County Line Road

Intersection	Movement	PM Turning Volume (Raw TMC)	Approach Total	Turn Percent (%)	2040 PM DDHV	2040 PM Turning Volume
US 92 @ McIntosh Road	EBLT	153	535	29%	1403	401
	EBTH	329		61%		863
	EBRT	53		10%		139
	NBLT	22		7%		39
	NBTH	268	334	80%	587	471
	NBRT	44		13%		77
	WBLT	57		15%		125
	WBTH	179		47%		393
	WBRT	147	383	38%	840	322
	SBLT	257		31%		533
	SBTH	457		55%		948
	SBRT	121		14%		251
US 92 @ Gallagher Road	EBLT	87	616	14%	1239	175
	EBTH	487		79%		980
	EBRT	42		7%		84
	NBLT	40		37%		61
	NBTH	26	107	24%	164	40
	NBRT	41		38%		63
	WBLT	21		6%		51
	WBTH	265		82%		643
	WBRT	39	325	12%	789	95
	SBLT	42		29%		85
	SBTH	35		24%		71
	SBRT	66		46%		134
US 92 @ Branch Forbes Road	EBLT	80	474	17%	1164	196
	EBTH	357		75%		877
	EBRT	37		8%		91
	NBLT	24		9%		32
	NBTH	209	263	79%	347	276
	NBRT	30		11%		40
	WBLT	45		8%		58
	WBTH	274		49%		351
	WBRT	238	557	43%	713	305
	SBLT	271		40%		498
	SBTH	321		48%		590
	SBRT	79		12%		145
US 92 @ Turkey Creek Road	EBTH	396	700	57%	1051	595
	EBRT	304		43%		456
	NBLT	266		67%		372
	NBRT	129	395	33%	552	180
	WBLT	154		31%		207
	WBTH	336		69%		451
US 92 @ Whitehurst Road/Walter Drive	EBLT	26	612	4%	971	41
	EBTH	536		88%		850
	EBRT	50		8%		79
	NBLT	33		45%		44
	NBTH	10	73	14%	97	13
	NBRT	30		41%		40
	WBLT	42		8%		61
	WBTH	447		84%		645
	WBRT	44	533	8%	769	63
	SBLT	24		38%		42
	SBTH	12		19%		21
	SBRT	27		63		43%
US 92 @ Thonotosassa Road/Lemon Street	EBLT	104	480	22%	1134	246
	EBTH	358		75%		846
	EBRT	18		4%		43
	NBLT	19		10%		25
	NBTH	153	192	80%	251	200
	NBRT	20		10%		26
	WBLT	38		4%		50
	WBTH	400		41%		523
	WBRT	535	973	55%	1273	700
	SBLT	494		79%		789
	SBTH	83		13%		133
	SBRT	48		8%		77
US 92 @ Maryland Avenue	EBLT	94	656	14%	1679	241
	EBTH	507		77%		1298
	EBRT	55		8%		141
	NBLT	45		28%		59
	NBTH	65	158	41%	207	85
	NBRT	48		30%		63
	WBLT	68		11%		127
	WBTH	485		79%		904
	WBRT	60	613	10%	1142	112
	SBLT	43		32%		36
	SBTH	45		33%		37
	SBRT	47		135		35%

SR 600 (US 92) -
From East of I-4 to County Line Road

Intersection	Movement	PM Turning Volume (Raw TMC)	Approach Total	Turn Percent (%)
US 92 @ Park Road	EBLT	218	686	32%
	EBTH	369		54%
	EBRT	99		14%
	NBLT	72	876	8%
	NBTH	571		65%
	NBRT	233		27%
	WBLT	294	816	36%
	WBTH	412		50%
	WBRT	110		13%
	SBLT	89	1043	9%
	SBTH	646		62%
	SBRT	308		30%
US 92 @ County Line Road	EBLT	61	389	16%
	EBTH	207		53%
	EBRT	121		31%
	NBLT	132	920	14%
	NBTH	713		78%
	NBRT	75		8%
	WBLT	121	496	24%
	WBTH	261		53%
	WBRT	114		23%
	SBLT	56	1037	5%
	SBTH	820		79%
	SBRT	161		16%

2040 PM DDHV	2040 PM Turning Volume
1684	535
	906
	243
1589	131
	1036
	423
1053	379
	532
	142
2202	188
	1364
	650
1553	244
	826
	483
1132	162
	877
	92
482	118
	254
	111
1835	99
	1451
	285

SR 600 (US 92) -
From East of I-4 to County Line Road

Interim Year 2030 AM Peak

Intersection	Movement	AM Turning Volume (Raw TMC)	Approach Total	Turn Percent (%)	2030 AM DDHV	2030 AM Turning Volume
US 92 @ Falkenburg Road	EBLT	4	642	1%	1082	7
	EBTH	291		45%		490
	EBRT	347		54%		585
	NBLT	196	315	62%	582	362
	NBTH	7		2%		13
	NBRT	112		36%		207
	WBLT	171	599	29%	1486	424
	WBTH	423		71%		1049
	WBRT	5		1%		12
	SBLT	10	22	45%	38	17
	SBTH	7		32%		12
	SBRT	5		23%		9
US 92 @ Williams Road	EBLT	36	396	9%	1007	92
	EBTH	293		74%		745
	EBRT	67		17%		170
	NBLT	111	323	34%	591	203
	NBTH	124		38%		227
	NBRT	88		27%		161
	WBLT	68	597	11%	1376	157
	WBTH	440		74%		1014
	WBRT	89		15%		205
	SBLT	98	307	32%	862	275
	SBTH	125		41%		351
	SBRT	84		27%		236
US 92 @ CR 579/Mango Road	EBLT	213	682	31%	933	291
	EBTH	345		51%		472
	EBRT	124		18%		170
	NBLT	146	709	21%	782	161
	NBTH	500		71%		551
	NBRT	63		9%		69
	WBLT	101	1019	10%	1462	145
	WBTH	390		38%		560
	WBRT	528		52%		758
	SBLT	316	983	32%	1376	442
	SBTH	282		29%		395
	SBRT	385		39%		539
US 92 @ Peach Avenue	EBLT	179	678	26%	991	262
	EBTH	494		73%		722
	EBRT	5		1%		7
	NBLT	7	41	17%	30	5
	NBTH	31		76%		23
	NBRT	3		7%		2
	WBLT	1	911	0%	1454	2
	WBTH	804		88%		1283
	WBRT	106		12%		169
	SBLT	72	264	27%	113	31
	SBTH	7		3%		3
	SBRT	185		70%		79
US 92 @ Pine Street	EBLT	101	549	18%	985	181
	EBTH	415		76%		745
	EBRT	33		6%		59
	NBLT	35	109	32%	84	27
	NBTH	54		50%		42
	NBRT	20		18%		15
	WBLT	21	899	2%	1362	32
	WBTH	787		88%		1192
	WBRT	91		10%		138
	SBLT	44	135	33%	45	15
	SBTH	29		21%		10
	SBRT	62		46%		21
US 92 @ Parsons Avenue	EBLT	12	483	2%	924	23
	EBTH	329		68%		629
	EBRT	142		29%		272
	NBLT	249	345	72%	467	337
	NBTH	14		4%		19
	NBRT	82		24%		111
	WBLT	118	779	15%	1231	186
	WBTH	650		83%		1027
	WBRT	11		1%		17
	SBLT	11	45	24%	64	16
	SBTH	17		38%		24
	SBRT	17		38%		24
US 92 @ Kingsway Road	EBLT	84	430	20%	834	163
	EBTH	259		60%		502
	EBRT	87		20%		169
	NBLT	141	366	39%	414	159
	NBTH	150		41%		170
	NBRT	75		20%		85
	WBLT	57	544	10%	1070	112
	WBTH	451		83%		887
	WBRT	36		7%		71
	SBLT	27	267	10%	443	45
	SBTH	90		34%		149
	SBRT	150		56%		249

SR 600 (US 92) -
From East of I-4 to County Line Road

Intersection	Movement	AM Turning Volume (Raw TMC)	Approach Total	Turn Percent (%)	2030 AM DDHV	2030 AM Turning Volume			
US 92 @ McIntosh Road	EBLT	158	430	37%	725	266			
	EBTH	245		57%		413			
	EBRT	27		6%		46			
	US 92 @ Gallagher Road	NBLT	28	516	5%	771	42		
		NBTH	412		80%		616		
		NBRT	76		15%		114		
		US 92 @ Branch Forbes Road	WBLT	95	724	13%	982	129	
			WBTH	251		35%		340	
			WBRT	378		52%		513	
			US 92 @ Turkey Creek Road	SBLT	269	715	40%	912	394
				SBTH	253		38%		371
				SBRT	149		22%		218
US 92 @ Whitehurst Road/Walter Drive				EBLT	367	538	68%	665	454
				EBTH	146		27%		180
				EBRT	25		5%		31
	US 92 @ Thonotosassa Road/Lemon Street			NBLT	56	249	22%	170	38
				NBTH	180		72%		123
				NBRT	13		5%		9
		US 92 @ Maryland Avenue		WBLT	27	715	4%	912	34
				WBTH	384		54%		490
				WBRT	304		43%		388
			US 92 @ Thonotosassa Road/Lemon Street	SBLT	165	564	29%	734	63
				SBTH	107		19%		41
				SBRT	289		52%		110
US 92 @ Thonotosassa Road/Lemon Street				EBLT	74	324	23%	618	141
				EBTH	211		65%		402
				EBRT	39		12%		74
	US 92 @ Thonotosassa Road/Lemon Street			NBLT	48	482	10%	476	47
				NBTH	411		85%		406
				NBRT	23		5%		23
		US 92 @ Thonotosassa Road/Lemon Street		WBLT	26	680	4%	931	36
				WBTH	272		40%		372
				WBRT	382		56%		523
			US 92 @ Thonotosassa Road/Lemon Street	SBLT	129	564	23%	734	168
				SBTH	255		45%		332
				SBRT	180		32%		234
US 92 @ Thonotosassa Road/Lemon Street				EBTH	197	369	53%	631	337
				EBRT	172		47%		294
				NBLT	418		78%		538
	US 92 @ Thonotosassa Road/Lemon Street			NBRT	120	538	22%	693	155
				WBLT	114		24%		196
				WBTH	365		76%		627
		US 92 @ Thonotosassa Road/Lemon Street		EBLT	10	323	3%	558	17
				EBTH	301		93%		520
				EBRT	12		4%		21
			US 92 @ Thonotosassa Road/Lemon Street	NBLT	15	58	26%	112	29
				NBTH	9		16%		17
				NBRT	34		59%		66
US 92 @ Thonotosassa Road/Lemon Street				WBLT	25	449	6%	936	52
				WBTH	401		89%		836
				WBRT	23		5%		48
	US 92 @ Thonotosassa Road/Lemon Street			SBLT	23	50	46%	95	44
				SBTH	15		30%		29
				SBRT	12		24%		23
		US 92 @ Thonotosassa Road/Lemon Street		EBLT	58	291	20%	634	126
				EBTH	202		69%		440
				EBRT	31		11%		68
			US 92 @ Thonotosassa Road/Lemon Street	NBLT	27	120	23%	184	41
				NBTH	76		63%		117
				NBRT	17		14%		26
US 92 @ Thonotosassa Road/Lemon Street				WBLT	29	695	4%	1585	66
				WBTH	234		34%		534
				WBRT	432		62%		985
	US 92 @ Thonotosassa Road/Lemon Street			SBLT	433	523	83%	940	778
				SBTH	72		14%		129
				SBRT	18		3%		32
		US 92 @ Thonotosassa Road/Lemon Street		EBLT	24	237	10%	864	87
				EBTH	190		80%		693
				EBRT	23		10%		84
			US 92 @ Thonotosassa Road/Lemon Street	NBLT	48	114	42%	218	92
				NBTH	37		32%		71
				NBRT	29		25%		55
US 92 @ Thonotosassa Road/Lemon Street				WBLT	39	367	11%	1269	135
				WBTH	306		83%		1058
				WBRT	22		6%		76
	US 92 @ Thonotosassa Road/Lemon Street			SBLT	9	70	13%	119	15
				SBTH	24		34%		41
				SBRT	37		53%		63

SR 600 (US 92) -
From East of I-4 to County Line Road

Intersection	Movement	AM Turning Volume (Raw TMC)	Approach Total	Turn Percent (%)
US 92 @ Park Road	EBLT	78	246	32%
	EBTH	118		48%
	EBRT	50		20%
	NBLT	90	828	11%
	NBTH	598		72%
	NBRT	140		17%
	WBLT	196	496	40%
	WBTH	244		49%
	WBRT	56		11%
	SBLT	53	716	7%
	SBTH	543		76%
	SBRT	120		17%
	US 92 @ County Line Road	EBLT	52	254
EBTH		125	49%	
EBRT		77	30%	
NBLT		67	945	7%
NBTH		793		84%
NBRT		85		9%
WBLT		118	312	38%
WBTH		127		41%
WBRT		67		21%
SBLT		81	810	10%
SBTH		697		86%
SBRT		32		4%

2030 AM DDHV	2030 AM Turning Volume
860	273
	413
	175
1484	161
	1072
	251
1218	481
	599
	138
1602	119
	1215
	268
825	169
	406
	250
1243	88
	1043
	112
676	256
	275
	145
1389	139
	1195
	55

SR 600 (US 92) -
From East of I-4 to County Line Road

Interim Year 2030 PM Peak

Intersection	Movement	PM Turning Volume (Raw TMC)	Approach Total	Turn Percent (%)	2030 PM DDHV	2030 PM Turning Volume
US 92 @ Falkenburg Road	EBLT	7	778	1%	1596	14
	EBTH	637		82%		1307
	EBRT	134		17%		275
	NBLT	544		65%		802
	NBTH	14	831	2%	1225	21
	NBRT	273		33%		402
	WBLT	78		20%		200
	WBTH	304		78%		781
	WBRT	10	392	3%	1007	26
	SBLT	10		36%		11
	SBTH	10		36%		11
	SBRT	8		29%		9
US 92 @ Williams Road	EBLT	128	998	13%	1486	191
	EBTH	697		70%		1038
	EBRT	173		17%		258
	NBLT	71		17%		79
	NBTH	281	416	68%	464	313
	NBRT	64		15%		71
	WBLT	111		21%		200
	WBTH	328		63%		592
	WBRT	78	517	15%	933	141
	SBLT	72		20%		133
	SBTH	256		71%		472
	SBRT	32		9%		59
US 92 @ CR 579/Mango Road	EBLT	327	992	33%	1376	454
	EBTH	519		52%		720
	EBRT	146		15%		203
	NBLT	76		13%		78
	NBTH	390	573	68%	590	402
	NBRT	107		19%		110
	WBLT	87		16%		160
	WBTH	199		37%		367
	WBRT	252	538	47%	991	464
	SBLT	543		45%		776
	SBTH	496		41%		709
	SBRT	171		14%		244
US 92 @ Peach Avenue	EBLT	69	1084	6%	1462	93
	EBTH	1004		93%		1354
	EBRT	11		1%		15
	NBLT	3		38%		5
	NBTH	4	8	50%	12	6
	NBRT	1		13%		2
	WBLT	4		1%		7
	WBTH	532		93%		916
	WBRT	36	572	6%	985	62
	SBLT	44		37%		48
	SBTH	3		3%		3
	SBRT	71		60%		78
US 92 @ Pine Street	EBLT	4	1079	0%	1454	5
	EBTH	1033		96%		1392
	EBRT	42		4%		57
	NBLT	23		35%		24
	NBTH	2	66	3%	70	2
	NBRT	41		62%		43
	WBLT	25		5%		43
	WBTH	500		94%		868
	WBRT	7	532	1%	924	12
	SBLT	11		32%		29
	SBTH	7		21%		19
	SBRT	16		47%		43
US 92 @ Parsons Avenue	EBLT	13	1036	1%	1362	17
	EBTH	772		75%		1015
	EBRT	251		24%		330
	NBLT	134		49%		176
	NBTH	16	271	6%	356	21
	NBRT	121		45%		159
	WBLT	101		24%		202
	WBTH	309		74%		619
	WBRT	6	416	1%	834	12
	SBLT	14		31%		21
	SBTH	18		40%		26
	SBRT	13		29%		19
US 92 @ Kingsway Road	EBLT	119	887	13%	1231	165
	EBTH	567		64%		787
	EBRT	201		23%		279
	NBLT	73		28%		69
	NBTH	118	262	45%	247	111
	NBRT	71		27%		67
	WBLT	93		24%		176
	WBTH	279		73%		527
	WBRT	12	384	3%	725	23
	SBLT	30		11%		52
	SBTH	165		62%		285
	SBRT	71		27%		123

SR 600 (US 92) -
From East of I-4 to County Line Road

Intersection	Movement	PM Turning Volume (Raw TMC)	Approach Total	Turn Percent (%)	2030 PM DDHV	2030 PM Turning Volume				
US 92 @ McIntosh Road	EBLT	153	535	29%	1070	306				
	EBTH	329		61%		658				
	EBRT	53		10%		106				
	NBLT	22		7%		33				
	NBTH	268	334	80%	494	396				
	NBRT	44		13%		65				
	WBLT	57		15%		99				
	WBTH	179		47%		311				
	US 92 @ Gallagher Road	WBRT	147	383	38%	665	255			
		SBLT	257		31%		435			
		SBTH	457		55%		773			
		SBRT	121		14%		205			
US 92 @ Branch Forbes Road		EBLT	87	616	14%	982	139			
		EBTH	487		79%		776			
		EBRT	42		7%		67			
		NBLT	40		37%		55			
		NBTH	26	107	24%	146	35			
		NBRT	41		38%		56			
		WBLT	21		6%		40			
		WBTH	265		82%		504			
	US 92 @ Turkey Creek Road	WBRT	39	325	12%	618	74			
		SBLT	42		29%		76			
		SBTH	35		24%		64			
		SBRT	66		46%		120			
US 92 @ Whitehurst Road/Walter Drive		EBLT	80	474	17%	912	154			
		EBTH	357		75%		687			
		EBRT	37		8%		71			
		NBLT	24		9%		29			
		NBTH	209	263	79%	313	249			
		NBRT	30		11%		36			
		WBLT	45		8%		51			
		WBTH	274		49%		310			
	US 92 @ Thonotosassa Road/Lemon Street	WBRT	238	557	43%	631	270			
		SBLT	271		40%		421			
		SBTH	321		48%		499			
		SBRT	79		12%		123			
US 92 @ Maryland Avenue		EBTH	396	700	57%	931	527			
		EBRT	304		43%		404			
		NBLT	266		67%		331			
		NBRT	129		33%		31			
		US 92 @ Thonotosassa Road/Lemon Street	WBLT	154	395	31%	492	175		
			WBTH	336		69%		383		
			EBLT	26		612		4%	823	35
			EBTH	536				88%		721
	EBRT		50	8%	67					
	NBLT		33	45%	39					
	US 92 @ Thonotosassa Road/Lemon Street		NBTH	10	73	14%	87	12		
			NBRT	30		41%		36		
WBLT			42	8%		50				
WBTH			447	84%		532				
US 92 @ Thonotosassa Road/Lemon Street			WBRT	44	533	8%	634	52		
			SBLT	24		38%		29		
		SBTH	12	19%		15				
		SBRT	27	43%		33				
		US 92 @ Thonotosassa Road/Lemon Street	EBLT	104	480	22%	936	203		
			EBTH	358		75%		698		
			EBRT	18		4%		35		
			NBLT	19		10%		22		
	US 92 @ Thonotosassa Road/Lemon Street		NBTH	153	192	80%	224	179		
			NBRT	20		10%		23		
			WBLT	38		4%		42		
			WBTH	400		41%		442		
US 92 @ Thonotosassa Road/Lemon Street			WBRT	535	973	55%	1074	591		
			SBLT	494		79%		682		
			SBTH	83		13%		115		
			SBRT	48		8%		66		
		US 92 @ Thonotosassa Road/Lemon Street	EBLT	94	656	14%	1274	183		
			EBTH	507		77%		985		
			EBRT	55		8%		107		
			NBLT	45		28%		53		
	US 92 @ Thonotosassa Road/Lemon Street		NBTH	65	158	41%	185	76		
			NBRT	48		30%		56		
			WBLT	68		11%		95		
			WBTH	485		79%		680		
US 92 @ Thonotosassa Road/Lemon Street			WBRT	60	613	10%	860	84		
			SBLT	43		32%		32		
			SBTH	45		33%		33		
			SBRT	47		35%		35		

SR 600 (US 92) -
From East of I-4 to County Line Road

Intersection	Movement	PM Turning Volume (Raw TMC)	Approach Total	Turn Percent (%)
US 92 @ Park Road	EBLT	218	686	32%
	EBTH	369		54%
	EBRT	99		14%
	NBLT	72	876	8%
	NBTH	571		65%
	NBRT	233		27%
	WBLT	294	816	36%
	WBTH	412		50%
	WBRT	110		13%
	SBLT	89	1043	9%
	SBTH	646		62%
	SBRT	308		30%
	US 92 @ County Line Road	EBLT	61	389
EBTH		207	53%	
EBRT		121	31%	
NBLT		132	920	14%
NBTH		713		78%
NBRT		75		8%
WBLT		121	496	24%
WBTH		261		53%
WBRT		114		23%
SBLT		56	1037	5%
SBTH		820		79%
SBRT		161		16%

2030 PM DDHV	2030 PM Turning Volume
1269	403
	683
	183
1326	109
	864
	353
825	297
	417
	111
1740	148
	1078
	514
1218	191
	648
	379
1122	161
	870
	91
458	112
	241
	105
1590	86
	1257
	247

SR 600 (US 92) -
From East of I-4 to County Line Road

Opening Year 2020 AM Peak

Intersection	Movement	AM Turning Volume (Raw TMC)	Approach Total	Turn Percent (%)	2020 AM DDHV	2020 AM Turning Volume
US 92 @ Falkenburg Road	EBLT	4	642	1%	734	5
	EBTH	291		45%		333
	EBRT	347		54%		397
	NBLT	196		62%		244
	NBTH	7	315	2%	392	9
	NBRT	112		36%		139
	WBLT	171		29%		272
	WBTH	423		71%		672
	WBRT	5	599	1%	952	8
	SBLT	10		45%		15
	SBTH	7		32%		11
	SBRT	5		23%		8
US 92 @ Williams Road	EBLT	36	396	9%	645	59
	EBTH	293		74%		477
	EBRT	67		17%		109
	NBLT	111		34%		149
	NBTH	124	323	38%	434	167
	NBRT	88		27%		118
	WBLT	68		11%		111
	WBTH	440		74%		716
	WBRT	89	597	15%	971	145
	SBLT	98		32%		145
	SBTH	125		41%		185
	SBRT	84		27%		124
US 92 @ CR 579/Mango Road	EBLT	213	682	31%	658	206
	EBTH	345		51%		333
	EBRT	124		18%		120
	NBLT	146		21%		150
	NBTH	500	709	71%	727	513
	NBRT	63		9%		65
	WBLT	101		10%		110
	WBTH	390		38%		425
	WBRT	528	1019	52%	1110	575
	SBLT	316		32%		352
	SBTH	282		29%		314
	SBRT	385		39%		429
US 92 @ Peach Avenue	EBLT	179	678	26%	753	199
	EBTH	494		73%		549
	EBRT	5		1%		6
	NBLT	7		17%		5
	NBTH	31	41	76%	27	20
	NBRT	3		7%		2
	WBLT	1		0%		1
	WBTH	804		88%		966
	WBRT	106	911	12%	1094	127
	SBLT	72		27%		27
	SBTH	7		3%		3
	SBRT	185		70%		69
US 92 @ Pine Street	EBLT	101	549	18%	742	137
	EBTH	415		76%		561
	EBRT	33		6%		45
	NBLT	35		32%		24
	NBTH	54	109	50%	74	37
	NBRT	20		18%		14
	WBLT	21		2%		24
	WBTH	787		88%		911
	WBRT	91	899	10%	1041	105
	SBLT	44		33%		13
	SBTH	29		21%		9
	SBRT	62		46%		18
US 92 @ Parsons Avenue	EBLT	12	483	2%	705	18
	EBTH	329		68%		480
	EBRT	142		29%		207
	NBLT	249		72%		295
	NBTH	14	345	4%	409	17
	NBRT	82		24%		97
	WBLT	118		15%		136
	WBTH	650		83%		748
	WBRT	11	779	1%	896	13
	SBLT	11		24%		14
	SBTH	17		38%		22
	SBRT	17		38%		22
US 92 @ Kingsway Road	EBLT	84	430	20%	607	119
	EBTH	259		60%		366
	EBRT	87		20%		123
	NBLT	141		39%		154
	NBTH	150	366	41%	401	164
	NBRT	75		20%		82
	WBLT	57		10%		77
	WBTH	451		83%		609
	WBRT	36	544	7%	735	49
	SBLT	27		10%		30
	SBTH	90		34%		101
	SBRT	150		56%		169

SR 600 (US 92) -
From East of I-4 to County Line Road

Intersection	Movement	AM Turning Volume (Raw TMC)	Approach Total	Turn Percent (%)	2020 AM DDHV	2020 AM Turning Volume			
US 92 @ McIntosh Road	EBLT	158	430	37%	498	183			
	EBTH	245		57%		284			
	EBRT	27		6%		31			
	US 92 @ Gallagher Road	NBLT	28	516	5%	625	34		
		NBTH	412		80%		499		
		NBRT	76		15%		92		
		US 92 @ Branch Forbes Road	WBLT	95	724	13%	724	95	
			WBTH	251		35%		251	
			WBRT	378		52%		378	
			US 92 @ Turkey Creek Road	SBLT	269	715	40%	662	303
				SBTH	253		38%		285
				SBRT	149		22%		168
US 92 @ Whitehurst Road/Walter Drive				EBLT	367	538	68%	491	335
				EBTH	146		27%		133
				EBRT	25		5%		23
	US 92 @ Thonotosassa Road/Lemon Street			NBLT	56	249	22%	151	34
				NBTH	180		72%		109
				NBRT	13		5%		8
		US 92 @ Maryland Avenue		WBLT	27	715	4%	662	25
				WBTH	384		54%		356
				WBRT	304		43%		281
			US 92 @ Thonotosassa Road/Lemon Street	SBLT	165	564	29%	601	55
				SBTH	107		19%		35
				SBRT	289		52%		96
US 92 @ Thonotosassa Road/Lemon Street				EBLT	74	324	23%	449	103
				EBTH	211		65%		292
				EBRT	39		12%		54
	US 92 @ Thonotosassa Road/Lemon Street			NBLT	48	482	10%	427	43
				NBTH	411		85%		364
				NBRT	23		5%		20
		US 92 @ Thonotosassa Road/Lemon Street		WBLT	26	680	4%	810	31
				WBTH	272		40%		324
				WBRT	382		56%		455
			US 92 @ Thonotosassa Road/Lemon Street	SBLT	129	564	23%	601	137
				SBTH	255		45%		272
				SBRT	180		32%		192
US 92 @ Thonotosassa Road/Lemon Street				EBTH	197	369	53%	549	293
				EBRT	172		47%		256
				NBLT	418		78%		472
	US 92 @ Thonotosassa Road/Lemon Street			NBRT	120	538	22%	608	136
				WBLT	114		24%		161
				WBTH	365		76%		515
		US 92 @ Thonotosassa Road/Lemon Street		EBLT	10	323	3%	458	14
				EBTH	301		93%		427
				EBRT	12		4%		17
			US 92 @ Thonotosassa Road/Lemon Street	NBLT	15	58	26%	97	25
				NBTH	9		16%		15
				NBRT	34		59%		57
US 92 @ Thonotosassa Road/Lemon Street				WBLT	25	449	6%	738	41
				WBTH	401		89%		659
				WBRT	23		5%		38
	US 92 @ Thonotosassa Road/Lemon Street			SBLT	23	50	46%	83	38
				SBTH	15		30%		25
				SBRT	12		24%		20
		US 92 @ Thonotosassa Road/Lemon Street		EBLT	58	291	20%	500	100
				EBTH	202		69%		347
				EBRT	31		11%		53
			US 92 @ Thonotosassa Road/Lemon Street	NBLT	27	120	23%	161	36
				NBTH	76		63%		102
				NBRT	17		14%		23
US 92 @ Thonotosassa Road/Lemon Street				WBLT	29	695	4%	1293	54
				WBTH	234		34%		435
				WBRT	432		62%		804
	US 92 @ Thonotosassa Road/Lemon Street			SBLT	433	523	83%	791	655
				SBTH	72		14%		109
				SBRT	18		3%		27
		US 92 @ Thonotosassa Road/Lemon Street		EBLT	24	237	10%	589	60
				EBTH	190		80%		472
				EBRT	23		10%		57
			US 92 @ Thonotosassa Road/Lemon Street	NBLT	48	114	42%	190	80
				NBTH	37		32%		62
				NBRT	29		25%		48
US 92 @ Thonotosassa Road/Lemon Street				WBLT	39	367	11%	853	91
				WBTH	306		83%		711
				WBRT	22		6%		51
	US 92 @ Thonotosassa Road/Lemon Street			SBLT	9	70	13%	105	14
				SBTH	24		34%		36
				SBRT	37		53%		56

SR 600 (US 92) -
From East of I-4 to County Line Road

Intersection	Movement	AM Turning Volume (Raw TMC)	Approach Total	Turn Percent (%)	
US 92 @ Park Road	EBLT	78	246	32%	
	EBTH	118		48%	
	EBRT	50		20%	
	NBLT	90		11%	
	NBTH	598	828	72%	
	NBRT	140		17%	
	WBLT	196	496	40%	
	WBTH	244		49%	
	WBRT	56		11%	
	SBLT	53		7%	
	SBTH	543	716	76%	
	SBRT	120		17%	
	EBLT	52		20%	
	US 92 @ County Line Road	EBTH	125	254	49%
EBRT		77	30%		
NBLT		67	7%		
NBTH		793	84%		
NBRT		85	945	9%	
WBLT		118		38%	
WBTH		127		41%	
WBRT		67		21%	
SBLT		81	312	10%	
SBTH		697		86%	
SBRT		32		4%	
				810	

2020 AM DDHV	2020 AM Turning Volume
	183
578	277
	117
	129
	859
1189	201
	349
	434
882	100
	87
	893
1177	197
	122
	294
598	181
	87
	1033
1231	111
	242
	261
641	138
	118
	1011
1175	46

SR 600 (US 92) -
From East of I-4 to County Line Road

Opening Year 2020 PM Peak

Intersection	Movement	PM Turning Volume (Raw TMC)	Approach Total	Turn Percent (%)	2020 PM DDHV	2020 PM Turning Volume
US 92 @ Falkenburg Road	EBLT	7	778	1%	1084	10
	EBTH	637		82%		888
	EBRT	134		17%		187
	NBLT	544	831	65%	824	539
	NBTH	14		2%		14
	NBRT	273		33%		271
	WBLT	78	392	20%	645	128
	WBTH	304		78%		500
	WBRT	10		3%		16
	SBLT	10	28	36%	27	10
	SBTH	10		36%		10
	SBRT	8		29%		8
US 92 @ Williams Road	EBLT	128	998	13%	952	122
	EBTH	697		70%		665
	EBRT	173		17%		165
	NBLT	71	416	17%	341	58
	NBTH	281		68%		230
	NBRT	64		15%		52
	WBLT	111	517	21%	658	141
	WBTH	328		63%		417
	WBRT	78		15%		99
	SBLT	72	360	20%	350	70
	SBTH	256		71%		249
	SBRT	32		9%		31
US 92 @ CR 579/Mango Road	EBLT	327	992	33%	971	320
	EBTH	519		52%		508
	EBRT	146		15%		143
	NBLT	76	573	13%	549	73
	NBTH	390		68%		374
	NBRT	107		19%		103
	WBLT	87	538	16%	753	122
	WBTH	199		37%		279
	WBRT	252		47%		353
	SBLT	543	1210	45%	1377	618
	SBTH	496		41%		564
	SBRT	171		14%		195
US 92 @ Peach Avenue	EBLT	69	1084	6%	1110	71
	EBTH	1004		93%		1028
	EBRT	11		1%		11
	NBLT	3	8	38%	11	4
	NBTH	4		50%		6
	NBRT	1		13%		1
	WBLT	4	572	1%	742	5
	WBTH	532		93%		690
	WBRT	36		6%		47
	SBLT	44	118	37%	112	42
	SBTH	3		3%		3
	SBRT	71		60%		67
US 92 @ Pine Street	EBLT	4	1079	0%	1094	4
	EBTH	1033		96%		1047
	EBRT	42		4%		43
	NBLT	23	66	35%	62	22
	NBTH	2		3%		2
	NBRT	41		62%		39
	WBLT	25	532	5%	705	33
	WBTH	500		94%		663
	WBRT	7		1%		9
	SBLT	11	34	32%	81	26
	SBTH	7		21%		17
	SBRT	16		47%		38
US 92 @ Parsons Avenue	EBLT	13	1036	1%	1041	13
	EBTH	772		75%		776
	EBRT	251		24%		252
	NBLT	134	271	49%	312	154
	NBTH	16		6%		18
	NBRT	121		45%		139
	WBLT	101	416	24%	607	147
	WBTH	309		74%		451
	WBRT	6		1%		9
	SBLT	14	45	31%	58	18
	SBTH	18		40%		23
	SBRT	13		29%		17
US 92 @ Kingsway Road	EBLT	119	887	13%	896	120
	EBTH	567		64%		573
	EBRT	201		23%		203
	NBLT	73	262	28%	239	67
	NBTH	118		45%		108
	NBRT	71		27%		65
	WBLT	93	384	24%	498	121
	WBTH	279		73%		362
	WBRT	12		3%		16
	SBLT	30	266	11%	311	35
	SBTH	165		62%		193
	SBRT	71		27%		83

SR 600 (US 92) -
From East of I-4 to County Line Road

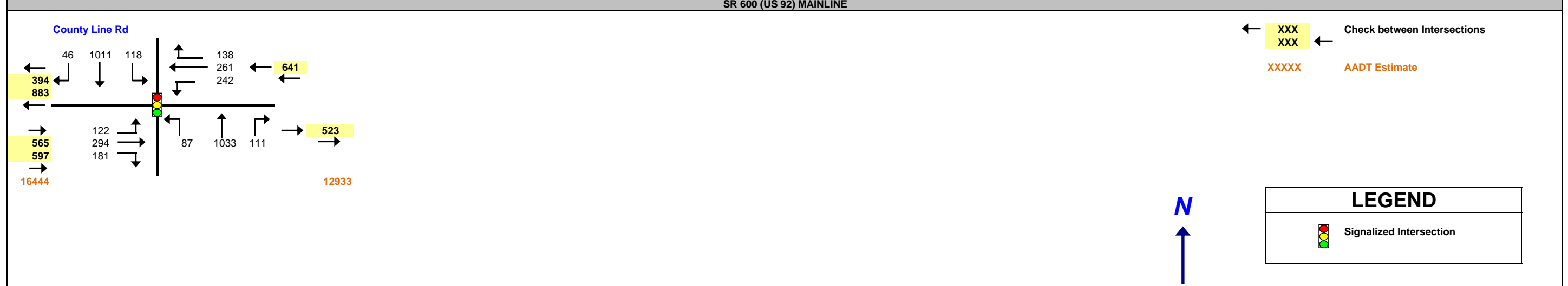
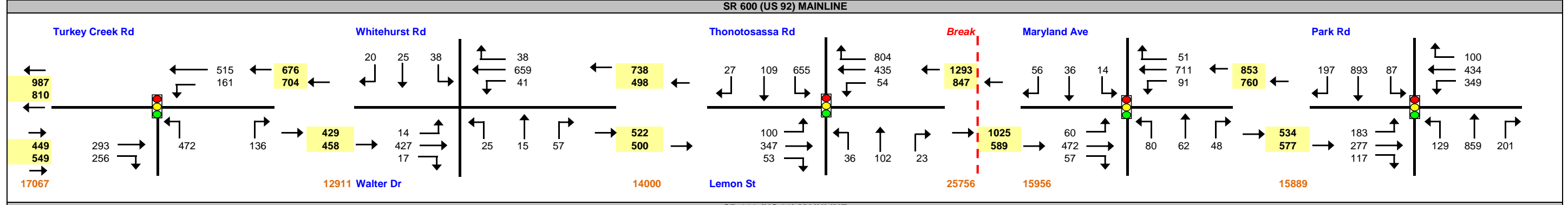
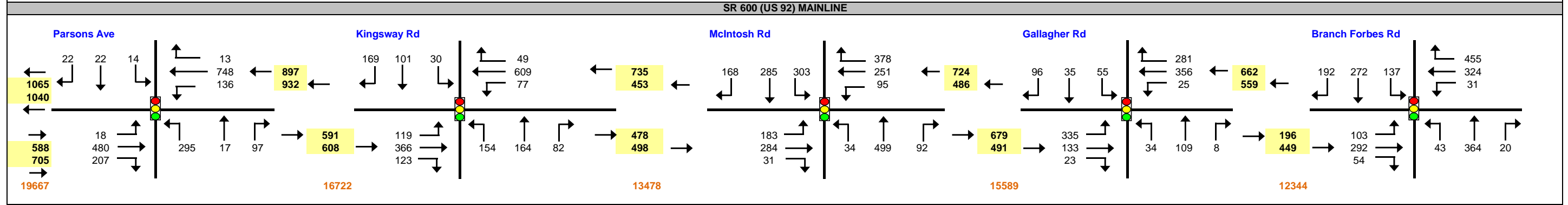
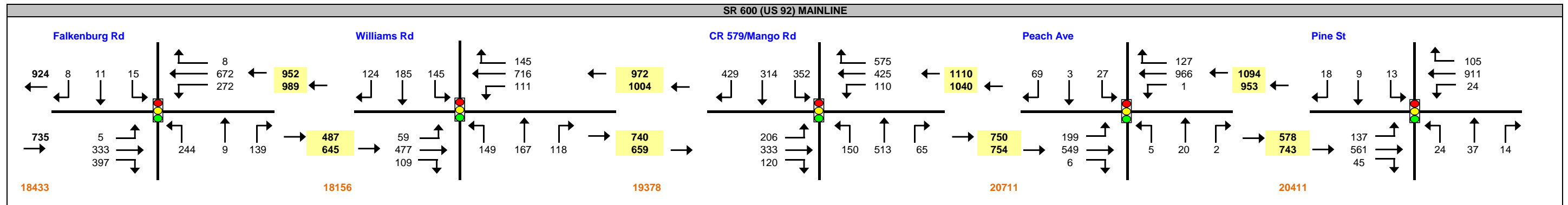
Intersection	Movement	PM Turning Volume (Raw TMC)	Approach Total	Turn Percent (%)	2020 PM DDHV	2020 PM Turning Volume	
US 92 @ McIntosh Road	EBLT	153	535	29%	735	210	
	EBTH	329		61%		452	
	EBRT	53		10%		73	
	NBLT	22		7%		26	
	NBTH	268		80%		321	
	NBRT	44		13%		53	
	US 92 @ Gallagher Road	WBLT	57	334	15%	400	73
		WBTH	179		47%		229
		WBRT	147		38%		188
		SBLT	257		31%		335
		SBTH	457		55%		595
		SBRT	121		14%		158
US 92 @ Branch Forbes Road		EBLT	87	616	14%	724	102
		EBTH	487		79%		572
		EBRT	42		7%		49
		NBLT	40		37%		48
		NBTH	26		24%		31
		NBRT	41		38%		49
	US 92 @ Turkey Creek Road	WBLT	21	107	6%	129	29
		WBTH	265		82%		366
		WBRT	39		12%		54
		SBLT	42		29%		67
		SBTH	35		24%		56
		SBRT	66		46%		105
US 92 @ Whitehurst Road/Walter Drive		EBLT	80	474	17%	662	112
		EBTH	357		75%		499
		EBRT	37		8%		52
		NBLT	24		9%		26
		NBTH	209		79%		223
		NBRT	30		11%		32
	US 92 @ Thonotosassa Road/Lemon Street	WBLT	45	263	8%	281	44
		WBTH	274		49%		270
		WBRT	238		43%		235
		SBLT	271		40%		345
		SBTH	321		48%		409
		SBRT	79		12%		101
US 92 @ Maryland Avenue		EBTH	396	700	57%	810	458
		EBRT	304		43%		352
		NBLT	266		67%		290
		NBRT	129		33%		141
		WBLT	154		31%		144
		WBTH	336		69%		314
	US 92 @ Thonotosassa Road/Lemon Street	EBLT	26	612	4%	676	29
		EBTH	536		88%		592
		EBRT	50		8%		55
		NBLT	33		45%		34
		NBTH	10		14%		10
		NBRT	30		41%		31
US 92 @ Thonotosassa Road/Lemon Street		WBLT	42	73	8%	76	39
		WBTH	447		84%		419
		WBRT	44		8%		41
		SBLT	24		38%		26
		SBTH	12		19%		13
		SBRT	27		43%		29
	US 92 @ Thonotosassa Road/Lemon Street	EBLT	104	480	22%	738	160
		EBTH	358		75%		550
		EBRT	18		4%		28
		NBLT	19		10%		19
		NBTH	153		80%		156
		NBRT	20		10%		20
US 92 @ Thonotosassa Road/Lemon Street		WBLT	38	192	4%	196	34
		WBTH	400		41%		360
		WBRT	535		55%		482
		SBLT	494		79%		574
		SBTH	83		13%		96
		SBRT	48		8%		56
	US 92 @ Maryland Avenue	EBLT	94	656	14%	869	125
		EBTH	507		77%		672
		EBRT	55		8%		73
		NBLT	45		28%		46
		NBTH	65		41%		66
		NBRT	48		30%		49
US 92 @ Maryland Avenue		WBLT	68	158	11%	161	64
		WBTH	485		79%		457
		WBRT	60		10%		57
		SBLT	43		32%		28
		SBTH	45		33%		29
		SBRT	47		35%		31

SR 600 (US 92) -
From East of I-4 to County Line Road

Intersection	Movement	PM Turning Volume (Raw TMC)	Approach Total	Turn Percent (%)
US 92 @ Park Road	EBLT	218	686	32%
	EBTH	369		54%
	EBRT	99		14%
	NBLT	72	876	8%
	NBTH	571		65%
	NBRT	233		27%
	WBLT	294	816	36%
	WBTH	412		50%
	WBRT	110		13%
	SBLT	89	1043	9%
	SBTH	646		62%
	SBRT	308		30%
US 92 @ County Line Road	EBLT	61	389	16%
	EBTH	207		53%
	EBRT	121		31%
	NBLT	132	920	14%
	NBTH	713		78%
	NBRT	75		8%
	WBLT	121	496	24%
	WBTH	261		53%
	WBRT	114		23%
	SBLT	56	1037	5%
	SBTH	820		79%
	SBRT	161		16%

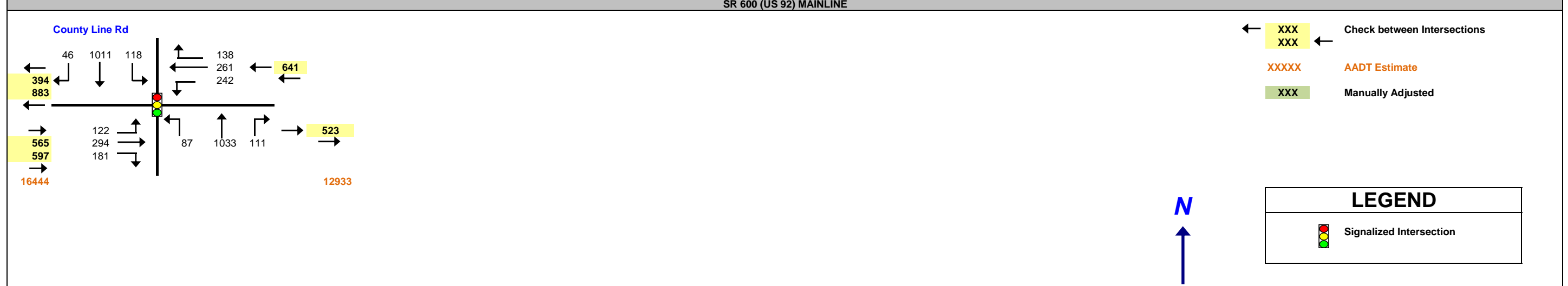
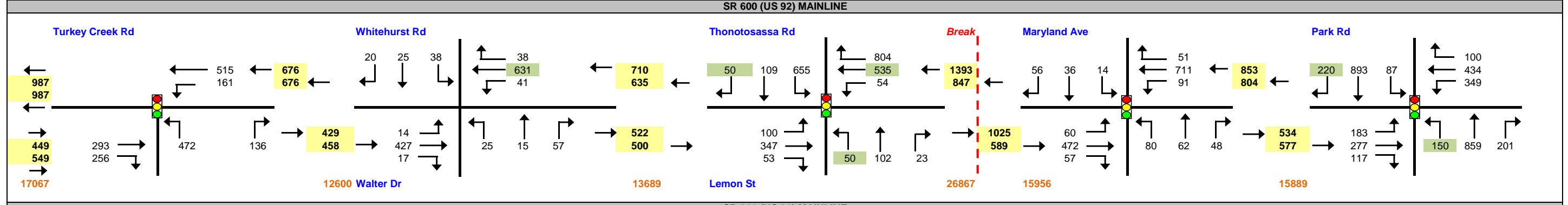
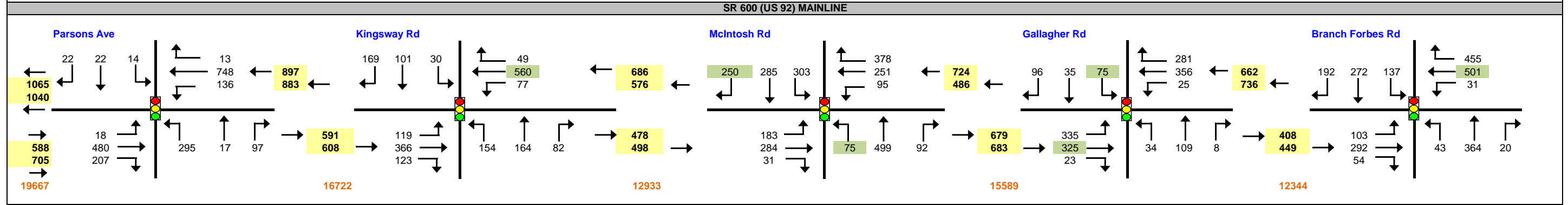
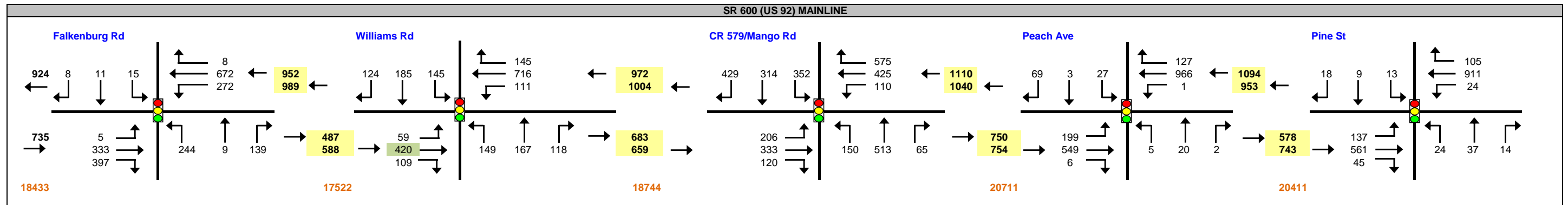
2020 PM DDHV	2020 PM Turning Volume
853	271
	459
	123
1062	87
	692
	282
598	215
	302
	81
1279	109
	792
	378
882	138
	469
	274
1111	159
	861
	91
435	106
	229
	100
1345	73
	1064
	209

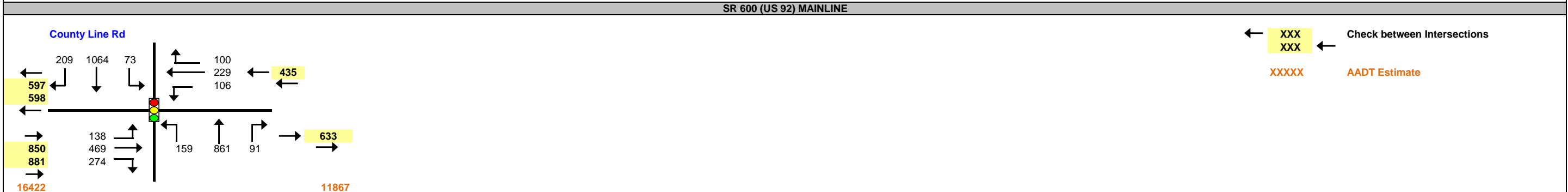
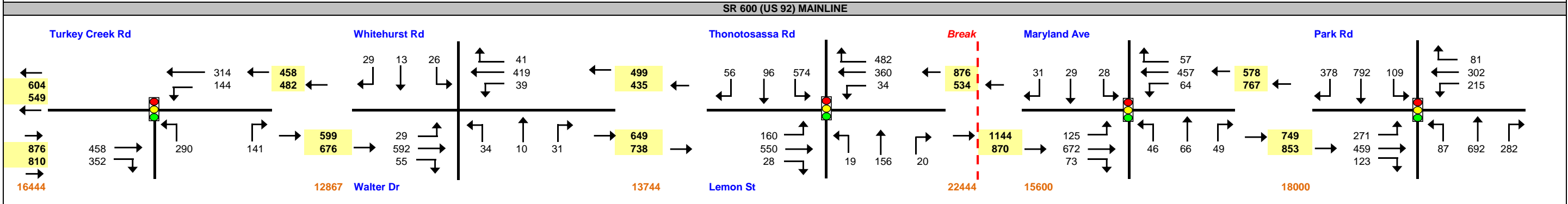
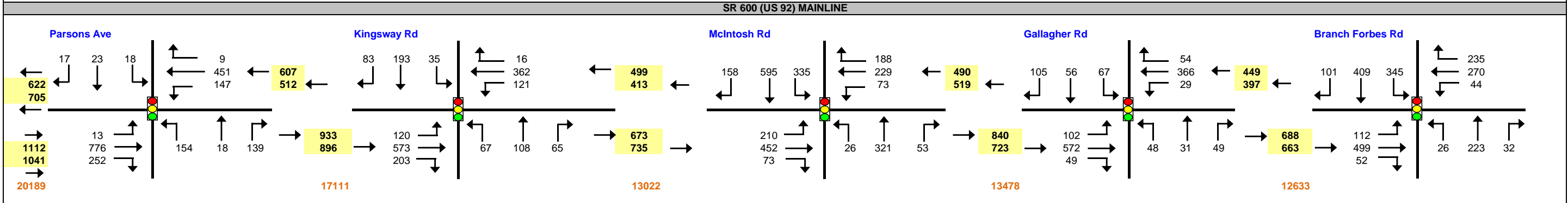
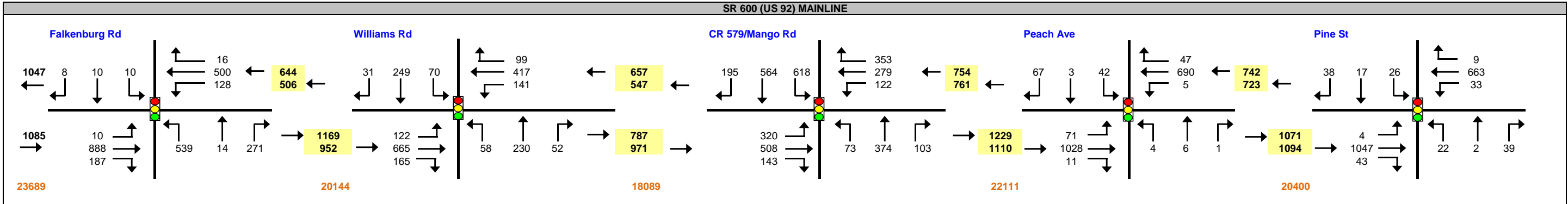
**CALCULATION OF FUTURE AM AND PM
TURNING TRAFFIC VOLUMES**



SR 600 (US 92) PD&E Re-evaluation
 from East of I-4 to East of County Line Road
 Hillsborough County, Florida

ESTIMATED OPENING YEAR 2020 AM PEAK HOUR TRAFFIC VOLUMES





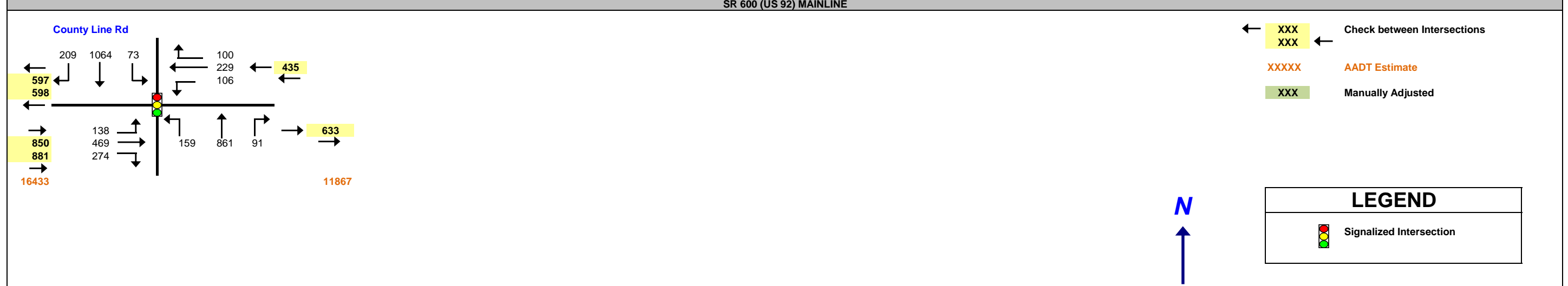
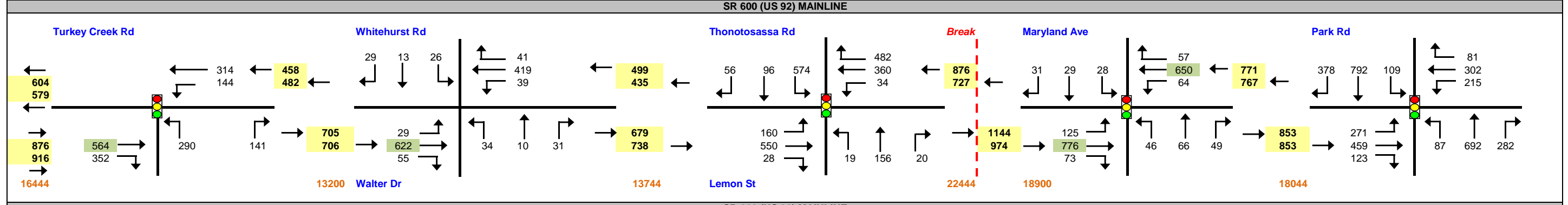
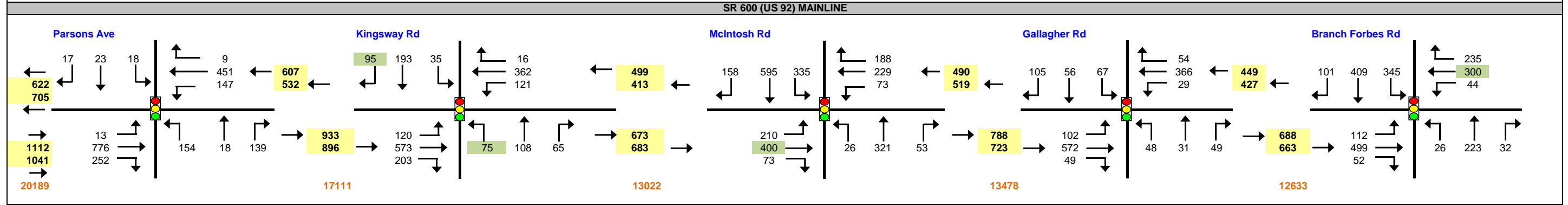
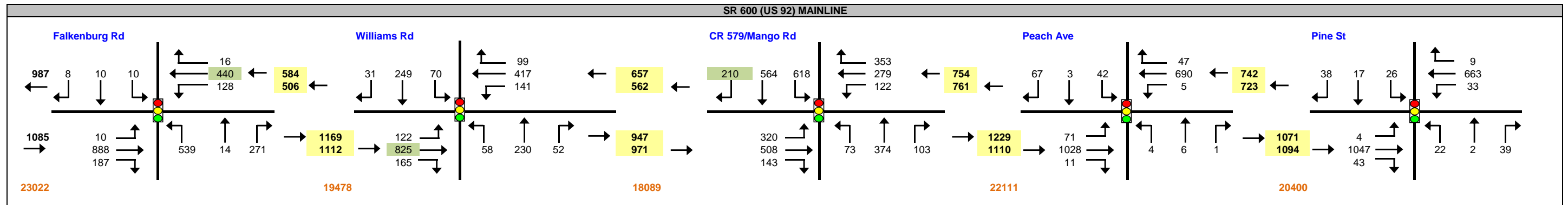
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XXX ← Check between Intersections
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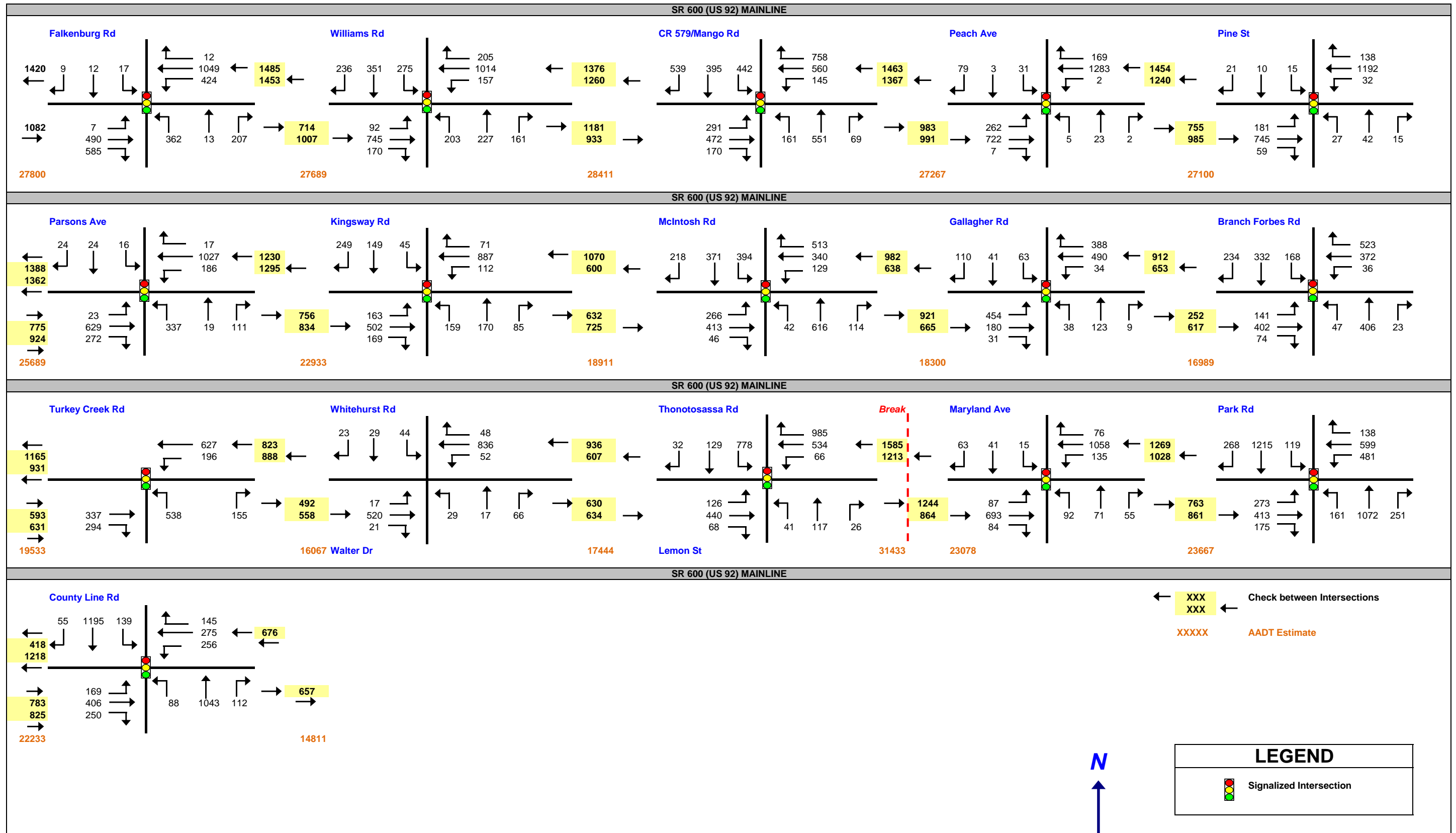


LEGEND	
	Signalized Intersection

SR 600 (US 92) PD&E Re-evaluation
from East of I-4 to East of County Line Road
Hillsborough County, Florida

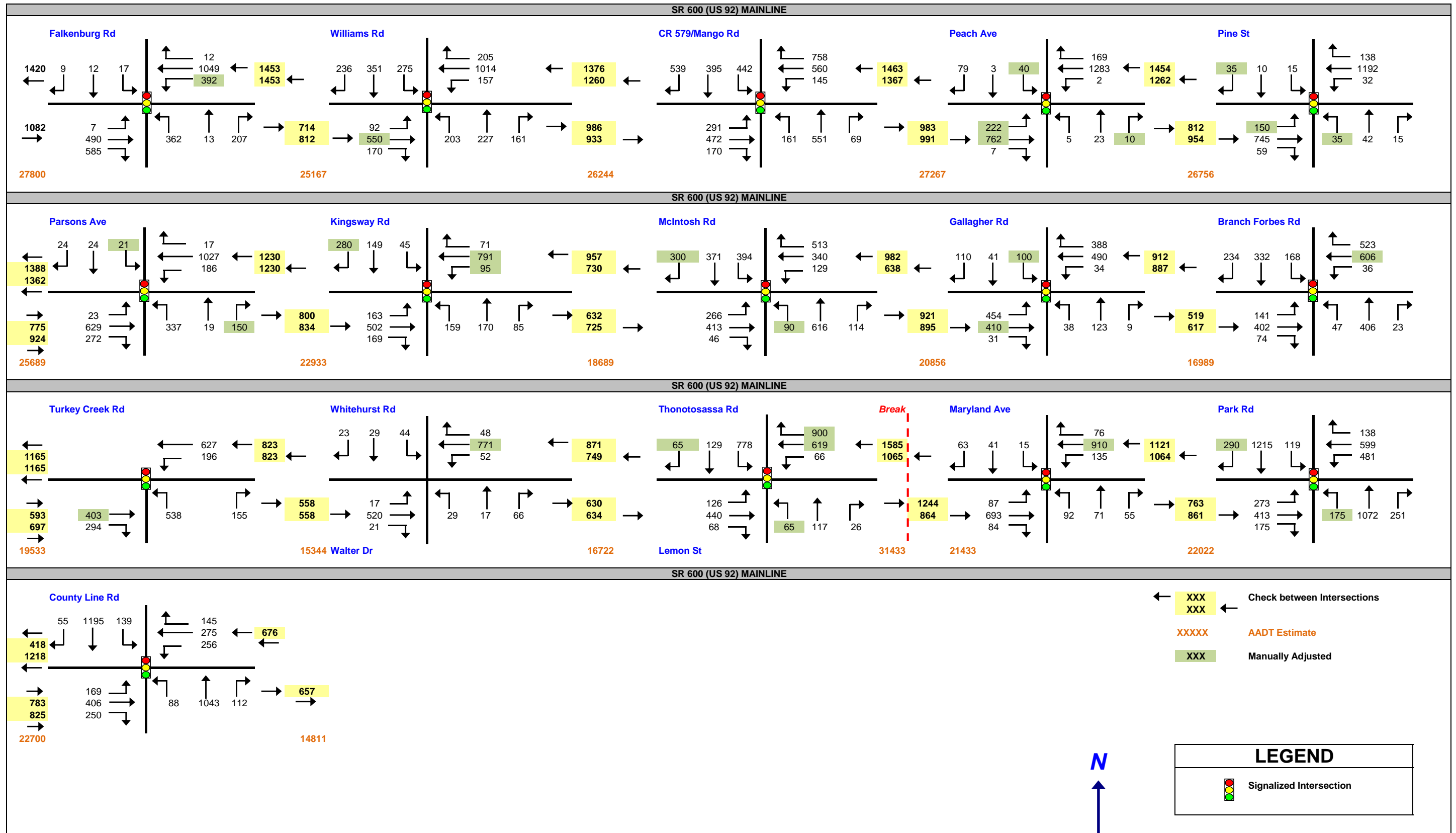
ESTIMATED OPENING YEAR 2020 PM PEAK HOUR TRAFFIC VOLUMES





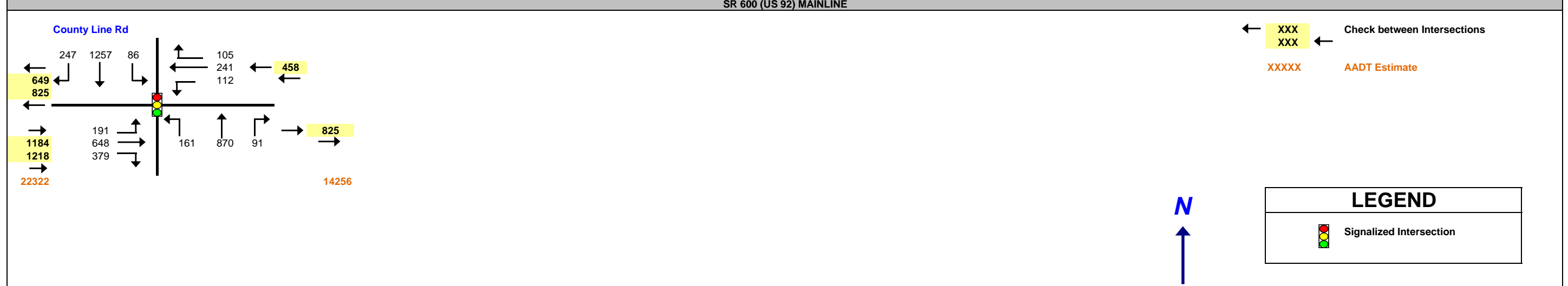
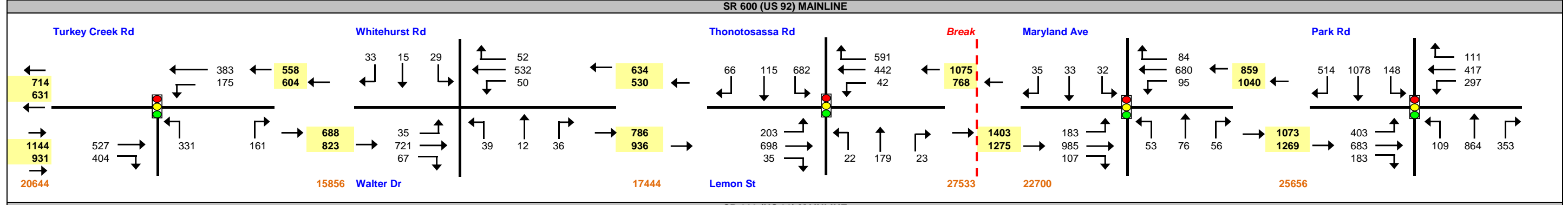
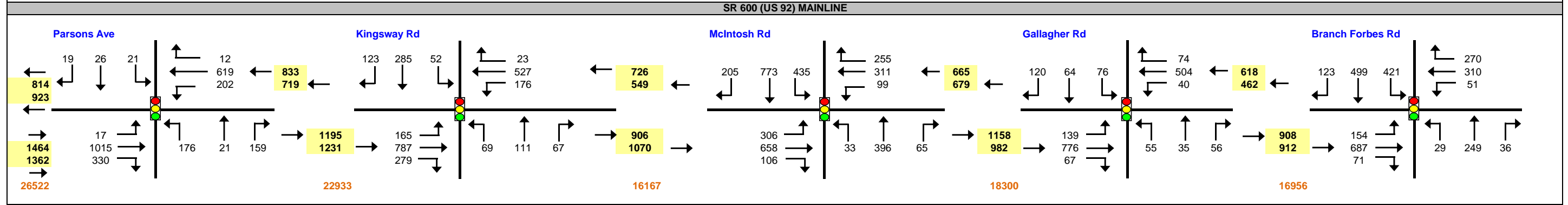
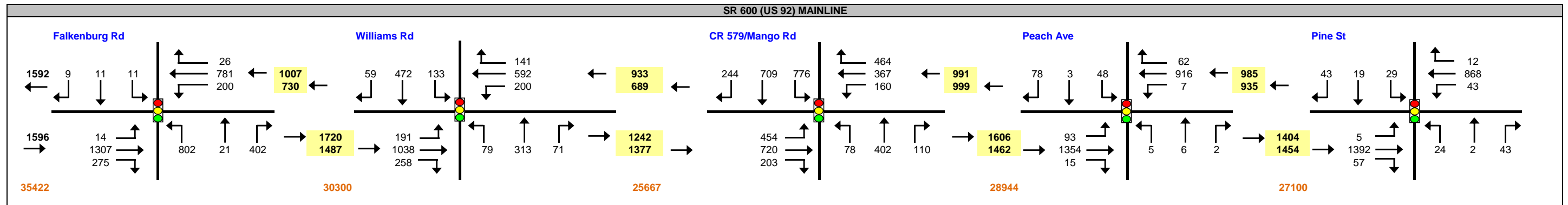
SR 600 (US 92) PD&E Re-evaluation
 from East of I-4 to East of County Line Road
 Hillsborough County, Florida

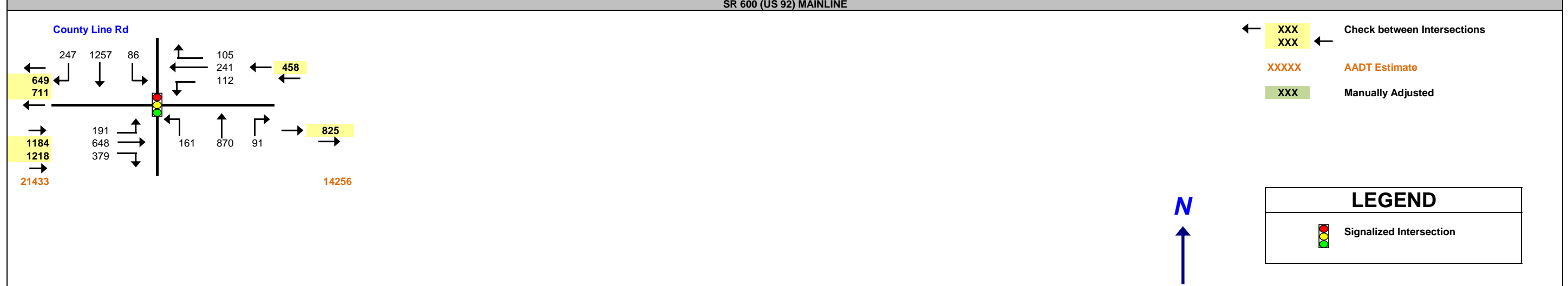
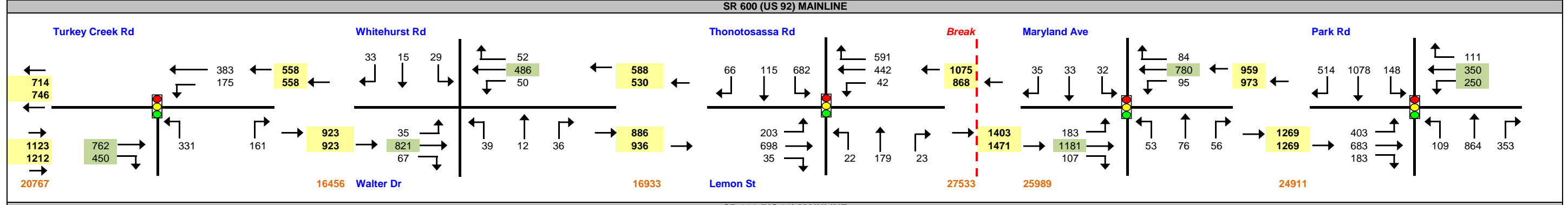
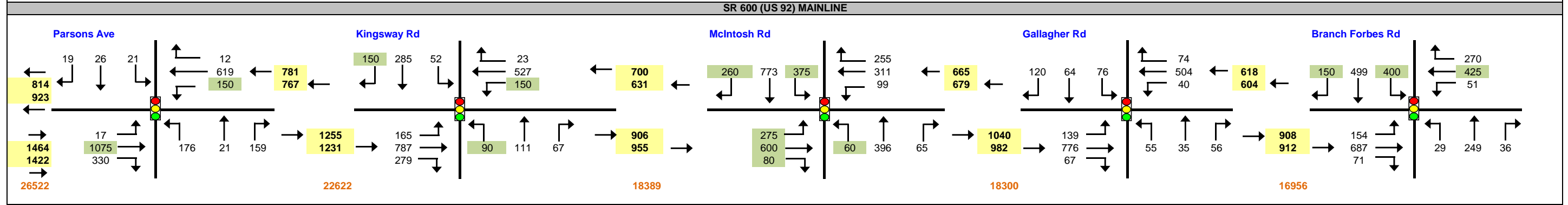
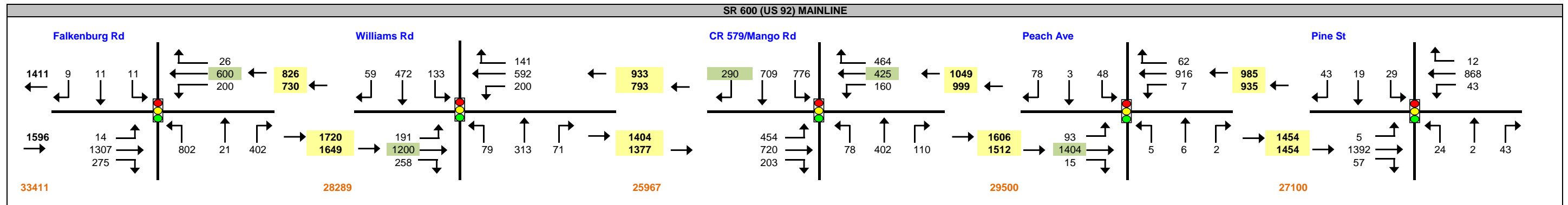
ESTIMATED INTERIM YEAR 2030 AM PEAK HOUR TRAFFIC VOLUMES

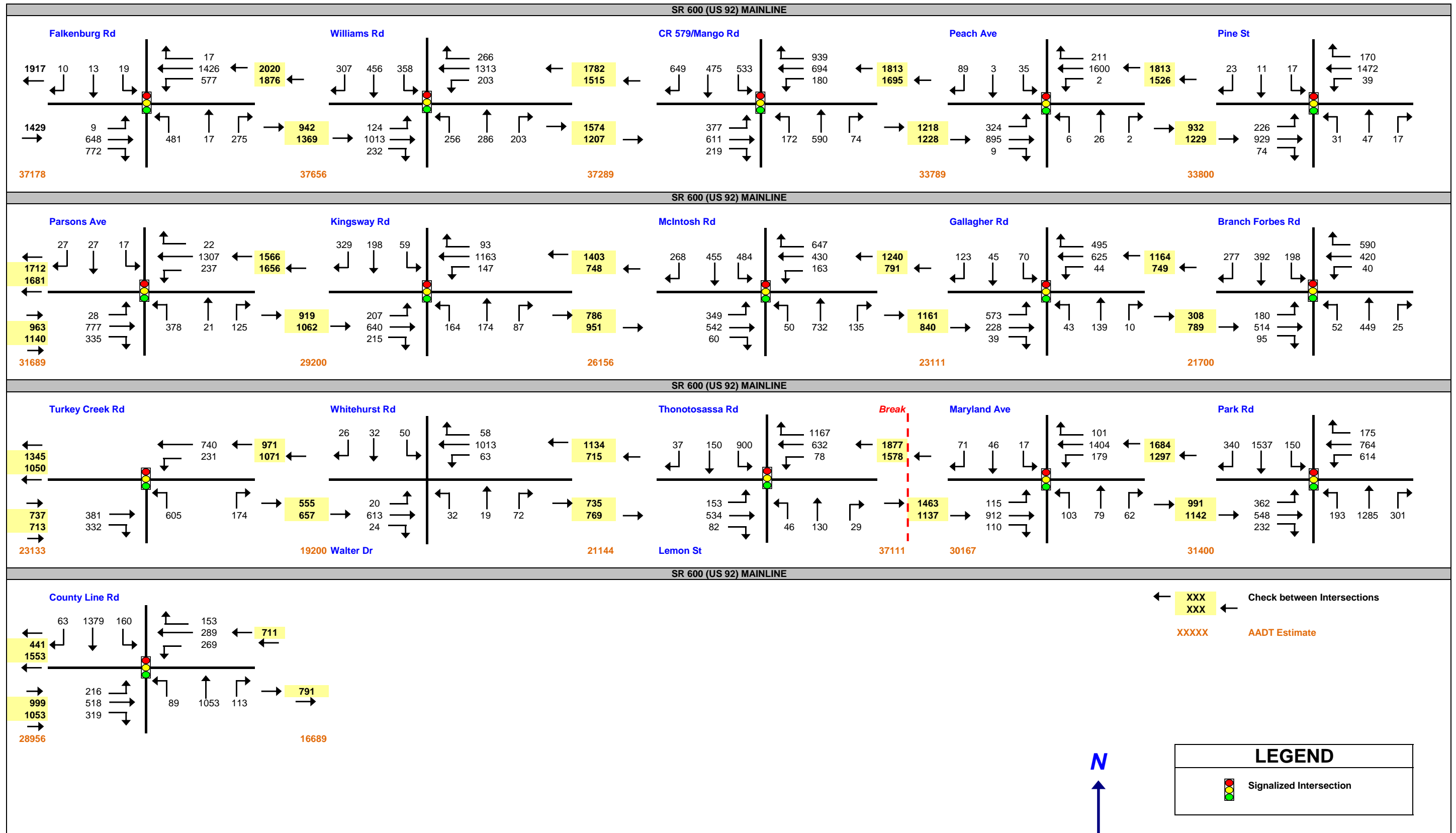


SR 600 (US 92) PD&E Re-evaluation
 from East of I-4 to East of County Line Road
 Hillsborough County, Florida

ADJUSTED INTERIM YEAR 2030 AM PEAK HOUR TRAFFIC VOLUMES

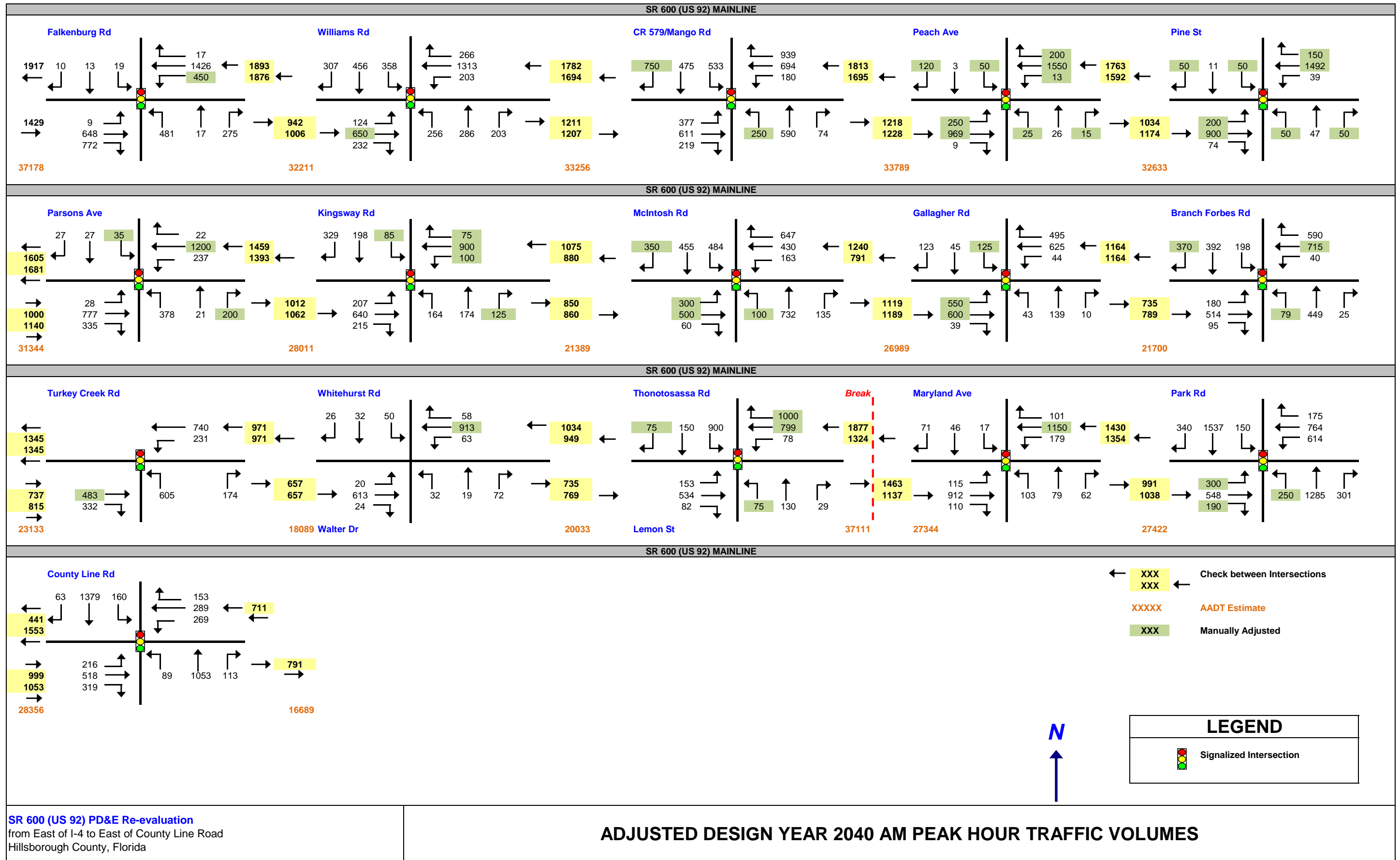


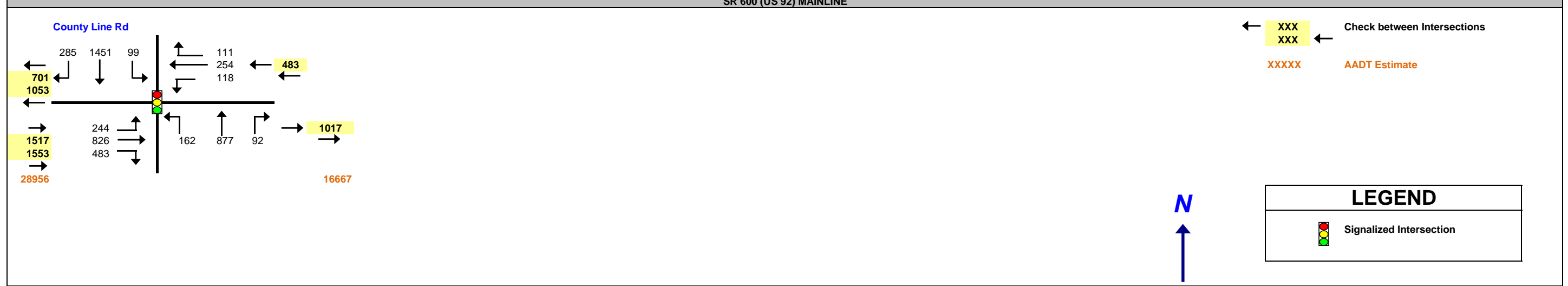
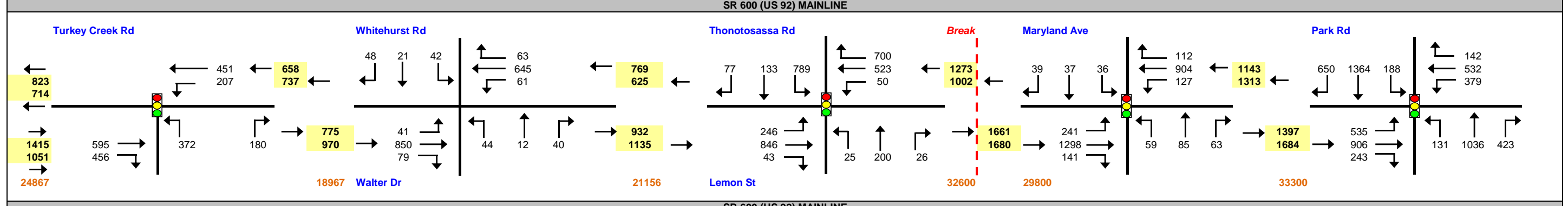
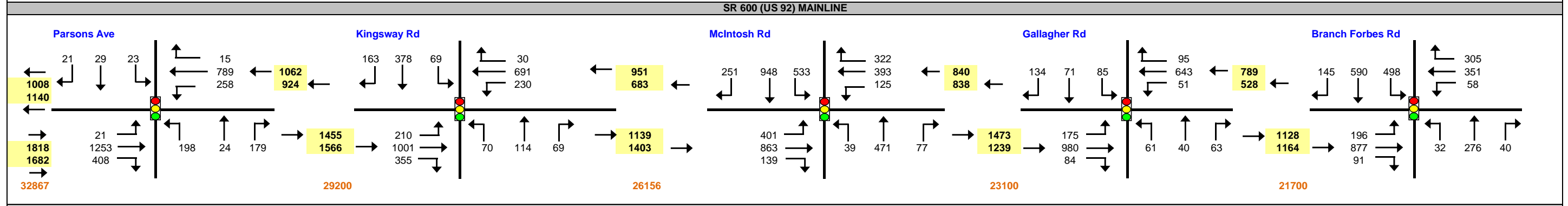
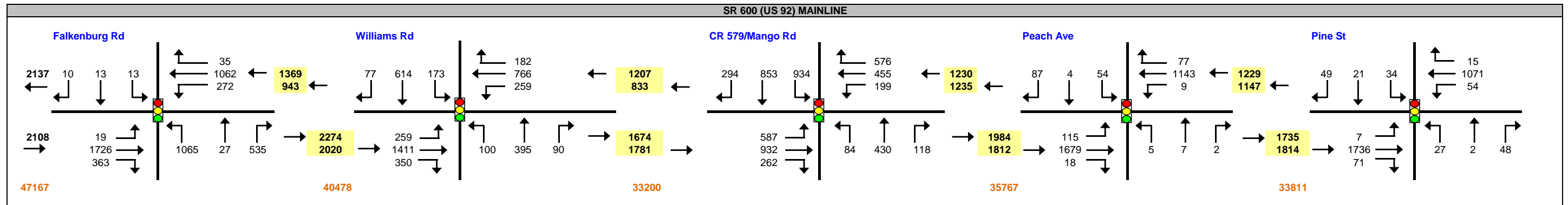




SR 600 (US 92) PD&E Re-evaluation
 from East of I-4 to East of County Line Road
 Hillsborough County, Florida

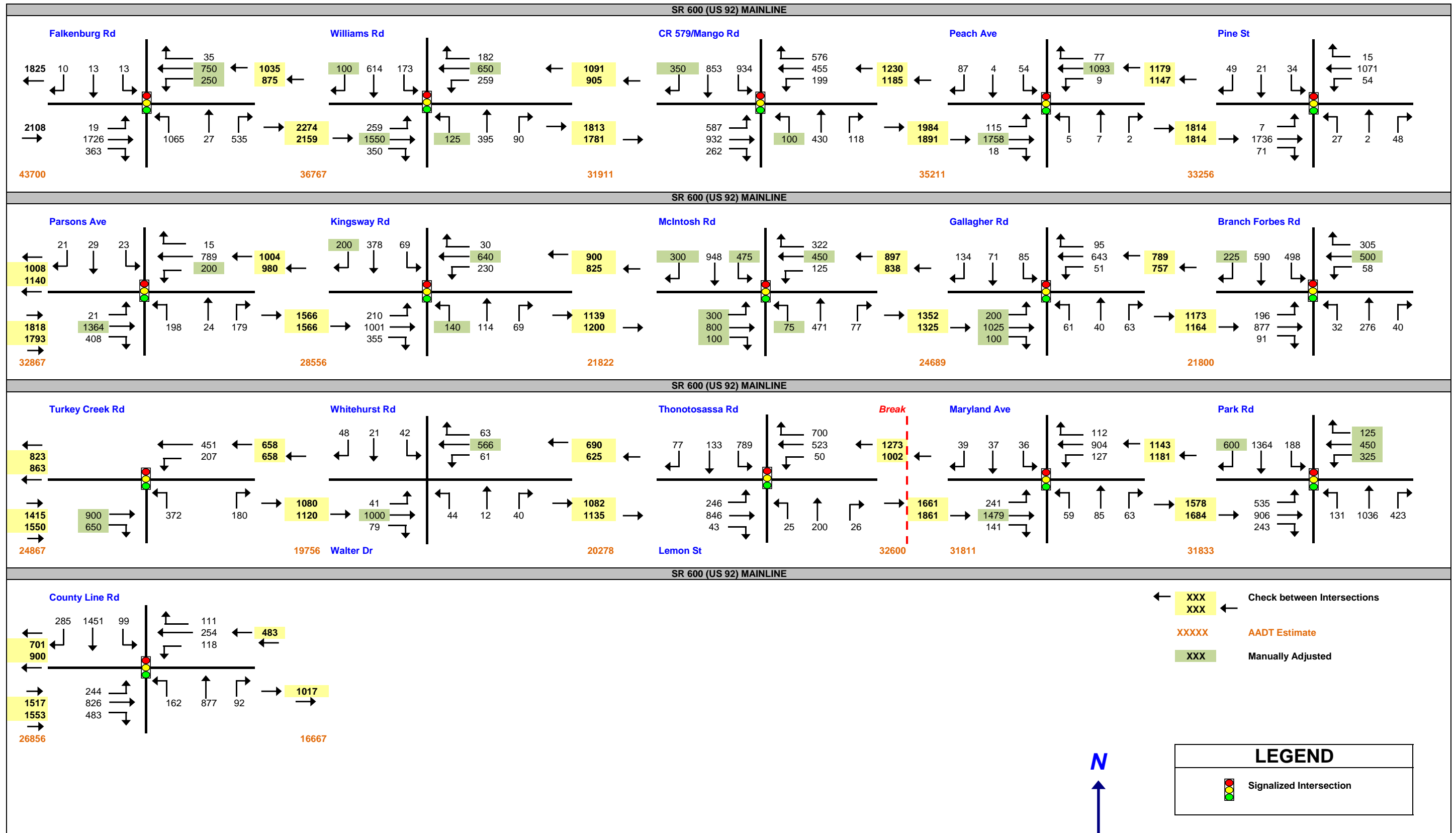
ESTIMATED DESIGN YEAR 2040 AM PEAK HOUR TRAFFIC VOLUMES



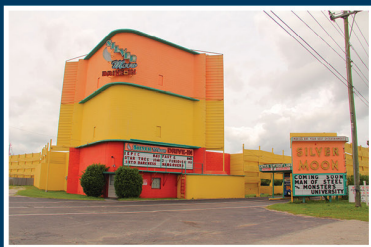


SR 600 (US 92) PD&E Re-evaluation
 from East of I-4 to East of County Line Road
 Hillsborough County, Florida

ESTIMATED DESIGN YEAR 2040 PM PEAK HOUR TRAFFIC VOLUMES



County Line Road from:
Final Design Traffic Technical Memorandum
for
US 92 PD&E Study, FPID: 433558-1-22-01



Final Design Traffic Technical Memorandum

US 92 PD&E Study

from County Line Road to Wabash Avenue
Polk County



Financial Project ID: 433558-1-22-01
Federal Aid Project No.: TBD
ETDM No.: 3192

August 2016

AM Volume Development Calculations

Intersection	Side of Intersection	Direction of Travel	ADT	Axle Factor	ADT Seasonal Factor	TMC Seasonal Factor	2014 AADT AM	2014 AADT	2014 to 2040 Selected Growth Rate	2040 AADT from Linear Growth	Selected 2040 AADT
US 92/County Line Road	W	EB	10915	0.90	0.92	0.94	9000	9000	4.3%	19100	20900
	W	WB		0.90	0.92	0.94	9000	9000	4.3%	19100	20900
	E	EB	12499	0.90	0.92	0.94	10300	10300	4.3%	21800	35800
	E	WB		0.90	0.92	0.94	10300	10300	4.3%	21800	35800
	S	NB	25365	0.90	0.92	0.94	21000	21000	4.3%	44500	48700
	S	SB		0.90	0.92	0.94	21000	21000	4.3%	44500	48700
	N	NB	25803	0.90	0.92	0.94	21400	21400	4.3%	45300	45300
	N	SB		0.90	0.92	0.94	21400	21400	4.3%	45300	45300
US 92/Pine Chase Avenue	W	EB	12499	0.90	0.92	0.94	10300	10300	4.3%	21800	35800
	W	WB		0.90	0.92	0.94	10300	10300	4.3%	21800	35800
	E	EB	12570	0.90	0.92	0.94	10400	10400	4.3%	22000	37200
	E	WB		0.90	0.92	0.94	10400	10400	4.3%	22000	37200
	N	NB	883	0.90	0.92	0.94	700	700	1.7%	1000	1000
	N	SB		0.90	0.92	0.94	700	700	1.7%	1000	1000
US 92/Westwood	W	EB	12570	0.90	0.92	0.94	10400	10400	4.3%	22000	37200
	W	WB		0.90	0.92	0.94	10400	10400	4.3%	22000	37200
	E	EB	12574	0.90	0.92	0.94	10400	10400	4.3%	22000	37200
	E	WB		0.90	0.92	0.94	10400	10400	4.3%	22000	37200
	S	NB		0.90	0.92	0.94	500	500	1.7%	700	700
	S	SB		0.90	0.92	0.94	500	500	1.7%	700	700
	N	NB		0.90	0.92	0.94	200	300	1.7%	400	400
	N	SB		0.90	0.92	0.94	200	300	1.7%	400	400
US 92/Clark Road	W	EB	12574	0.90	0.92	0.94	10400	10400	4.3%	22000	37200
	W	WB		0.90	0.92	0.94	10400	10400	4.3%	22000	37200
	E	EB	12714	0.90	0.92	0.94	10500	10500	4.3%	22200	36500
	E	WB		0.90	0.92	0.94	10500	10500	4.3%	22200	36500
	S	NB	3166	0.90	0.92	0.94	2600	2600	4.3%	5500	25600
	S	SB		0.90	0.92	0.94	2600	2600	4.3%	5500	25600
	N	NB	3083	0.90	0.92	0.94	2600	2600	4.3%	5500	23500
	N	SB		0.90	0.92	0.94	2600	2600	4.3%	5500	23500
US 92/McCue Road	W	EB	12714	0.90	0.92	0.95	10500	10500	4.3%	22200	36500
	W	WB		0.90	0.92	0.95	10500	10500	4.3%	22200	36500
	E	EB	12760	0.90	0.92	0.95	10600	10600	4.3%	22500	36200
	E	WB		0.90	0.92	0.95	10600	10600	4.3%	22500	36200
	S	NB		0.90	0.92	0.95	300	300	1.7%	400	400
	S	SB		0.90	0.92	0.95	300	300	1.7%	400	400
	N	NB	668	0.90	0.92	0.95	600	600	1.7%	900	900
	N	SB		0.90	0.92	0.95	600	600	1.7%	900	900

AM Volume Development Calculations

Intersection	Side of Intersection	Direction of Travel	k-design	d-design	2040 DDHV	Raw 2014 L	Raw 2014 T	Raw 2014 R	Raw 2014 Total	Balanced 2014 L	Balanced 2014 T	Balanced 2014 R
US 92/County Line Road	W	EB	0.090	56.0%	1055	60	180	102	342	55	155	95
	W	WB	0.090	44.0%	830	81	134	40	255	75	190	40
	E	EB	0.090	56.0%	1805	78	180	66	324	75	155	60
	E	WB	0.090	44.0%	1420	92	134	72	298	100	190	80
	S	NB	0.090	44.0%	1930	81	688	78	847	75	645	75
	S	SB	0.090	56.0%	2455	102	933	92	1127	95	875	100
	N	NB	0.090	44.0%	1795	60	688	72	820	55	645	80
	N	SB	0.090	56.0%	2285	66	933	40	1039	60	875	40
US 92/Pine Chase Avenue	W	EB	0.090	56.0%	1805	5	314	0	319	5	285	0
	W	WB	0.090	44.0%	1420	0	312	8	320	0	360	10
	E	EB	0.090	56.0%	1875	0	314	12	326	0	285	10
	E	WB	0.090	44.0%	1475	0	312	14	326	0	360	15
	N	NB	0.090	44.0%	40	5	0	14	19	5	0	15
	N	SB	0.090	56.0%	50	12	0	8	20	10	0	10
US 92/Westwood	W	EB	0.090	56.0%	1875	3	290	8	301	5	280	10
	W	WB	0.090	44.0%	1475	4	300	4	308	5	365	5
	E	EB	0.090	56.0%	1875	2	290	4	296	5	280	5
	E	WB	0.090	44.0%	1475	25	300	4	329	25	365	5
	S	NB	0.090	44.0%	30	4	0	2	6	5	0	5
	S	SB	0.090	56.0%	35	8	0	25	33	10	0	25
	N	NB	0.090	44.0%	15	3	0	4	7	5	0	5
	N	SB	0.090	56.0%	20	4	0	4	8	5	0	5
US 92/Clark Road	W	EB	0.090	56.0%	1875	17	261	19	297	15	255	20
	W	WB	0.090	44.0%	1475	64	249	40	353	60	295	40
	E	EB	0.090	56.0%	1840	45	261	31	337	40	255	30
	E	WB	0.090	44.0%	1445	7	249	25	281	5	295	25
	S	NB	0.090	56.0%	1290	64	61	45	170	60	55	40
	S	SB	0.090	44.0%	1015	19	42	7	68	20	40	5
	N	NB	0.090	44.0%	930	17	61	25	103	15	55	25
	N	SB	0.090	56.0%	1185	31	42	40	113	30	40	40
US 92/McCue Road	W	EB	0.090	56.0%	1840	3	336	1	340	5	315	5
	W	WB	0.090	44.0%	1445	3	255	3	261	5	315	5
	E	EB	0.090	56.0%	1825	1	336	11	348	5	315	10
	E	WB	0.090	44.0%	1435	1	255	10	266	5	315	10
	S	NB	0.090	44.0%	15	3	0	1	4	5	0	5
	S	SB	0.090	56.0%	20	1	1	1	3	5	5	5
	N	NB	0.090	44.0%	35	3	0	10	13	5	0	10
	N	SB	0.090	56.0%	45	11	1	3	15	10	5	5

AM Volume Development Calculations

Intersection	Side of Intersection	Direction of Travel	Balanced 2014 Total	2014 Balanced L%	2014 Balanced T%	2014 Balanced R%	2040 L	2040 T	2040 R	Difference in 2040 DDHV	Adjusted 2040 L
US 92/County Line Road	W	EB	305	18.0%	50.8%	31.1%	190	536	329	0	200
	W	WB	305				182	729	94	-175	275
	E	EB	290				182	536	141	946	370
	E	WB	370	27.0%	51.4%	21.6%	384	729	307	0	310
	S	NB	795	9.4%	81.1%	9.4%	182	1566	182	0	275
	S	SB	1070				329	2051	384	-308	315
	N	NB	780				190	1566	307	-268	200
	N	SB	975	6.2%	89.7%	4.1%	141	2051	94	0	440
US 92/Pine Chase Avenue	W	EB	290	1.7%	98.3%	0.0%	31	1774	0	0	20
	W	WB	370				0	1416	25	-21	0
	E	EB	295				0	1774	25	76	0
	E	WB	375	0.0%	96.0%	4.0%	0	1416	59	0	0
	N	NB	20				31	0	59	-50	20
	N	SB	20	50.0%	0.0%	50.0%	25	0	25	0	40
US 92/Westwood	W	EB	295	1.7%	94.9%	3.4%	32	1780	64	0	15
	W	WB	375				15	1363	10	87	20
	E	EB	290				15	1780	10	70	20
	E	WB	395	6.3%	92.4%	1.3%	93	1363	19	0	25
	S	NB	10	50.0%	0.0%	50.0%	15	0	15	0	20
	S	SB	35				64	0	93	-122	10
	N	NB	10				32	0	19	-35	15
	N	SB	10	50.0%	0.0%	50.0%	10	0	10	0	20
US 92/Clark Road	W	EB	290	5.2%	87.9%	6.9%	97	1649	129	0	95
	W	WB	395				499	1312	431	-767	95
	E	EB	325				333	1649	323	-465	120
	E	WB	325	1.5%	90.8%	7.7%	22	1312	111	0	105
	S	NB	155	38.7%	35.5%	25.8%	499	458	333	0	95
	S	SB	65				129	431	22	433	175
	N	NB	95				97	458	111	264	95
	N	SB	110	27.3%	36.4%	36.4%	323	431	431	0	175
US 92/McCue Road	W	EB	325	1.5%	96.9%	1.5%	28	1783	28	0	25
	W	WB	325				8	1370	11	56	10
	E	EB	330				8	1783	23	12	20
	E	WB	330	1.5%	95.5%	3.0%	22	1370	43	0	20
	S	NB	10	50.0%	0.0%	50.0%	8	0	8	0	10
	S	SB	15				28	11	22	-41	10
	N	NB	15				28	0	43	-37	25
	N	SB	20	50.0%	25.0%	25.0%	23	11	11	0	35

AM Volume Development Calculations

Intersection	Side of Intersection	Direction of Travel	Adjusted 2040 T	Adjusted 2040 R	2040 DDHV	Adjusted Difference in 2040 DDHV	2040 AADT AM	2040 AADT
US 92/County Line Road	W	EB	1030	315	1545	-490	29700	29700
	W	WB	690	165	1130	-300		
	E	EB	1030	440	1840	-35	36600	36600
	E	WB	690	450	1450	-30		
	S	NB	1190	370	1835	95	43600	43600
	S	SB	1460	310	2085	370		
	N	NB	1190	450	1840	-45	43400	43400
	N	SB	1460	165	2065	220		
US 92/Pine Chase Avenue	W	EB	1820	0	1840	-35	36600	36600
	W	WB	1430	20	1450	-30		
	E	EB	1820	40	1860	15	36900	36900
	E	WB	1430	30	1460	15		
	N	NB	0	30	50	-10	1200	1200
	N	SB	0	20	60	-10		
US 92/Westwood	W	EB	1835	10	1860	15	36900	36800
	W	WB	1420	20	1460	15		
	E	EB	1835	20	1875	0	36900	36900
	E	WB	1420	5	1450	25		
	S	NB	5	20	45	-15	900	900
	S	SB	5	25	40	-5		
	N	NB	5	5	25	-10	800	800
	N	SB	5	20	45	-25		
US 92/Clark Road	W	EB	1605	175	1875	0	36900	36800
	W	WB	1265	90	1450	25		
	E	EB	1605	175	1900	-60	37300	36800
	E	WB	1265	90	1460	-15		
	S	NB	130	120	345	945	9200	9100
	S	SB	200	105	480	535		
	N	NB	130	90	315	615	8700	8300
	N	SB	200	90	465	720		
US 92/McCue Road	W	EB	1865	10	1900	-60	37300	36800
	W	WB	1440	10	1460	-15		
	E	EB	1865	35	1920	-95	37900	37600
	E	WB	1440	35	1495	-60		
	S	NB	10	20	40	-25	900	700
	S	SB	10	20	40	-20		
	N	NB	10	35	70	-35	1400	1300
	N	SB	10	10	55	-10		

PM Volume Development Calculations

Intersection	Side of Intersection	Direction of Travel	ADT	Axle Factor	ADT Seasonal Factor	TMC Seasonal Factor	2014 AADT PM	2014 AADT	2014 to 2040 Selected Growth Rate	2040 AADT from Linear Growth	Selected 2040 AADT
US 92/County Line Road	W	EB	10915	0.90	0.92	0.94	9000	9000	4.3%	19100	20900
	W	WB		0.90	0.92	0.94	9000	9000	4.3%	19100	20900
	E	EB	12499	0.90	0.92	0.94	10300	10300	4.3%	21800	35800
	E	WB		0.90	0.92	0.94	10300	10300	4.3%	21800	35800
	S	NB	25365	0.90	0.92	0.94	21000	21000	4.3%	44500	48700
	S	SB		0.90	0.92	0.94	21000	21000	4.3%	44500	48700
	N	NB	25803	0.90	0.92	0.94	21400	21400	4.3%	45300	45300
	N	SB		0.90	0.92	0.94	21400	21400	4.3%	45300	45300
US 92/Pine Chase Avenue	W	EB	12499	0.90	0.92	0.94	10300	10300	4.3%	21800	35800
	W	WB		0.90	0.92	0.94	10300	10300	4.3%	21800	35800
	E	EB	12570	0.90	0.92	0.94	10400	10400	4.3%	22000	37200
	E	WB		0.90	0.92	0.94	10400	10400	4.3%	22000	37200
	N	NB	883	0.90	0.92	0.94	700	700	1.7%	1000	1000
	N	SB		0.90	0.92	0.94	700	700	1.7%	1000	1000
US 92/Westwood	W	EB	12570	0.90	0.92	0.94	10400	10400	4.3%	22000	37200
	W	WB		0.90	0.92	0.94	10400	10400	4.3%	22000	37200
	E	EB	12574	0.90	0.92	0.94	10400	10400	4.3%	22000	37200
	E	WB		0.90	0.92	0.94	10400	10400	4.3%	22000	37200
	S	NB		0.90	0.92	0.94	500	500	1.7%	700	700
	S	SB		0.90	0.92	0.94	500	500	1.7%	700	700
	N	NB		0.90	0.92	0.94	300	300	1.7%	400	400
	N	SB		0.90	0.92	0.94	300	300	1.7%	400	400
US 92/Clark Road	W	EB	12574	0.90	0.92	0.94	10400	10400	4.3%	22000	37200
	W	WB		0.90	0.92	0.94	10400	10400	4.3%	22000	37200
	E	EB	12714	0.90	0.92	0.94	10500	10500	4.3%	22200	36500
	E	WB		0.90	0.92	0.94	10500	10500	4.3%	22200	36500
	S	NB	3166	0.90	0.92	0.94	2600	2600	4.3%	5500	25600
	S	SB		0.90	0.92	0.94	2600	2600	4.3%	5500	25600
	N	NB	3083	0.90	0.92	0.94	2600	2600	4.3%	5500	23500
	N	SB		0.90	0.92	0.94	2600	2600	4.3%	5500	23500
US 92/McCue Road	W	EB	12714	0.90	0.92	0.95	10500	10500	4.3%	22200	36500
	W	WB		0.90	0.92	0.95	10500	10500	4.3%	22200	36500
	E	EB	12760	0.90	0.92	0.95	10600	10600	4.3%	22500	36200
	E	WB		0.90	0.92	0.95	10600	10600	4.3%	22500	36200
	S	NB		0.90	0.92	0.95	200	300	1.7%	400	400
	S	SB		0.90	0.92	0.95	200	300	1.7%	400	400
	N	NB	668	0.90	0.92	0.95	600	600	1.7%	900	900
	N	SB		0.90	0.92	0.95	600	600	1.7%	900	900

PM Volume Development Calculations

Intersection	Side of Intersection	Direction of Travel	k-design	d-design	2040 DDHV	Raw 2014 L	Raw 2014 T	Raw 2014 R	Raw 2014 Total	Balanced 2014 L	Balanced 2014 T	Balanced 2014 R
US 92/County Line Road	W	EB	0.090	44.0%	830	61	204	108	373	55	230	100
	W	WB	0.090	56.0%	1055	138	281	91	510	130	240	85
	E	EB	0.090	44.0%	1420	76	204	59	339	70	230	55
	E	WB	0.090	56.0%	1805	154	281	125	560	135	240	110
	S	NB	0.090	56.0%	2455	138	1055	76	1269	130	990	70
	S	SB	0.090	44.0%	1930	108	732	154	994	100	690	135
	N	NB	0.090	56.0%	2285	61	1055	125	1241	55	990	110
	N	SB	0.090	44.0%	1795	59	732	91	882	55	690	85
US 92/Pine Chase Avenue	W	EB	0.090	44.0%	1420	2	342	0	344	5	350	0
	W	WB	0.090	56.0%	1805	0	542	16	558	0	470	15
	E	EB	0.090	44.0%	1475	0	342	19	361	0	350	20
	E	WB	0.090	56.0%	1875	0	542	9	551	0	470	10
	N	NB	0.090	44.0%	40	2	0	9	11	5	0	10
	N	SB	0.090	56.0%	50	19	0	16	35	20	0	15
US 92/Westwood	W	EB	0.090	44.0%	1475	1	372	2	375	5	360	5
	W	WB	0.090	56.0%	1875	9	505	8	522	10	460	10
	E	EB	0.090	44.0%	1475	26	372	2	400	25	360	5
	E	WB	0.090	56.0%	1875	6	505	4	515	5	460	5
	S	NB	0.090	56.0%	35	9	0	26	35	10	0	25
	S	SB	0.090	44.0%	30	2	0	6	8	5	0	5
	N	NB	0.090	44.0%	15	1	0	4	5	5	0	5
	N	SB	0.090	56.0%	20	2	0	8	10	5	0	10
US 92/Clark Road	W	EB	0.090	44.0%	1475	24	318	35	377	30	320	40
	W	WB	0.090	56.0%	1875	87	376	46	509	80	345	45
	E	EB	0.090	44.0%	1445	35	318	37	390	35	320	35
	E	WB	0.090	56.0%	1840	23	376	33	432	25	345	35
	S	NB	0.090	56.0%	1290	87	67	35	189	80	65	35
	S	SB	0.090	44.0%	1015	35	64	23	122	40	60	25
	N	NB	0.090	44.0%	930	24	67	33	124	30	65	35
	N	SB	0.090	56.0%	1185	37	64	46	147	35	60	45
US 92/McCue Road	W	EB	0.090	44.0%	1445	0	380	0	380	0	390	0
	W	WB	0.090	56.0%	1840	0	410	8	418	0	395	10
	E	EB	0.090	44.0%	1435	2	380	13	395	5	390	10
	E	WB	0.090	56.0%	1825	2	410	9	421	5	395	10
	S	NB	0.090	44.0%	15	0	0	2	2	0	0	5
	S	SB	0.090	56.0%	20	0	1	2	3	0	5	5
	N	NB	0.090	44.0%	35	0	0	9	9	0	0	10
	N	SB	0.090	56.0%	45	13	1	8	22	10	5	10

PM Volume Development Calculations

Intersection	Side of Intersection	Direction of Travel	Balanced 2014 Total	2014 Balanced L%	2014 Balanced T%	2014 Balanced R%	2040 L	2040 T	2040 R	Difference in 2040 DDHV	Adjusted 2040 L
US 92/County Line Road	W	EB	385	14.3%	59.7%	26.0%	119	496	216	0	165
	W	WB	455				268	893	184	-290	315
	E	EB	355				144	496	119	661	310
	E	WB	485	27.8%	49.5%	22.7%	502	893	409	0	370
	S	NB	1190	10.9%	83.2%	5.9%	268	2042	144	0	315
	S	SB	925				216	1492	502	-280	275
	N	NB	1155				119	2042	409	-285	165
	N	SB	830	6.6%	83.1%	10.2%	119	1492	184	0	450
US 92/Pine Chase Avenue	W	EB	355	1.4%	98.6%	0.0%	20	1400	0	0	20
	W	WB	485				0	1836	21	-52	0
	E	EB	370				0	1400	29	46	0
	E	WB	480	0.0%	97.9%	2.1%	0	1836	39	0	0
	N	NB	15				20	0	39	-19	20
	N	SB	35	57.1%	0.0%	42.9%	29	0	21	0	30
US 92/Westwood	W	EB	370	1.4%	97.3%	1.4%	20	1435	20	0	20
	W	WB	480				10	1835	13	17	10
	E	EB	390				25	1435	7	8	25
	E	WB	470	1.1%	97.9%	1.1%	20	1835	20	0	20
	S	NB	35	28.6%	0.0%	71.4%	10	0	25	0	10
	S	SB	10				20	0	20	-10	20
	N	NB	10				20	0	20	-25	20
	N	SB	15	33.3%	0.0%	66.7%	7	0	13	0	5
US 92/Clark Road	W	EB	390	7.7%	82.1%	10.3%	113	1210	151	0	95
	W	WB	470				573	1567	381	-647	150
	E	EB	390				251	1210	296	-312	105
	E	WB	405	6.2%	85.2%	8.6%	114	1567	159	0	105
	S	NB	180	44.4%	36.1%	19.4%	573	466	251	0	150
	S	SB	125				151	508	114	242	125
	N	NB	130				113	466	159	192	95
	N	SB	140	25.0%	42.9%	32.1%	296	508	381	0	90
US 92/McCue Road	W	EB	390	0.0%	100.0%	0.0%	0	1445	0	0	5
	W	WB	405				0	1758	18	64	5
	E	EB	405				15	1445	18	-43	20
	E	WB	410	1.2%	96.3%	2.4%	22	1758	45	0	20
	S	NB	5	0.0%	0.0%	100.0%	0	0	15	0	5
	S	SB	10				0	9	22	-11	5
	N	NB	10				0	0	45	-10	5
	N	SB	25	40.0%	20.0%	40.0%	18	9	18	0	35

PM Volume Development Calculations





















Intersection	Side of Intersection	Direction of Travel	Adjusted 2040 T	Adjusted 2040 R	2040 DDHV	Adjusted Difference in 2040 DDHV	2040 AADT PM	2040 AADT
US 92/County Line Road	W	EB	690	275	1130	-300	29700	29700
	W	WB	1030	200	1545	-490		
	E	EB	690	450	1450	-30	36600	36600
	E	WB	1030	440	1840	-35		
	S	NB	1460	310	2085	370	43600	43600
	S	SB	1190	370	1835	95		
	N	NB	1460	440	2065	220	43400	43400
	N	SB	1190	200	1840	-45		
US 92/Pine Chase Avenue	W	EB	1430	0	1450	-30	36600	36600
	W	WB	1820	20	1840	-35		
	E	EB	1430	30	1460	15	36900	36900
	E	WB	1820	40	1860	15		
	N	NB	0	40	60	-20	1200	1200
	N	SB	0	20	50	0		
US 92/Westwood	W	EB	1415	20	1455	20	36800	36800
	W	WB	1835	15	1860	15		
	E	EB	1415	5	1445	30	36900	36900
	E	WB	1835	20	1875	0		
	S	NB	5	25	40	-5	900	900
	S	SB	5	20	45	-15		
	N	NB	5	20	45	-30	800	800
	N	SB	5	15	25	-5		
US 92/Clark Road	W	EB	1220	125	1440	35	36800	36800
	W	WB	1645	80	1875	0		
	E	EB	1220	90	1415	30	36800	36800
	E	WB	1645	150	1900	-60		
	S	NB	200	105	455	835	9100	9100
	S	SB	130	105	360	655		
	N	NB	200	150	445	485	8300	8300
	N	SB	130	80	300	885		
US 92/McCue Road	W	EB	1405	5	1415	30	36800	36800
	W	WB	1870	25	1900	-60		
	E	EB	1405	35	1460	-25	37600	37600
	E	WB	1870	35	1925	-100		
	S	NB	5	20	30	-15	700	700
	S	SB	10	20	35	-15		
	N	NB	5	35	45	-10	1300	1300
	N	SB	10	25	70	-25		

APPENDIX J

Design Year 2040 No-Build and Build Level of Service

HCM 2010 Signalized Intersection Summary
 65: Falkenburg Rd & US 92






















10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	9	648	772	450	1426	17	481	17	275	19	13	10
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	190.0	181.0	181.0	190.0	181.0	181.0	190.0	181.0	181.0	190.0
Adj Flow Rate, veh/h	9	682	813	474	1501	18	506	18	289	20	14	11
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
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, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	85	370	442	85	877	11	498	29	466	241	300	236
Arrive On Green	0.49	0.49	0.49	0.49	0.49	0.49	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	332	753	898	340	1784	21	1341	91	1461	1037	940	739
Grp Volume(v), veh/h	9	0	1495	474	0	1519	506	0	307	20	0	25
Grp Sat Flow(s),veh/h/ln	332	0	1651	340	0	1806	1341	0	1552	1037	0	1679
Q Serve(g_s), s	0.0	0.0	41.8	0.0	0.0	41.8	26.2	0.0	14.3	1.4	0.0	0.9
Cycle Q Clear(g_c), s	41.8	0.0	41.8	41.8	0.0	41.8	27.1	0.0	14.3	15.7	0.0	0.9
Prop In Lane	1.00		0.54	1.00		0.01	1.00		0.94	1.00		0.44
Lane Grp Cap(c), veh/h	85	0	812	85	0	888	498	0	495	241	0	535
V/C Ratio(X)	0.11	0.00	1.84	5.60	0.00	1.71	1.02	0.00	0.62	0.08	0.00	0.05
Avail Cap(c_a), veh/h	85	0	812	85	0	888	498	0	495	241	0	535
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	42.5	0.0	21.6	42.5	0.0	21.6	31.6	0.0	24.6	31.2	0.0	20.0
Incr Delay (d2), s/veh	2.5	0.0	383.4	2093.7	0.0	324.6	44.2	0.0	5.8	0.7	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	0.3	0.0	105.4	51.2	0.0	100.8	17.7	0.0	6.8	0.5	0.0	0.4
LnGrp Delay(d),s/veh	45.0	0.0	405.0	2136.2	0.0	346.2	75.8	0.0	30.3	31.9	0.0	20.2
LnGrp LOS	D		F	F		F	F		C	C		C
Approach Vol, veh/h		1504			1993			813				45
Approach Delay, s/veh		402.8			771.9			58.7				25.4
Approach LOS		F			F			E				C
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		50.0		35.0		50.0		35.0				
Change Period (Y+Rc), s		8.2		7.9		* 8.1999998		7.9				
Max Green Setting (Gmax), s		41.8		27.1		* 41.800003		27.1				
Max Q Clear Time (g_c+I1), s		43.8		29.1		43.8		17.7				
Green Ext Time (p_c), s		0.0		0.0		0.0		3.8				
Intersection Summary												
HCM 2010 Ctrl Delay			503.6									
HCM 2010 LOS			F									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary





















65: Falkenburg Rd & US 92

10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	19	1726	363	250	750	35	1065	27	535	13	13	10
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	190.0	181.0	181.0	190.0	186.3	186.3	190.0	190.0	190.0	190.0
Adj Flow Rate, veh/h	20	1817	382	263	789	37	1121	28	563	14	14	11
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
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, %	5	5	5	5	5	5	2	2	2	0	0	0
Cap, veh/h	122	713	150	85	843	40	511	24	484	85	315	247
Arrive On Green	0.49	0.49	0.49	0.49	0.49	0.49	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	642	1451	305	171	1715	80	1380	76	1519	839	987	776
Grp Volume(v), veh/h	20	0	2199	263	0	826	1121	0	591	14	0	25
Grp Sat Flow(s),veh/h/ln	642	0	1756	171	0	1795	1380	0	1595	839	0	1763
Q Serve(g_s), s	2.6	0.0	41.8	0.0	0.0	36.8	26.3	0.0	27.1	0.0	0.0	0.8
Cycle Q Clear(g_c), s	39.4	0.0	41.8	41.8	0.0	36.8	27.1	0.0	27.1	27.1	0.0	0.8
Prop In Lane	1.00		0.17	1.00		0.04	1.00		0.95	1.00		0.44
Lane Grp Cap(c), veh/h	122	0	863	85	0	883	511	0	508	85	0	562
V/C Ratio(X)	0.16	0.00	2.55	3.10	0.00	0.94	2.19	0.00	1.16	0.17	0.00	0.04
Avail Cap(c_a), veh/h	122	0	863	85	0	883	511	0	508	85	0	562
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.9	0.0	21.6	42.5	0.0	20.3	31.5	0.0	29.0	42.5	0.0	20.0
Incr Delay (d2), s/veh	2.9	0.0	699.5	977.6	0.0	18.2	543.1	0.0	93.0	4.2	0.0	0.1
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	0.6	0.0	187.9	25.0	0.0	22.6	89.1	0.0	25.0	0.4	0.0	0.4
LnGrp Delay(d),s/veh	41.7	0.0	721.1	1020.1	0.0	38.5	574.7	0.0	122.0	46.7	0.0	20.2
LnGrp LOS	D		F	F		D	F		F	D		C
Approach Vol, veh/h		2219			1089			1712				39
Approach Delay, s/veh		715.0			275.6			418.4				29.7
Approach LOS		F			F			F				C
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		50.0		35.0		50.0		35.0				
Change Period (Y+Rc), s		8.2		7.9		* 8.1999998		7.9				
Max Green Setting (Gmax), s		41.8		27.1		* 41.800003		27.1				
Max Q Clear Time (g_c+I1), s		43.8		29.1		43.8		29.1				
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			514.8									
HCM 2010 LOS			F									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												






















HCM 2010 Signalized Intersection Summary
62: Williams Rd & US 92

10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	124	650	232	203	1313	266	256	286	203	358	456	307
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	190.0	181.0	181.0	190.0	188.1	188.1	190.0	186.3	186.3	190.0
Adj Flow Rate, veh/h	131	684	244	214	1382	280	269	301	214	377	480	323
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
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, %	5	5	5	5	5	5	1	1	1	2	2	2
Cap, veh/h	90	684	244	90	784	159	90	297	211	90	302	203
Arrive On Green	0.54	0.54	0.54	0.54	0.54	0.54	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	290	1275	455	583	1461	296	682	1024	728	882	1040	700
Grp Volume(v), veh/h	131	0	928	214	0	1662	269	0	515	377	0	803
Grp Sat Flow(s),veh/h/ln	290	0	1729	583	0	1757	682	0	1753	882	0	1739
Q Serve(g_s), s	0.0	0.0	42.9	0.0	0.0	42.9	0.0	0.0	23.2	0.0	0.0	23.2
Cycle Q Clear(g_c), s	42.9	0.0	42.9	42.9	0.0	42.9	23.2	0.0	23.2	23.2	0.0	23.2
Prop In Lane	1.00		0.26	1.00		0.17	1.00		0.42	1.00		0.40
Lane Grp Cap(c), veh/h	90	0	927	90	0	942	90	0	508	90	0	504
V/C Ratio(X)	1.46	0.00	1.00	2.38	0.00	1.76	2.99	0.00	1.01	4.19	0.00	1.59
Avail Cap(c_a), veh/h	90	0	927	90	0	942	90	0	508	90	0	504
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	40.0	0.0	18.6	40.0	0.0	18.6	40.0	0.0	28.4	40.0	0.0	28.4
Incr Delay (d2), s/veh	256.1	0.0	29.7	652.8	0.0	348.0	924.1	0.0	43.3	1460.8	0.0	275.7
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	8.4	0.0	27.7	18.3	0.0	111.5	25.1	0.0	17.3	38.5	0.0	49.7
LnGrp Delay(d),s/veh	296.1	0.0	48.3	692.8	0.0	366.6	964.1	0.0	71.7	1500.8	0.0	304.1
LnGrp LOS	F		F	F		F	F		F	F		F
Approach Vol, veh/h		1059			1876			784			1180	
Approach Delay, s/veh		78.9			403.8			377.9			686.4	
Approach LOS		E			F			F			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		50.0		30.0		50.0		30.0				
Change Period (Y+Rc), s		7.1		6.8		7.1		6.8				
Max Green Setting (Gmax), s		42.9		23.2		42.9		23.2				
Max Q Clear Time (g_c+I1), s		44.9		25.2		44.9		25.2				
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			397.5									
HCM 2010 LOS			F									

























HCM 2010 Signalized Intersection Summary
62: Williams Rd & US 92

10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	259	1550	350	259	650	182	125	395	90	173	614	100
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	190.0	181.0	181.0	190.0	188.1	188.1	190.0	184.5	184.5	190.0
Adj Flow Rate, veh/h	273	1632	368	273	684	192	132	416	95	182	646	105
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
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, %	5	5	5	5	5	5	1	1	1	3	3	3
Cap, veh/h	278	978	221	55	930	261	55	310	71	55	324	53
Arrive On Green	0.68	0.68	0.68	0.68	0.68	0.68	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	612	1430	322	208	1360	382	716	1483	339	877	1549	252
Grp Volume(v), veh/h	273	0	2000	273	0	876	132	0	511	182	0	751
Grp Sat Flow(s),veh/h/ln	612	0	1753	208	0	1742	716	0	1821	877	0	1800
Q Serve(g_s), s	47.3	0.0	88.9	0.0	0.0	41.6	0.0	0.0	27.2	0.0	0.0	27.2
Cycle Q Clear(g_c), s	88.9	0.0	88.9	88.9	0.0	41.6	27.2	0.0	27.2	27.2	0.0	27.2
Prop In Lane	1.00		0.18	1.00		0.22	1.00		0.19	1.00		0.14
Lane Grp Cap(c), veh/h	278	0	1199	55	0	1191	55	0	381	55	0	377
V/C Ratio(X)	0.98	0.00	1.67	4.93	0.00	0.74	2.38	0.00	1.34	3.29	0.00	1.99
Avail Cap(c_a), veh/h	278	0	1199	55	0	1191	55	0	381	55	0	377
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	0.00	0.09	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	45.7	0.0	20.6	65.0	0.0	13.1	65.0	0.0	51.4	65.0	0.0	51.4
Incr Delay (d2), s/veh	12.3	0.0	301.3	1808.0	0.0	4.1	674.2	0.0	170.1	1073.5	0.0	456.6
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	10.7	0.0	142.6	29.8	0.0	21.1	12.4	0.0	31.7	18.5	0.0	61.3
LnGrp Delay(d),s/veh	57.9	0.0	321.8	1873.0	0.0	17.1	739.2	0.0	221.5	1138.5	0.0	508.0
LnGrp LOS	E		F	F		B	F		F	F		F
Approach Vol, veh/h		2273			1149			643			933	
Approach Delay, s/veh		290.1			458.1			327.8			631.0	
Approach LOS		F			F			F			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		96.0		34.0		96.0		34.0				
Change Period (Y+Rc), s		7.1		6.8		7.1		6.8				
Max Green Setting (Gmax), s		88.9		27.2		88.9		27.2				
Max Q Clear Time (g_c+I1), s		90.9		29.2		90.9		29.2				
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			397.2									
HCM 2010 LOS			F									

























HCM 2010 Signalized Intersection Summary
 59: CR 579/Mango Rd & US 92

10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	377	611	219	180	694	939	250	590	74	533	475	750
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	181.0	181.0	181.0	181.0	186.3	186.3	190.0	182.7	182.7	182.7
Adj Flow Rate, veh/h	397	643	231	189	731	988	263	621	78	561	500	789
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	2	1	1
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, %	5	5	5	5	5	5	2	2	2	4	4	4
Cap, veh/h	273	656	684	190	565	716	206	551	69	518	440	566
Arrive On Green	0.12	0.36	0.36	0.02	0.10	0.10	0.08	0.17	0.17	0.15	0.24	0.24
Sat Flow, veh/h	1723	1810	1538	1723	1810	1538	1774	3165	397	3375	1827	1553
Grp Volume(v), veh/h	397	643	231	189	731	988	263	347	352	561	500	789
Grp Sat Flow(s),veh/h/ln	1723	1810	1538	1723	1810	1538	1774	1770	1793	1688	1827	1553
Q Serve(g_s), s	14.8	42.2	11.8	8.6	37.5	37.5	9.9	20.9	20.9	18.4	28.9	28.9
Cycle Q Clear(g_c), s	14.8	42.2	11.8	8.6	37.5	37.5	9.9	20.9	20.9	18.4	28.9	28.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.22	1.00		1.00
Lane Grp Cap(c), veh/h	273	656	684	190	565	716	206	308	312	518	440	566
V/C Ratio(X)	1.46	0.98	0.34	0.99	1.29	1.38	1.27	1.12	1.13	1.08	1.14	1.40
Avail Cap(c_a), veh/h	273	656	684	190	565	716	206	308	312	518	440	566
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.09	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.2	37.8	21.7	33.6	53.8	39.0	41.7	49.5	49.6	50.8	45.5	38.2
Incr Delay (d2), s/veh	224.7	30.6	1.3	17.9	133.0	171.3	155.7	89.3	90.2	64.2	85.8	188.4
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	26.0	26.7	5.2	3.1	39.7	57.5	10.9	17.8	18.1	13.2	25.0	48.3
LnGrp Delay(d),s/veh	261.0	68.5	23.1	51.5	186.8	210.3	197.3	138.9	139.7	115.0	131.3	226.6
LnGrp LOS	F	E	C	D	F	F	F	F	F	F	F	F
Approach Vol, veh/h		1271			1908			962			1850	
Approach Delay, s/veh		120.3			185.6			155.2			167.0	
Approach LOS		F			F			F			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.0	45.0	25.0	28.0	16.0	51.0	17.0	36.0				
Change Period (Y+Rc), s	7.2	7.5	6.000000	7.100000	7.3999996	7.5	1.000000	7.1000004				
Max Green Setting (Gmax), s	14.8	37.5	* 18.4	* 20.0	6.0000004	43.9	8.8999996	* 28.9				
Max Q Clear Time (g_c+I1), s	16.8	39.5	20.4	22.9	10.6	44.2	11.9	30.9				
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 2010 Ctrl Delay			161.1									
HCM 2010 LOS			F									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary
 59: CR 579/Mango Rd & US 92





















10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	587	392	262	199	455	576	100	430	118	934	853	350
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	181.0	181.0	181.0	181.0	186.3	186.3	190.0	186.3	186.3	186.3
Adj Flow Rate, veh/h	618	413	276	209	479	606	105	453	124	983	898	368
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	2	1	1
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, %	5	5	5	5	5	5	2	2	2	2	2	2
Cap, veh/h	437	675	655	280	369	638	150	400	109	725	557	825
Arrive On Green	0.22	0.37	0.37	0.02	0.07	0.07	0.05	0.15	0.15	0.21	0.30	0.30
Sat Flow, veh/h	1723	1810	1538	1723	1810	1538	1774	2753	748	3442	1863	1583
Grp Volume(v), veh/h	618	413	276	209	479	606	105	290	287	983	898	368
Grp Sat Flow(s),veh/h/ln	1723	1810	1538	1723	1810	1538	1774	1770	1731	1721	1863	1583
Q Serve(g_s), s	28.8	24.1	16.3	6.6	26.5	26.5	6.6	18.9	18.9	27.4	38.9	18.9
Cycle Q Clear(g_c), s	28.8	24.1	16.3	6.6	26.5	26.5	6.6	18.9	18.9	27.4	38.9	18.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.43	1.00		1.00
Lane Grp Cap(c), veh/h	437	675	655	280	369	638	150	257	252	725	557	825
V/C Ratio(X)	1.41	0.61	0.42	0.75	1.30	0.95	0.70	1.13	1.14	1.36	1.61	0.45
Avail Cap(c_a), veh/h	437	675	655	280	369	638	150	257	252	725	557	825
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.26	0.26	0.26	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.6	33.1	26.1	45.9	60.6	40.9	45.8	55.5	55.6	51.3	45.5	19.4
Incr Delay (d2), s/veh	199.3	4.1	2.0	2.9	139.6	9.6	13.7	94.7	100.0	168.8	283.3	1.7
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	39.9	12.8	7.3	4.3	27.6	22.4	3.8	16.0	16.0	30.0	63.8	8.6
LnGrp Delay(d),s/veh	238.8	37.2	28.1	48.8	200.2	50.6	59.5	150.3	155.5	220.1	328.8	21.2
LnGrp LOS	F	D	C	D	F	D	E	F	F	F	F	C
Approach Vol, veh/h		1307			1294			682			2249	
Approach Delay, s/veh		130.6			105.7			138.5			230.9	
Approach LOS		F			F			F			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	36.0	34.0	34.0	26.0	14.0	56.0	14.0	46.0				
Change Period (Y+Rc), s	7.2	7.5	6.000000	7.100000	7.399999	7.5	1.000000	7.100000				
Max Green Setting (Gmax), s	28.8	26.5	* 27.4	* 18.0	18.599999	48.5	9.000000	38.900002				
Max Q Clear Time (g_c+I1), s	30.8	28.5	29.4	20.9	8.6	26.1	8.6	40.9				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	13.1	0.0	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			166.5									
HCM 2010 LOS			F									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary

2: Peach Ave/School Entrance & US 92





















10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	250	696	9	13	1550	200	25	26	15	50	3	120
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	190.0	181.0	181.0	181.0	190.0	190.0	190.0	190.0	190.0	190.0
Adj Flow Rate, veh/h	263	733	9	14	1632	211	26	27	16	53	3	126
Adj No. of Lanes	1	1	0	1	1	1	0	1	0	0	1	1
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, %	5	5	5	5	5	5	0	0	0	0	0	0
Cap, veh/h	296	1388	17	464	1052	894	60	55	22	142	7	374
Arrive On Green	0.14	0.78	0.78	0.77	0.77	0.77	0.09	0.09	0.09	0.09	0.09	0.09
Sat Flow, veh/h	1723	1784	22	694	1810	1538	192	581	233	884	69	1615
Grp Volume(v), veh/h	263	0	742	14	1632	211	69	0	0	56	0	126
Grp Sat Flow(s),veh/h/ln	1723	0	1806	694	1810	1538	1006	0	0	953	0	1615
Q Serve(g_s), s	13.6	0.0	18.5	0.6	69.4	4.5	1.6	0.0	0.0	0.0	0.0	7.8
Cycle Q Clear(g_c), s	13.6	0.0	18.5	0.6	69.4	4.5	9.2	0.0	0.0	7.6	0.0	7.8
Prop In Lane	1.00		0.01	1.00		1.00	0.38		0.23	0.95		1.00
Lane Grp Cap(c), veh/h	296	0	1405	464	1052	894	137	0	0	149	0	374
V/C Ratio(X)	0.89	0.00	0.53	0.03	1.55	0.24	0.50	0.00	0.00	0.38	0.00	0.34
Avail Cap(c_a), veh/h	362	0	1405	464	1052	894	144	0	0	156	0	382
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.00	0.09	0.09	0.09	0.09	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	41.5	0.0	5.0	5.7	13.5	6.2	52.2	0.0	0.0	52.3	0.0	38.2
Incr Delay (d2), s/veh	2.9	0.0	0.1	0.0	248.3	0.1	4.1	0.0	0.0	2.2	0.0	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	8.7	0.0	9.1	0.1	106.2	1.9	2.4	0.0	0.0	1.9	0.0	3.5
LnGrp Delay(d),s/veh	44.4	0.0	5.1	5.7	261.8	6.2	56.2	0.0	0.0	54.5	0.0	39.0
LnGrp LOS	D		A	A	F	A	E			D		D
Approach Vol, veh/h		1005			1857			69				182
Approach Delay, s/veh		15.4			230.9			56.2				43.8
Approach LOS		B			F			E				D
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	23.5	77.1		19.4		100.6		19.4				
Change Period (Y+Rc), s	7.1	7.1	* 8.1000004			7.1		* 8.1000004				
Max Green Setting (Gmax), s	20.9	64.9	* 11.9			92.9		* 11.9				
Max Q Clear Time (g_c+I1), s	15.6	71.4		11.2		20.5		9.8				
Green Ext Time (p_c), s	0.7	0.0		0.1		67.8		0.3				
Intersection Summary												
HCM 2010 Ctrl Delay			146.5									
HCM 2010 LOS			F									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary






















2: Peach Ave/School Entrance & US 92

10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	115	1758	18	9	1093	77	5	7	2	54	4	87
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	190.0	181.0	181.0	181.0	190.0	190.0	190.0	190.0	181.0	181.0
Adj Flow Rate, veh/h	121	1851	19	9	1151	81	5	7	2	57	4	92
Adj No. of Lanes	1	1	0	1	1	1	0	1	0	0	1	1
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, %	5	5	5	5	5	5	0	0	0	5	5	5
Cap, veh/h	159	1360	14	55	1209	1028	65	81	18	167	10	247
Arrive On Green	0.04	0.76	0.76	0.67	0.67	0.67	0.12	0.12	0.12	0.12	0.12	0.12
Sat Flow, veh/h	1723	1788	18	237	1810	1538	224	663	148	931	81	1538
Grp Volume(v), veh/h	121	0	1870	9	1151	81	14	0	0	61	0	92
Grp Sat Flow(s),veh/h/ln	1723	0	1806	237	1810	1538	1035	0	0	1013	0	1538
Q Serve(g_s), s	2.7	0.0	98.9	0.0	75.4	2.4	0.1	0.0	0.0	0.0	0.0	6.9
Cycle Q Clear(g_c), s	2.7	0.0	98.9	86.9	75.4	2.4	9.7	0.0	0.0	9.7	0.0	6.9
Prop In Lane	1.00		0.01	1.00		1.00	0.36		0.14	0.93		1.00
Lane Grp Cap(c), veh/h	159	0	1374	55	1209	1028	164	0	0	177	0	247
V/C Ratio(X)	0.76	0.00	1.36	0.16	0.95	0.08	0.09	0.00	0.00	0.34	0.00	0.37
Avail Cap(c_a), veh/h	199	0	1374	55	1209	1028	164	0	0	177	0	247
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	0.00	0.09	0.53	0.53	0.53	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.0	0.0	15.6	65.0	19.7	7.6	50.6	0.0	0.0	54.2	0.0	48.7
Incr Delay (d2), s/veh	1.8	0.0	162.8	3.3	10.6	0.1	1.0	0.0	0.0	5.2	0.0	4.3
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	3.0	0.0	110.2	0.4	40.6	1.0	0.5	0.0	0.0	2.3	0.0	3.2
LnGrp Delay(d),s/veh	35.8	0.0	178.4	68.3	30.3	7.6	51.6	0.0	0.0	59.5	0.0	53.0
LnGrp LOS	D		F	E	C	A	D			E		D
Approach Vol, veh/h		1991			1241			14			153	
Approach Delay, s/veh		169.7			29.1			51.6			55.6	
Approach LOS		F			C			D			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	12.0	94.0		24.0		106.0		24.0				
Change Period (Y+Rc), s	7.1	7.1	* 8.1000004			7.1		* 8.1000004				
Max Green Setting (Gmax), s	7.9	83.9	* 15.9			98.9		* 15.9				
Max Q Clear Time (g_c+I1), s	4.7	88.9		11.7		100.9		11.7				
Green Ext Time (p_c), s	0.2	0.0		0.3		0.0		0.3				
Intersection Summary												
HCM 2010 Ctrl Delay			112.7									
HCM 2010 LOS			F									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary
 12: Pine St & US 92

10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	200	900	74	39	1492	150	50	47	50	50	11	50
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	190.0	181.0	181.0	181.0	184.5	184.5	190.0	158.3	158.3	190.0
Adj Flow Rate, veh/h	211	947	78	41	1571	158	53	49	53	53	12	53
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
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, %	5	5	5	5	5	5	3	3	3	20	20	20
Cap, veh/h	173	1018	84	168	1054	896	229	137	149	187	43	191
Arrive On Green	0.07	0.62	0.62	0.04	0.77	0.77	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	1723	1650	136	1723	1810	1538	1318	812	878	1094	256	1129
Grp Volume(v), veh/h	211	0	1025	41	1571	158	53	0	102	53	0	65
Grp Sat Flow(s),veh/h/ln	1723	0	1786	1723	1810	1538	1318	0	1690	1094	0	1384
Q Serve(g_s), s	7.9	0.0	61.9	1.1	69.9	3.2	4.4	0.0	6.4	5.4	0.0	4.9
Cycle Q Clear(g_c), s	7.9	0.0	61.9	1.1	69.9	3.2	9.3	0.0	6.4	11.8	0.0	4.9
Prop In Lane	1.00		0.08	1.00		1.00	1.00		0.52	1.00		0.82
Lane Grp Cap(c), veh/h	173	0	1102	168	1054	896	229	0	286	187	0	234
V/C Ratio(X)	1.22	0.00	0.93	0.24	1.49	0.18	0.23	0.00	0.36	0.28	0.00	0.28
Avail Cap(c_a), veh/h	173	0	1102	227	1054	896	229	0	286	187	0	234
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.86	0.00	0.86	0.09	0.09	0.09	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	40.1	0.0	20.6	23.9	13.5	6.0	47.5	0.0	44.1	49.3	0.0	43.5
Incr Delay (d2), s/veh	133.9	0.0	13.1	0.1	221.2	0.0	2.4	0.0	3.5	3.8	0.0	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	12.2	0.0	34.2	0.7	98.3	1.4	1.8	0.0	3.3	1.8	0.0	2.1
LnGrp Delay(d),s/veh	173.9	0.0	33.8	24.0	234.7	6.0	49.9	0.0	47.5	53.1	0.0	46.4
LnGrp LOS	F		C	C	F	A	D		D	D		D
Approach Vol, veh/h		1236			1770			155				118
Approach Delay, s/veh		57.7			209.4			48.3				49.4
Approach LOS		E			F			D				D
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.0	77.0		28.0	10.8	81.2		28.0				
Change Period (Y+Rc), s	7.1	7.1		* 7.6999998	7.1	7.1		* 7.6999998				
Max Green Setting (Gmax), s	7.9	69.9		* 20.299999	7.9	69.9		* 20.299999				
Max Q Clear Time (g_c+I1), s	9.9	71.9		11.3	3.1	63.9		13.8				
Green Ext Time (p_c), s	0.0	0.0		1.2	0.0	6.0		0.9				






















Intersection Summary												
HCM 2010 Ctrl Delay				138.8								
HCM 2010 LOS				F								

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.





















HCM 2010 Signalized Intersection Summary
 12: Pine St & US 92

10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	7	1736	71	54	1071	15	27	2	48	34	21	49
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	190.0	181.0	181.0	181.0	190.0	190.0	190.0	190.0	190.0	190.0
Adj Flow Rate, veh/h	7	1827	75	57	1127	16	28	2	51	36	22	52
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
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, %	5	5	5	5	5	5	0	0	0	0	0	0
Cap, veh/h	410	1227	50	116	1333	1133	110	5	127	126	41	97
Arrive On Green	0.01	0.71	0.71	0.07	1.00	1.00	0.08	0.08	0.08	0.08	0.08	0.08
Sat Flow, veh/h	1723	1726	71	1723	1810	1538	1347	61	1563	1373	503	1188
Grp Volume(v), veh/h	7	0	1902	57	1127	16	28	0	53	36	0	74
Grp Sat Flow(s),veh/h/ln	1723	0	1797	1723	1810	1538	1347	0	1624	1373	0	1690
Q Serve(g_s), s	0.1	0.0	89.9	1.1	0.0	0.0	2.6	0.0	3.9	3.2	0.0	5.3
Cycle Q Clear(g_c), s	0.1	0.0	89.9	1.1	0.0	0.0	7.9	0.0	3.9	7.2	0.0	5.3
Prop In Lane	1.00		0.04	1.00		1.00	1.00		0.96	1.00		0.70
Lane Grp Cap(c), veh/h	410	0	1278	116	1333	1133	110	0	132	126	0	138
V/C Ratio(X)	0.02	0.00	1.49	0.49	0.85	0.01	0.25	0.00	0.40	0.29	0.00	0.54
Avail Cap(c_a), veh/h	503	0	1278	165	1333	1133	110	0	132	126	0	138
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)	0.09	0.00	0.09	0.65	0.65	0.65	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	5.0	0.0	18.3	34.9	0.0	0.0	59.6	0.0	55.1	58.5	0.0	55.8
Incr Delay (d2), s/veh	0.0	0.0	220.2	2.1	4.5	0.0	5.5	0.0	8.8	5.6	0.0	14.2
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	0.1	0.0	122.2	1.4	1.7	0.0	1.1	0.0	2.1	1.4	0.0	3.0
LnGrp Delay(d),s/veh	5.0	0.0	238.4	37.0	4.5	0.0	65.1	0.0	63.9	64.1	0.0	70.0
LnGrp LOS	A		F	D	A	A	E		E	E		E
Approach Vol, veh/h		1909			1200			81			110	
Approach Delay, s/veh		237.6			6.0			64.3			68.1	
Approach LOS		F			A			E			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.2	103.8		18.0	11.4	100.6		18.0				
Change Period (Y+Rc), s	7.1	7.1	* 7.6999998		7.1	7.1	* 7.6999998					
Max Green Setting (Gmax), s	7.9	89.9		* 10.3	7.9	89.9		* 10.3				
Max Q Clear Time (g_c+I1), s	2.1	2.0		9.9	3.1	91.9		9.2				
Green Ext Time (p_c), s	0.0	87.6		0.0	0.0	0.0		0.1				
Intersection Summary												
HCM 2010 Ctrl Delay			143.5									
HCM 2010 LOS			F									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												





















HCM 2010 Signalized Intersection Summary
56: Parsons Ave & US 92

10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	28	777	335	237	1200	22	378	21	200	35	27	27
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	181.0	181.0	181.0	190.0	182.7	182.7	190.0	190.0	177.6	190.0
Adj Flow Rate, veh/h	29	818	353	249	1263	23	398	22	211	37	28	28
Adj No. of Lanes	1	1	1	1	1	0	1	1	0	0	1	0
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, %	5	5	5	5	5	5	4	4	4	7	7	7
Cap, veh/h	60	1169	993	224	1144	21	137	34	322	91	67	50
Arrive On Green	0.65	0.65	0.65	0.65	0.65	0.65	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	416	1810	1538	464	1772	32	1316	149	1426	219	298	223
Grp Volume(v), veh/h	29	818	353	249	0	1286	398	0	233	93	0	0
Grp Sat Flow(s),veh/h/ln	416	1810	1538	464	0	1804	1316	0	1575	740	0	0
Q Serve(g_s), s	0.0	35.1	12.7	42.4	0.0	77.5	7.0	0.0	16.1	4.0	0.0	0.0
Cycle Q Clear(g_c), s	77.5	35.1	12.7	77.5	0.0	77.5	27.1	0.0	16.1	20.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.02	1.00		0.91	0.40		0.30
Lane Grp Cap(c), veh/h	60	1169	993	224	0	1165	137	0	356	209	0	0
V/C Ratio(X)	0.48	0.70	0.36	1.11	0.00	1.10	2.91	0.00	0.65	0.45	0.00	0.00
Avail Cap(c_a), veh/h	60	1169	993	224	0	1165	137	0	356	209	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)	0.32	0.32	0.32	0.09	0.00	0.09	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	60.0	13.7	9.8	44.5	0.0	21.3	58.0	0.0	42.2	43.7	0.0	0.0
Incr Delay (d2), s/veh	2.7	0.7	0.1	56.7	0.0	48.2	878.9	0.0	4.9	2.1	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	1.0	17.5	5.3	10.9	0.0	53.8	37.9	0.0	7.5	3.0	0.0	0.0
LnGrp Delay(d),s/veh	62.7	14.4	9.9	101.2	0.0	69.4	937.0	0.0	47.1	45.9	0.0	0.0
LnGrp LOS	E	B	A	F		F	F		D	D		
Approach Vol, veh/h		1200			1535			631			93	
Approach Delay, s/veh		14.2			74.6			608.4			45.9	
Approach LOS		B			E			F			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		85.0		35.0		85.0		35.0				
Change Period (Y+Rc), s		7.5		7.9		7.5		7.9				
Max Green Setting (Gmax), s		77.5		27.1		77.5		27.1				
Max Q Clear Time (g_c+I1), s		79.5		29.1		79.5		22.1				
Green Ext Time (p_c), s		0.0		0.0		0.0		2.1				
Intersection Summary												
HCM 2010 Ctrl Delay			150.2									
HCM 2010 LOS			F									

HCM 2010 Signalized Intersection Summary
56: Parsons Ave & US 92






















10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	21	1364	408	200	789	15	198	24	179	23	29	21
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	181.0	181.0	181.0	190.0	186.3	186.3	190.0	190.0	190.0	190.0
Adj Flow Rate, veh/h	22	1436	429	211	831	16	208	25	188	24	31	22
Adj No. of Lanes	1	1	1	1	1	0	1	1	0	0	1	0
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, %	5	5	5	5	5	5	2	2	2	0	0	0
Cap, veh/h	484	1232	1047	55	1205	23	153	38	286	74	92	52
Arrive On Green	0.68	0.68	0.68	1.00	1.00	1.00	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	629	1810	1538	238	1769	34	1346	189	1423	188	460	260
Grp Volume(v), veh/h	22	1436	429	211	0	847	208	0	213	77	0	0
Grp Sat Flow(s),veh/h/ln	629	1810	1538	238	0	1804	1346	0	1612	908	0	0
Q Serve(g_s), s	1.5	88.5	16.1	0.0	0.0	0.0	9.4	0.0	15.8	0.9	0.0	0.0
Cycle Q Clear(g_c), s	1.5	88.5	16.1	88.5	0.0	0.0	26.1	0.0	15.8	16.7	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.02	1.00		0.88	0.31		0.29
Lane Grp Cap(c), veh/h	484	1232	1047	55	0	1228	153	0	324	219	0	0
V/C Ratio(X)	0.05	1.17	0.41	3.81	0.00	0.69	1.36	0.00	0.66	0.35	0.00	0.00
Avail Cap(c_a), veh/h	484	1232	1047	55	0	1228	153	0	324	219	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)	0.09	0.09	0.09	0.19	0.00	0.19	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.9	20.8	9.2	44.3	0.0	0.0	62.0	0.0	47.8	44.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	75.5	0.1	1272.6	0.0	0.6	199.6	0.0	10.1	4.4	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	69.3	6.8	21.6	0.0	0.2	13.9	0.0	7.9	2.8	0.0	0.0
LnGrp Delay(d),s/veh	6.9	96.2	9.3	1316.8	0.0	0.6	261.6	0.0	57.9	48.8	0.0	0.0
LnGrp LOS	A	F	A	F		A	F		E	D		
Approach Vol, veh/h		1887			1058			421			77	
Approach Delay, s/veh		75.4			263.1			158.5			48.8	
Approach LOS		E			F			F			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		96.0		34.0		96.0		34.0				
Change Period (Y+Rc), s		7.5		7.9		7.5		7.9				
Max Green Setting (Gmax), s		88.5		26.1		88.5		26.1				
Max Q Clear Time (g_c+I1), s		90.5		28.1		90.5		18.7				
Green Ext Time (p_c), s		0.0		0.0		0.0		1.9				
Intersection Summary												
HCM 2010 Ctrl Delay			142.7									
HCM 2010 LOS			F									

HCM 2010 Signalized Intersection Summary





















53: Kingsway Rd & US 92

10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	207	640	215	100	900	75	164	174	125	85	198	329
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	190.0	181.0	181.0	190.0	184.5	184.5	190.0	186.3	186.3	190.0
Adj Flow Rate, veh/h	218	674	226	105	947	79	173	183	132	89	208	346
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
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, %	5	5	5	5	5	5	3	3	3	2	2	2
Cap, veh/h	58	701	235	83	890	74	80	347	250	271	219	365
Arrive On Green	0.54	0.54	0.54	0.54	0.54	0.54	0.35	0.35	0.35	0.35	0.35	0.35
Sat Flow, veh/h	532	1298	435	599	1648	137	843	998	720	1060	630	1048
Grp Volume(v), veh/h	218	0	900	105	0	1026	173	0	315	89	0	554
Grp Sat Flow(s),veh/h/ln	532	0	1733	599	0	1785	843	0	1718	1060	0	1678
Q Serve(g_s), s	0.0	0.0	62.1	5.4	0.0	67.5	3.3	0.0	18.3	9.1	0.0	40.2
Cycle Q Clear(g_c), s	67.5	0.0	62.1	67.5	0.0	67.5	43.5	0.0	18.3	27.4	0.0	40.2
Prop In Lane	1.00		0.25	1.00		0.08	1.00		0.42	1.00		0.62
Lane Grp Cap(c), veh/h	58	0	936	83	0	964	80	0	598	271	0	584
V/C Ratio(X)	3.78	0.00	0.96	1.26	0.00	1.06	2.16	0.00	0.53	0.33	0.00	0.95
Avail Cap(c_a), veh/h	58	0	936	83	0	964	80	0	598	271	0	584
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)	0.65	0.00	0.65	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	62.5	0.0	27.5	61.7	0.0	28.8	62.0	0.0	32.5	43.5	0.0	39.7
Incr Delay (d2), s/veh	1280.1	0.0	16.2	184.2	0.0	47.7	562.0	0.0	3.3	3.2	0.0	26.5
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	22.5	0.0	33.7	7.1	0.0	45.7	15.2	0.0	9.2	2.9	0.0	22.9
LnGrp Delay(d),s/veh	1342.6	0.0	43.7	245.8	0.0	76.4	624.0	0.0	35.8	46.7	0.0	66.2
LnGrp LOS	F		D	F		F	F		D	D		E
Approach Vol, veh/h		1118			1131			488			643	
Approach Delay, s/veh		297.0			92.2			244.4			63.5	
Approach LOS		F			F			F			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		75.0		50.0		75.0		50.0				
Change Period (Y+Rc), s		7.5		6.5		7.5		6.5				
Max Green Setting (Gmax), s		67.5		43.5		67.5		43.5				
Max Q Clear Time (g_c+I1), s		69.5		45.5		69.5		42.2				
Green Ext Time (p_c), s		0.0		0.0		0.0		1.0				
Intersection Summary												
HCM 2010 Ctrl Delay			176.4									
HCM 2010 LOS			F									






















HCM 2010 Signalized Intersection Summary
 53: Kingsway Rd & US 92

10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	210	1001	355	230	640	30	140	114	69	69	378	200
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	190.0	181.0	181.0	190.0	182.7	182.7	190.0	181.0	181.0	190.0
Adj Flow Rate, veh/h	221	1054	374	242	674	32	147	120	73	73	398	211
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
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, %	5	5	5	5	5	5	4	4	4	5	5	5
Cap, veh/h	350	820	291	55	1101	52	55	266	162	234	279	148
Arrive On Green	0.64	0.64	0.64	0.64	0.64	0.64	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	718	1277	453	363	1714	81	793	1065	648	1151	1114	591
Grp Volume(v), veh/h	221	0	1428	242	0	706	147	0	193	73	0	609
Grp Sat Flow(s),veh/h/ln	718	0	1730	363	0	1795	793	0	1713	1151	0	1705
Q Serve(g_s), s	34.1	0.0	83.5	0.0	0.0	30.1	0.0	0.0	12.4	7.4	0.0	32.5
Cycle Q Clear(g_c), s	64.2	0.0	83.5	83.5	0.0	30.1	32.5	0.0	12.4	19.8	0.0	32.5
Prop In Lane	1.00		0.26	1.00		0.05	1.00		0.38	1.00		0.35
Lane Grp Cap(c), veh/h	350	0	1111	55	0	1153	55	0	428	234	0	426
V/C Ratio(X)	0.63	0.00	1.29	4.37	0.00	0.61	2.65	0.00	0.45	0.31	0.00	1.43
Avail Cap(c_a), veh/h	350	0	1111	55	0	1153	55	0	428	234	0	426
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	0.00	0.09	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.6	0.0	23.3	65.0	0.0	13.7	65.0	0.0	41.2	49.6	0.0	48.8
Incr Delay (d2), s/veh	0.8	0.0	129.1	1557.3	0.0	2.4	793.3	0.0	3.4	3.5	0.0	206.0
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	6.8	0.0	79.3	25.9	0.0	15.5	14.2	0.0	6.2	2.6	0.0	39.7
LnGrp Delay(d),s/veh	33.4	0.0	152.3	1622.3	0.0	16.1	858.3	0.0	44.6	53.0	0.0	254.8
LnGrp LOS	C		F	F		B	F		D	D		F
Approach Vol, veh/h		1649			948			340			682	
Approach Delay, s/veh		136.4			426.1			396.4			233.2	
Approach LOS		F			F			F			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		91.0		39.0		91.0		39.0				
Change Period (Y+Rc), s		7.5		6.5		7.5		6.5				
Max Green Setting (Gmax), s		83.5		32.5		83.5		32.5				
Max Q Clear Time (g_c+I1), s		85.5		34.5		85.5		34.5				
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			255.0									
HCM 2010 LOS			F									

HCM 2010 Signalized Intersection Summary
50: McIntosh Rd & US 92






















10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	300	500	60	163	430	647	100	732	135	484	455	350
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	190.0	181.0	181.0	181.0	184.5	184.5	190.0	181.0	181.0	190.0
Adj Flow Rate, veh/h	316	526	63	172	453	681	105	771	142	509	479	368
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
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, %	5	5	5	5	5	5	3	3	3	5	5	5
Cap, veh/h	182	514	62	113	548	610	51	519	96	213	461	354
Arrive On Green	0.06	0.32	0.32	0.04	0.30	0.30	0.34	0.34	0.34	0.09	0.48	0.48
Sat Flow, veh/h	1723	1586	190	1723	1810	1538	642	1516	279	1723	950	730
Grp Volume(v), veh/h	316	0	589	172	453	681	105	0	913	509	0	847
Grp Sat Flow(s),veh/h/ln	1723	0	1776	1723	1810	1538	642	0	1795	1723	0	1681
Q Serve(g_s), s	7.9	0.0	45.4	5.0	32.6	42.4	0.0	0.0	47.9	13.1	0.0	67.9
Cycle Q Clear(g_c), s	7.9	0.0	45.4	5.0	32.6	42.4	47.9	0.0	47.9	13.1	0.0	67.9
Prop In Lane	1.00		0.11	1.00		1.00	1.00		0.16	1.00		0.43
Lane Grp Cap(c), veh/h	182	0	576	113	548	610	51	0	614	213	0	815
V/C Ratio(X)	1.73	0.00	1.02	1.52	0.83	1.12	2.04	0.00	1.49	2.39	0.00	1.04
Avail Cap(c_a), veh/h	182	0	576	113	548	610	51	0	614	213	0	815
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	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	44.4	0.0	47.3	45.5	45.4	42.3	70.0	0.0	46.1	43.2	0.0	36.1
Incr Delay (d2), s/veh	351.9	0.0	43.4	274.8	13.4	72.9	529.5	0.0	227.5	641.2	0.0	42.1
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	21.1	0.0	29.2	10.6	18.3	35.8	9.5	0.0	62.5	46.1	0.0	41.0
LnGrp Delay(d),s/veh	396.2	0.0	90.7	320.4	58.7	115.2	599.5	0.0	273.5	684.4	0.0	78.2
LnGrp LOS	F		F	F	E	F	F		F	F		F
Approach Vol, veh/h		905			1306			1018			1356	
Approach Delay, s/veh		197.4			122.6			307.1			305.7	
Approach LOS		F			F			F			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	15.0	50.0	20.0	55.0	12.0	53.0		75.0				
Change Period (Y+Rc), s	7.100000	7.600000	6.900000	7.100000	7.600000	7.100000		7.100000				
Max Green Setting (Gmax), s	7.900000	42.400002	13.47900002	45.400002	55.400002	67.900002		67.900002				
Max Q Clear Time (g_c+1), s	9.9	44.4	15.1	49.9	7.0	47.4		69.9				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			232.5									
HCM 2010 LOS			F									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary

50: McIntosh Rd & US 92





















10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	300	800	100	125	450	322	75	471	77	475	948	300
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	190.0	181.0	181.0	181.0	182.7	182.7	190.0	182.7	182.7	190.0
Adj Flow Rate, veh/h	316	842	105	132	474	339	79	496	81	500	998	316
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
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, %	5	5	5	5	5	5	4	4	4	4	4	4
Cap, veh/h	279	586	73	176	651	641	80	305	50	179	442	140
Arrive On Green	0.07	0.37	0.37	0.06	0.36	0.36	0.20	0.20	0.20	0.06	0.33	0.33
Sat Flow, veh/h	1723	1578	197	1723	1810	1538	408	1532	250	1740	1331	421
Grp Volume(v), veh/h	316	0	947	132	474	339	79	0	577	500	0	1314
Grp Sat Flow(s),veh/h/ln	1723	0	1775	1723	1810	1538	408	0	1783	1740	0	1753
Q Serve(g_s), s	5.9	0.0	33.4	4.4	20.4	14.8	0.0	0.0	17.9	5.1	0.0	29.9
Cycle Q Clear(g_c), s	5.9	0.0	33.4	4.4	20.4	14.8	17.9	0.0	17.9	5.1	0.0	29.9
Prop In Lane	1.00		0.11	1.00		1.00	1.00		0.14	1.00		0.24
Lane Grp Cap(c), veh/h	279	0	659	176	651	641	80	0	355	179	0	582
V/C Ratio(X)	1.13	0.00	1.44	0.75	0.73	0.53	0.99	0.00	1.63	2.80	0.00	2.26
Avail Cap(c_a), veh/h	279	0	659	176	651	641	80	0	355	179	0	582
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	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.9	0.0	28.3	22.5	25.0	19.6	45.0	0.0	36.1	32.6	0.0	30.1
Incr Delay (d2), s/veh	94.1	0.0	205.6	16.4	7.0	3.1	97.2	0.0	294.9	825.2	0.0	571.1
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	11.4	0.0	53.9	2.9	11.4	6.8	4.1	0.0	37.8	42.9	0.0	106.8
LnGrp Delay(d),s/veh	122.9	0.0	233.9	38.9	32.0	22.8	142.2	0.0	330.9	857.8	0.0	601.1
LnGrp LOS	F		F	D	C	C	F		F	F		F
Approach Vol, veh/h		1263			945			656			1814	
Approach Delay, s/veh		206.1			29.6			308.2			671.9	
Approach LOS		F			C			F			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	13.0	40.0	12.0	25.0	12.0	41.0		37.0				
Change Period (Y+Rc), s	7.1000004	7.6000004	6.71000004	7.1000004	7.6000004	7.1000004		7.1000004				
Max Green Setting (Gmax), s	32.400002	5.1	17.9	33.400002	5.1	17.9		29.9				
Max Q Clear Time (g_c+1), s	7.9	22.4	7.1	19.9	6.4	35.4		31.9				
Green Ext Time (p_c), s	0.0	6.6	0.0	0.0	0.0	0.0		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			365.4									
HCM 2010 LOS			F									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary





















9: Gallagher Rd & US 92

10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	550	600	39	44	625	495	43	139	10	125	45	123
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	181.0	181.0	190.0	181.0	181.0	181.0	190.0	188.1	190.0	182.7	182.7	190.0
Adj Flow Rate, veh/h	579	632	41	46	658	521	45	146	11	132	47	129
Adj No. of Lanes	2	1	0	1	1	1	0	1	0	1	1	0
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, %	5	5	5	5	5	5	1	1	1	4	4	4
Cap, veh/h	648	841	55	253	608	632	87	251	18	282	135	371
Arrive On Green	0.19	0.50	0.50	0.03	0.34	0.34	0.19	0.19	0.19	0.07	0.31	0.31
Sat Flow, veh/h	3343	1681	109	1723	1810	1538	288	1327	93	1740	432	1186
Grp Volume(v), veh/h	579	0	673	46	658	521	202	0	0	132	0	176
Grp Sat Flow(s),veh/h/ln	1672	0	1790	1723	1810	1538	1707	0	0	1740	0	1618
Q Serve(g_s), s	23.0	0.0	40.9	2.4	45.7	41.0	8.7	0.0	0.0	8.1	0.0	11.4
Cycle Q Clear(g_c), s	23.0	0.0	40.9	2.4	45.7	41.0	14.5	0.0	0.0	8.1	0.0	11.4
Prop In Lane	1.00		0.06	1.00		1.00	0.22		0.05	1.00		0.73
Lane Grp Cap(c), veh/h	648	0	896	253	608	632	355	0	0	282	0	506
V/C Ratio(X)	0.89	0.00	0.75	0.18	1.08	0.82	0.57	0.00	0.00	0.47	0.00	0.35
Avail Cap(c_a), veh/h	814	0	896	304	608	632	355	0	0	322	0	506
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	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	53.4	0.0	27.2	29.4	45.1	35.7	50.4	0.0	0.0	39.4	0.0	36.0
Incr Delay (d2), s/veh	10.5	0.0	5.8	0.3	60.6	11.7	6.5	0.0	0.0	1.7	0.0	1.9
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	11.6	0.0	21.6	1.1	33.0	19.4	7.6	0.0	0.0	4.0	0.0	5.3
LnGrp Delay(d),s/veh	63.9	0.0	33.0	29.7	105.7	47.4	56.9	0.0	0.0	41.2	0.0	37.9
LnGrp LOS	E		C	C	F	D	E			D		D
Approach Vol, veh/h		1252			1225			202				308
Approach Delay, s/veh		47.3			78.1			56.9				39.3
Approach LOS		D			E			E				D
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.9	75.0		50.0	33.2	52.7	16.8	33.2				
Change Period (Y+Rc), s	6.8	* 7		7.5	6.9	* 6.6999998	7.5					
Max Green Setting (Gmax), s	8.2	* 68		42.5	33.1	* 43	* 13.3	22.5				
Max Q Clear Time (g_c+I1), s	4.4	42.9		13.4	25.0	47.7	10.1	16.5				
Green Ext Time (p_c), s	0.0	16.0		2.8	1.4	0.0	0.1	1.3				
Intersection Summary												
HCM 2010 Ctrl Delay			59.7									
HCM 2010 LOS			E									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												






















HCM 2010 Signalized Intersection Summary
 9: Gallagher Rd & US 92

10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	200	1025	100	51	643	95	61	40	63	85	71	134
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	181.0	181.0	190.0	181.0	181.0	181.0	190.0	182.7	190.0	181.0	181.0	190.0
Adj Flow Rate, veh/h	211	1079	105	54	677	100	64	42	66	89	75	141
Adj No. of Lanes	2	1	0	1	1	1	0	1	0	1	1	0
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, %	5	5	5	5	5	5	4	4	4	5	5	5
Cap, veh/h	226	636	62	120	648	636	176	118	158	395	223	419
Arrive On Green	0.07	0.39	0.39	0.03	0.36	0.36	0.28	0.28	0.28	0.06	0.40	0.40
Sat Flow, veh/h	3343	1624	158	1723	1810	1538	474	415	554	1723	563	1059
Grp Volume(v), veh/h	211	0	1184	54	677	100	172	0	0	89	0	216
Grp Sat Flow(s),veh/h/ln	1672	0	1782	1723	1810	1538	1443	0	0	1723	0	1623
Q Serve(g_s), s	7.5	0.0	47.0	2.4	43.0	4.9	7.7	0.0	0.0	4.2	0.0	11.1
Cycle Q Clear(g_c), s	7.5	0.0	47.0	2.4	43.0	4.9	11.1	0.0	0.0	4.2	0.0	11.1
Prop In Lane	1.00		0.09	1.00		1.00	0.37		0.38	1.00		0.65
Lane Grp Cap(c), veh/h	226	0	698	120	648	636	452	0	0	395	0	642
V/C Ratio(X)	0.93	0.00	1.70	0.45	1.04	0.16	0.38	0.00	0.00	0.23	0.00	0.34
Avail Cap(c_a), veh/h	226	0	698	178	648	636	452	0	0	562	0	642
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	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	55.7	0.0	36.5	30.5	38.5	22.1	34.5	0.0	0.0	27.0	0.0	25.3
Incr Delay (d2), s/veh	42.2	0.0	319.3	2.6	47.4	0.5	2.4	0.0	0.0	0.4	0.0	1.4
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	4.8	0.0	85.0	1.2	30.0	2.2	4.9	0.0	0.0	2.0	0.0	5.2
LnGrp Delay(d),s/veh	97.9	0.0	355.8	33.1	85.9	22.6	36.9	0.0	0.0	27.4	0.0	26.7
LnGrp LOS	F		F	C	F	C	D			C		C
Approach Vol, veh/h		1395			831			172			305	
Approach Delay, s/veh		316.7			74.8			36.9			26.9	
Approach LOS		F			E			D			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.0	54.0		55.0	15.0	50.0	13.3	41.7				
Change Period (Y+Rc), s	6.8	* 7		7.5	6.9	* 6.6999998	7.5					
Max Green Setting (Gmax), s	8.2	* 43		47.5	8.1	** 48.299999	22.5					
Max Q Clear Time (g_c+I1), s	4.4	49.0		13.1	9.5	45.0	6.2	13.1				
Green Ext Time (p_c), s	0.0	0.0		3.2	0.0	0.0	0.2	1.9				
Intersection Summary												
HCM 2010 Ctrl Delay			191.9									
HCM 2010 LOS			F									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												






















HCM 2010 Signalized Intersection Summary
 45: Forbes Rd/Branch Forbes Rd & US 92

10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	180	514	95	40	715	590	79	449	25	198	392	370
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	190.0	181.0	181.0	190.0	184.5	184.5	190.0	179.2	179.2	179.2
Adj Flow Rate, veh/h	189	541	100	42	753	621	83	473	26	208	413	389
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	1
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, %	5	5	5	5	5	5	3	3	3	6	6	6
Cap, veh/h	120	699	129	247	432	356	183	526	29	156	544	462
Arrive On Green	0.47	0.47	0.47	0.47	0.47	0.47	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	382	1486	275	763	918	757	669	1733	95	861	1792	1524
Grp Volume(v), veh/h	189	0	641	42	0	1374	83	0	499	208	413	389
Grp Sat Flow(s),veh/h/ln	382	0	1761	763	0	1676	669	0	1828	861	1792	1524
Q Serve(g_s), s	0.0	0.0	18.2	2.9	0.0	28.2	5.7	0.0	15.7	2.5	12.5	14.3
Cycle Q Clear(g_c), s	28.2	0.0	18.2	21.1	0.0	28.2	18.2	0.0	15.7	18.2	12.5	14.3
Prop In Lane	1.00		0.16	1.00		0.45	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	120	0	828	247	0	788	183	0	554	156	544	462
V/C Ratio(X)	1.57	0.00	0.77	0.17	0.00	1.74	0.45	0.00	0.90	1.33	0.76	0.84
Avail Cap(c_a), veh/h	120	0	828	247	0	788	183	0	554	156	544	462
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.0	0.0	13.2	22.0	0.0	15.9	27.8	0.0	20.0	29.7	18.9	19.6
Incr Delay (d2), s/veh	294.8	0.0	4.8	1.5	0.0	340.3	1.7	0.0	17.7	187.2	6.2	13.1
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	11.8	0.0	9.8	0.7	0.0	87.4	1.4	0.0	10.6	10.7	7.1	7.6
LnGrp Delay(d),s/veh	324.8	0.0	18.0	23.5	0.0	356.2	29.6	0.0	37.7	216.9	25.1	32.7
LnGrp LOS	F		B	C		F	C		D	F	C	C
Approach Vol, veh/h		830			1416			582			1010	
Approach Delay, s/veh		87.9			346.3			36.6			67.5	
Approach LOS		F			F			D			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		35.0		25.0		35.0		25.0				
Change Period (Y+Rc), s		6.8		6.8		6.8		6.8				
Max Green Setting (Gmax), s		28.2		18.2		28.2		18.2				
Max Q Clear Time (g_c+I1), s		30.2		20.2		30.2		20.2				
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			170.1									
HCM 2010 LOS			F									

HCM 2010 Signalized Intersection Summary
 45: Forbes Rd/Branch Forbes Rd & US 92













10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	196	877	91	58	500	305	32	276	40	498	590	225
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	190.0	181.0	181.0	190.0	184.5	184.5	190.0	182.7	182.7	182.7
Adj Flow Rate, veh/h	206	923	96	61	526	321	34	291	42	524	621	237
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	1
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, %	5	5	5	5	5	5	3	3	3	4	4	4
Cap, veh/h	120	758	79	120	495	302	120	478	69	269	554	471
Arrive On Green	0.47	0.47	0.47	0.47	0.47	0.47	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	629	1612	168	535	1053	643	635	1577	228	1023	1827	1553
Grp Volume(v), veh/h	206	0	1019	61	0	847	34	0	333	524	621	237
Grp Sat Flow(s),veh/h/ln	629	0	1780	535	0	1696	635	0	1804	1023	1827	1553
Q Serve(g_s), s	0.0	0.0	28.2	0.0	0.0	28.2	0.0	0.0	9.5	8.7	18.2	7.5
Cycle Q Clear(g_c), s	28.2	0.0	28.2	28.2	0.0	28.2	18.2	0.0	9.5	18.2	18.2	7.5
Prop In Lane	1.00		0.09	1.00		0.38	1.00		0.13	1.00		1.00
Lane Grp Cap(c), veh/h	120	0	837	120	0	797	120	0	547	269	554	471
V/C Ratio(X)	1.72	0.00	1.22	0.51	0.00	1.06	0.28	0.00	0.61	1.95	1.12	0.50
Avail Cap(c_a), veh/h	120	0	837	120	0	797	120	0	547	269	554	471
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.0	0.0	15.9	30.0	0.0	15.9	30.0	0.0	17.9	27.6	20.9	17.2
Incr Delay (d2), s/veh	355.1	0.0	109.0	14.6	0.0	49.8	5.8	0.0	5.0	439.9	75.9	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	13.8	0.0	39.0	1.5	0.0	24.1	0.8	0.0	5.5	37.3	20.8	3.7
LnGrp Delay(d),s/veh	385.1	0.0	124.9	44.6	0.0	65.7	35.8	0.0	22.8	467.5	96.8	21.0
LnGrp LOS	F		F	D		F	D		C	F	F	C
Approach Vol, veh/h		1225			908			367			1382	
Approach Delay, s/veh		168.6			64.3			24.0			224.3	
Approach LOS		F			E			C			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		35.0		25.0		35.0		25.0				
Change Period (Y+Rc), s		6.8		6.8		6.8		6.8				
Max Green Setting (Gmax), s		28.2		18.2		28.2		18.2				
Max Q Clear Time (g_c+I1), s		30.2		20.2		30.2		20.2				
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			150.4									
HCM 2010 LOS			F									

HCM 2010 Signalized Intersection Summary

43: Turkey Creek Rd & US 92

10/6/2015

								
Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations								
Volume (veh/h)	483	332	231	740	605	174		
Number	6	16	5	2	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	181.0	181.0	181.0	181.0	175.9	175.9		
Adj Flow Rate, veh/h	508	349	243	779	637	183		
Adj No. of Lanes	1	1	1	1	1	1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	5	5	5	5	8	8		
Cap, veh/h	980	1166	346	980	363	324		
Arrive On Green	0.54	0.54	0.54	0.54	0.22	0.22		
Sat Flow, veh/h	1810	1538	623	1810	1675	1495		
Grp Volume(v), veh/h	508	349	243	779	637	183		
Grp Sat Flow(s),veh/h/ln	1810	1538	623	1810	1675	1495		
Q Serve(g_s), s	10.7	4.3	21.8	20.8	13.0	6.6		
Cycle Q Clear(g_c), s	10.7	4.3	32.5	20.8	13.0	6.6		
Prop In Lane		1.00	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	980	1166	346	980	363	324		
V/C Ratio(X)	0.52	0.30	0.70	0.79	1.75	0.56		
Avail Cap(c_a), veh/h	980	1166	346	980	363	324		
HCM Platoon Ratio	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		
Uniform Delay (d), s/veh	8.8	2.3	19.9	11.1	23.5	21.0		
Incr Delay (d2), s/veh	0.5	0.1	11.3	6.6	350.8	3.8		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	5.4	3.4	5.1	12.0	41.3	3.0		
LnGrp Delay(d),s/veh	9.2	2.4	31.2	17.7	374.3	24.7		
LnGrp LOS	A	A	C	B	F	C		
Approach Vol, veh/h	857			1022	820			
Approach Delay, s/veh	6.5			20.9	296.3			
Approach LOS	A			C	F			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		40.0		20.0		40.0		
Change Period (Y+Rc), s		7.5		* 7		7.5		
Max Green Setting (Gmax), s		32.5		* 13		32.5		
Max Q Clear Time (g_c+I1), s		34.5		15.0		12.7		
Green Ext Time (p_c), s		0.0		0.0		11.3		
Intersection Summary								
HCM 2010 Ctrl Delay			100.0					
HCM 2010 LOS			F					
Notes								
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.								

HCM 2010 Signalized Intersection Summary
 43: Turkey Creek Rd & US 92

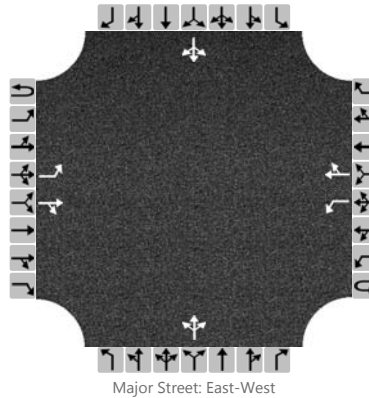
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	→	↘	↙	←	↖	↗		
Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	↑	↗	↖	↑	↖	↗		
Volume (veh/h)	900	650	207	451	372	180		
Number	6	16	5	2	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	181.0	181.0	181.0	181.0	184.5	184.5		
Adj Flow Rate, veh/h	947	684	218	475	392	189		
Adj No. of Lanes	1	1	1	1	1	1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	5	5	5	5	3	3		
Cap, veh/h	980	1166	131	980	381	340		
Arrive On Green	0.54	0.54	0.54	0.54	0.22	0.22		
Sat Flow, veh/h	1810	1538	298	1810	1757	1568		
Grp Volume(v), veh/h	947	684	218	475	392	189		
Grp Sat Flow(s),veh/h/ln	1810	1538	298	1810	1757	1568		
Q Serve(g_s), s	30.2	11.6	2.3	9.8	13.0	6.4		
Cycle Q Clear(g_c), s	30.2	11.6	32.5	9.8	13.0	6.4		
Prop In Lane		1.00	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	980	1166	131	980	381	340		
V/C Ratio(X)	0.97	0.59	1.66	0.48	1.03	0.56		
Avail Cap(c_a), veh/h	980	1166	131	980	381	340		
HCM Platoon Ratio	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		
Uniform Delay (d), s/veh	13.2	3.2	29.9	8.5	23.5	20.9		
Incr Delay (d2), s/veh	20.9	0.8	327.4	1.7	54.0	3.4		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	20.4	9.4	14.1	5.2	11.9	3.1		
LnGrp Delay(d),s/veh	34.1	3.9	357.3	10.3	77.5	24.3		
LnGrp LOS	C	A	F	B	F	C		
Approach Vol, veh/h	1631			693	581			
Approach Delay, s/veh	21.5			119.4	60.2			
Approach LOS	C			F	E			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		40.0		20.0		40.0		
Change Period (Y+Rc), s		7.5		* 7		7.5		
Max Green Setting (Gmax), s		32.5		* 13		32.5		
Max Q Clear Time (g_c+I1), s		34.5		15.0		32.2		
Green Ext Time (p_c), s		0.0		0.0		0.3		
Intersection Summary								
HCM 2010 Ctrl Delay			52.6					
HCM 2010 LOS			D					
Notes								
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.								

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	AH	Intersection	US 92 @ Whitehurst Rd/Walter Dr
Agency/Co.		Jurisdiction	FDOT D7
Date Performed	6/18/2015	East/West Street	US 92
Analysis Year	2040 No Build	North/South Street	Whitehurst Rd/Walter Dr
Time Analyzed	AM Peak	Peak Hour Factor	0.95
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	US 92 PD&E Reevaluation		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		0	1	0
Configuration		L		TR		L		TR			LTR				LTR	
Volume (veh/h)		20	613	24		63	913	58		32	19	72		50	32	26
Percent Heavy Vehicles		5				5				0	0	0		2	2	2
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

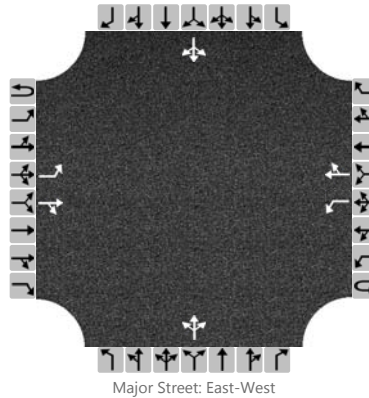
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		21				66					130					114	
Capacity		669				908					80					52	
v/c Ratio		0.03				0.07					1.61					2.20	
95% Queue Length		0.1				0.2					10.7					11.5	
Control Delay (s/veh)		10.6				9.3					415.3					719.6	
Level of Service (LOS)		B				A					F					F	
Approach Delay (s/veh)		0.3				0.6				415.3				719.6			
Approach LOS		A				A				F				F			

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	AH	Intersection	US 92 @ Whitehurst Rd/Walter Dr
Agency/Co.		Jurisdiction	FDOT D7
Date Performed	6/18/2015	East/West Street	US 92
Analysis Year	2040 No Build	North/South Street	Whitehurst Rd/Walter Dr
Time Analyzed	PM Peak	Peak Hour Factor	0.95
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	US 92 PD&E Reevaluation		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		0	1	0
Configuration		L		TR		L		TR			LTR				LTR	
Volume (veh/h)		41	1000	79		61	566	63		44	12	40		42	21	48
Percent Heavy Vehicles		5				5				0	0	0		0	0	0
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		43				64					101					117	
Capacity		914				605					46					58	
v/c Ratio		0.05				0.11					2.20					2.03	
95% Queue Length		0.1				0.4					10.5					11.3	
Control Delay (s/veh)		9.1				11.7					739.9					630.0	
Level of Service (LOS)		A				B					F					F	
Approach Delay (s/veh)		0.3				1.0				739.9				630.0			
Approach LOS		A				A				F				F			

Lanes, Volumes, Timings

41: Lemon St/SR 566/Thonotosassa Rd & US 92

10/6/2015



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	153	534	82	78	799	1000	75	130	29	900	150	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	190		0	230		0	50		0	0		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.980				0.850		0.972			0.980	
Flt Protected	0.950			0.950			0.950			0.950	0.971	
Satd. Flow (prot)	1719	1773	0	1719	1810	1538	1656	1694	0	1665	1668	0
Flt Permitted	0.148			0.159			0.950			0.950	0.971	
Satd. Flow (perm)	268	1773	0	288	1810	1538	1656	1694	0	1665	1668	0
Right Turn on Red			No			Yes			No			No
Satd. Flow (RTOR)						575						
Link Speed (mph)		45			45			35				45
Link Distance (ft)		635			641			610				781
Travel Time (s)		9.6			9.7			11.9				11.8
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
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	9%	9%	9%	3%	3%	3%
Adj. Flow (vph)	161	562	86	82	841	1053	79	137	31	947	158	79
Shared Lane Traffic (%)										37%		
Lane Group Flow (vph)	161	648	0	82	841	1053	79	168	0	597	587	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Split	NA		Split	NA	
Protected Phases	1	6		5	2		4	4		8	8	
Permitted Phases	6			2		2						
Detector Phase	1	6		5	2	2	4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0	15.0	7.0	7.0		7.0	7.0	
Minimum Split (s)	11.3	29.3		11.3	22.3	22.3	14.3	14.3		33.3	33.3	
Total Split (s)	15.0	30.0		15.0	30.0	30.0	15.0	15.0		50.0	50.0	
Total Split (%)	13.6%	27.3%		13.6%	27.3%	27.3%	13.6%	13.6%		45.5%	45.5%	
Maximum Green (s)	8.7	23.7		8.7	23.7	23.7	8.7	8.7		43.7	43.7	
Yellow Time (s)	4.3	4.3		4.3	4.3	4.3	4.3	4.3		4.3	4.3	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.3	6.3		6.3	6.3	6.3	6.3	6.3		6.3	6.3	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	3.0	4.0		3.0	4.0	4.0	3.0	3.0		4.0	4.0	
Recall Mode	None	None		None	Max	Max	None	None		None	None	
Walk Time (s)		7.0		0.0	0.0	0.0	7.0	7.0		7.0	7.0	

Lanes, Volumes, Timings

41: Lemon St/SR 566/Thonotosassa Rd & US 92

10/6/2015

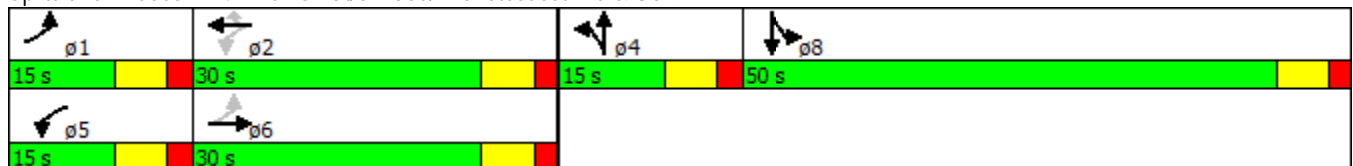


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)		16.0		0.0	0.0	0.0	1.0	1.0		20.0	20.0	
Pedestrian Calls (#/hr)		0		0	0	0	0	0		0	0	
Act Effct Green (s)	33.9	27.1		31.7	23.7	23.7	8.7	8.7		42.1	42.1	
Actuated g/C Ratio	0.31	0.25		0.29	0.22	0.22	0.08	0.08		0.39	0.39	
v/c Ratio	0.81	1.47		0.43	2.13	1.34	0.60	1.24		0.92	0.91	
Control Delay	57.2	253.8		32.0	541.3	179.8	68.3	199.8		53.4	50.9	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	57.2	253.8		32.0	541.3	179.8	68.3	199.8		53.4	50.9	
LOS	E	F		C	F	F	E	F		D	D	
Approach Delay		214.6			327.5			157.8			52.2	
Approach LOS		F			F			F			D	
Stops (vph)	103	412		54	537	348	69	121		494	489	
Fuel Used(gal)	9	59		8	161	126	2	8		15	15	
CO Emissions (g/hr)	597	4126		536	11268	8788	132	568		1061	1027	
NOx Emissions (g/hr)	116	803		104	2192	1710	26	110		207	200	
VOC Emissions (g/hr)	138	956		124	2612	2037	31	132		246	238	
Dilemma Vehicles (#)	0	16		0	18	0	0	5		0	24	
Queue Length 50th (ft)	81	-673		39	-952	-638	55	-149		410	400	
Queue Length 95th (ft)	#183	#896		75	#1190	#891	#120	#286		#641	#624	
Internal Link Dist (ft)		555			561			530			701	
Turn Bay Length (ft)	190			230			50					
Base Capacity (vph)	200	442		201	395	785	132	135		671	672	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.81	1.47		0.41	2.13	1.34	0.60	1.24		0.89	0.87	

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 108.5
 Natural Cycle: 140
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 2.13
 Intersection Signal Delay: 218.6
 Intersection LOS: F
 Intersection Capacity Utilization 111.3%
 ICU Level of Service H
 Analysis Period (min) 15
 ~ 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.

Splits and Phases: 41: Lemon St/SR 566/Thonotosassa Rd & US 92



Lanes, Volumes, Timings

41: Lemon St/SR 566/Thonotosassa Rd & US 92

10/6/2015



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	246	846	43	50	523	700	25	200	26	789	133	77
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	190		0	230		0	50		0	0		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.993				0.850		0.983				0.977
Flt Protected	0.950			0.950			0.950			0.950	0.972	
Satd. Flow (prot)	1719	1797	0	1719	1810	1538	1770	1831	0	1698	1697	0
Flt Permitted	0.145			0.159			0.950			0.950	0.972	
Satd. Flow (perm)	262	1797	0	288	1810	1538	1770	1831	0	1698	1697	0
Right Turn on Red			No			Yes			No			No
Satd. Flow (RTOR)						95						
Link Speed (mph)		45			45			35				45
Link Distance (ft)		635			641			610				781
Travel Time (s)		9.6			9.7			11.9				11.8
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
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	2%	2%	2%	1%	1%	1%
Adj. Flow (vph)	259	891	45	53	551	737	26	211	27	831	140	81
Shared Lane Traffic (%)										37%		
Lane Group Flow (vph)	259	936	0	53	551	737	26	238	0	524	528	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	Split	NA		Split	NA	
Protected Phases	1	6		5	2	8	4	4		8	8	
Permitted Phases	6			2		2						
Detector Phase	1	6		5	2	8	4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0	7.0	7.0	7.0		7.0	7.0	
Minimum Split (s)	11.3	29.3		11.3	22.3	33.3	14.3	14.3		33.3	33.3	
Total Split (s)	15.0	30.0		15.0	30.0	50.0	15.0	15.0		50.0	50.0	
Total Split (%)	13.6%	27.3%		13.6%	27.3%	45.5%	13.6%	13.6%		45.5%	45.5%	
Maximum Green (s)	8.7	23.7		8.7	23.7	43.7	8.7	8.7		43.7	43.7	
Yellow Time (s)	4.3	4.3		4.3	4.3	4.3	4.3	4.3		4.3	4.3	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.3	6.3		6.3	6.3	6.3	6.3	6.3		6.3	6.3	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	4.0		3.0	4.0	4.0	3.0	3.0		4.0	4.0	
Recall Mode	None	Max		None	Max	None	None	None		None	None	
Walk Time (s)		7.0			0.0	7.0	7.0	7.0		7.0	7.0	

Lanes, Volumes, Timings

41: Lemon St/SR 566/Thonotosassa Rd & US 92

10/6/2015

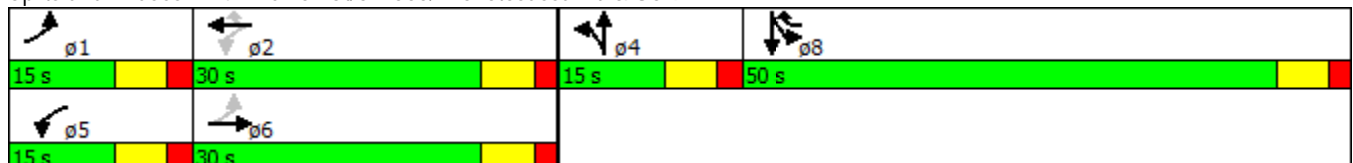


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)		16.0			0.0	20.0	1.0	1.0		20.0	20.0	
Pedestrian Calls (#/hr)		0			0	0	0	0		0	0	
Act Effct Green (s)	34.4	27.5		31.2	23.7	65.2	8.7	8.7		41.5	41.5	
Actuated g/C Ratio	0.32	0.25		0.29	0.22	0.60	0.08	0.08		0.38	0.38	
v/c Ratio	1.29	2.04		0.29	1.39	0.76	0.18	1.62		0.80	0.81	
Control Delay	191.5	500.8		28.5	223.3	13.1	50.7	340.8		40.2	40.7	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	191.5	500.8		28.5	223.3	13.1	50.7	340.8		40.2	40.7	
LOS	F	F		C	F	B	D	F		D	D	
Approach Delay		433.7			100.1			312.3			40.5	
Approach LOS		F			F			F			D	
Stops (vph)	143	599		34	392	430	26	157		429	431	
Fuel Used(gal)	20	130		5	72	66	1	18		12	12	
CO Emissions (g/hr)	1411	9083		340	5030	4589	39	1248		835	843	
NOx Emissions (g/hr)	275	1767		66	979	893	8	243		162	164	
VOC Emissions (g/hr)	327	2105		79	1166	1064	9	289		193	195	
Dilemma Vehicles (#)	0	18		0	17	0	0	6		0	22	
Queue Length 50th (ft)	~192	~1081		25	~524	124	18	~244		333	337	
Queue Length 95th (ft)	#364	#1338		53	#736	222	46	#402		482	488	
Internal Link Dist (ft)		555			561			530			701	
Turn Bay Length (ft)	190			230			50					
Base Capacity (vph)	200	458		202	397	997	142	147		688	688	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	1.29	2.04		0.26	1.39	0.74	0.18	1.62		0.76	0.77	

Intersection Summary



















Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 107.9
 Natural Cycle: 150
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 2.04
 Intersection Signal Delay: 201.8
 Intersection LOS: F
 Intersection Capacity Utilization 112.1%
 ICU Level of Service H
 Analysis Period (min) 15
 ~ 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.

Splits and Phases: 41: Lemon St/SR 566/Thonotosassa Rd & US 92



HCM 2010 Signalized Intersection Summary
 36: Maryland Ave & US 92



















10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	115	912	110	179	1150	101	103	79	62	17	46	71
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	190.0	181.0	181.0	190.0	190.0	182.7	190.0	190.0	184.5	190.0
Adj Flow Rate, veh/h	121	960	116	188	1211	106	108	83	65	18	48	75
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
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, %	5	5	5	5	5	5	4	4	4	3	3	3
Cap, veh/h	197	1798	217	265	1862	163	220	166	115	78	197	270
Arrive On Green	0.58	0.58	0.58	0.58	0.58	0.58	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	403	3089	373	507	3200	280	561	536	373	131	637	873
Grp Volume(v), veh/h	121	534	542	188	650	667	256	0	0	141	0	0
Grp Sat Flow(s),veh/h/ln	403	1719	1744	507	1719	1760	1470	0	0	1641	0	0
Q Serve(g_s), s	31.7	20.7	20.7	39.3	27.9	28.1	9.1	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	59.8	20.7	20.7	60.0	27.9	28.1	16.0	0.0	0.0	6.9	0.0	0.0
Prop In Lane	1.00		0.21	1.00		0.16	0.42		0.25	0.13		0.53
Lane Grp Cap(c), veh/h	197	1000	1014	265	1000	1024	501	0	0	544	0	0
V/C Ratio(X)	0.61	0.53	0.53	0.71	0.65	0.65	0.51	0.00	0.00	0.26	0.00	0.00
Avail Cap(c_a), veh/h	197	1000	1014	265	1000	1024	501	0	0	544	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	35.6	14.0	14.0	32.2	15.5	15.5	31.7	0.0	0.0	28.7	0.0	0.0
Incr Delay (d2), s/veh	13.5	2.0	2.0	14.9	3.3	3.2	3.7	0.0	0.0	1.2	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	4.3	10.4	10.5	6.6	14.1	14.5	7.0	0.0	0.0	3.4	0.0	0.0
LnGrp Delay(d),s/veh	49.1	16.0	16.0	47.1	18.7	18.7	35.4	0.0	0.0	29.8	0.0	0.0
LnGrp LOS	D	B	B	D	B	B	D			C		
Approach Vol, veh/h		1197			1505			256			141	
Approach Delay, s/veh		19.3			22.3			35.4			29.8	
Approach LOS		B			C			D			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		70.0		40.0		70.0		40.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		64.0		34.0		64.0		34.0				
Max Q Clear Time (g_c+I1), s		62.0		18.0		61.8		8.9				
Green Ext Time (p_c), s		1.9		3.0		2.1		3.6				
Intersection Summary												
HCM 2010 Ctrl Delay				22.6								
HCM 2010 LOS				C								

HCM 2010 Signalized Intersection Summary























36: Maryland Ave & US 92

10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	241	1479	141	127	904	112	59	85	63	36	37	39
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	190.0	181.0	181.0	190.0	190.0	188.1	190.0	190.0	188.1	190.0
Adj Flow Rate, veh/h	254	1557	148	134	952	118	62	89	66	38	39	41
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
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, %	5	5	5	5	5	5	1	1	1	1	1	1
Cap, veh/h	267	1848	174	113	1792	222	164	231	154	172	177	163
Arrive On Green	0.58	0.58	0.58	0.58	0.58	0.58	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	510	3177	299	278	3080	382	393	746	498	417	571	526
Grp Volume(v), veh/h	254	836	869	134	531	539	217	0	0	118	0	0
Grp Sat Flow(s),veh/h/ln	510	1719	1757	278	1719	1742	1638	0	0	1514	0	0
Q Serve(g_s), s	43.4	43.6	45.0	19.0	20.6	20.6	5.1	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	64.0	43.6	45.0	64.0	20.6	20.6	11.1	0.0	0.0	5.9	0.0	0.0
Prop In Lane	1.00		0.17	1.00		0.22	0.29		0.30	0.32		0.35
Lane Grp Cap(c), veh/h	267	1000	1022	113	1000	1014	548	0	0	511	0	0
V/C Ratio(X)	0.95	0.84	0.85	1.18	0.53	0.53	0.40	0.00	0.00	0.23	0.00	0.00
Avail Cap(c_a), veh/h	267	1000	1022	113	1000	1014	548	0	0	511	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	37.8	18.7	19.0	51.0	13.9	13.9	30.0	0.0	0.0	28.2	0.0	0.0
Incr Delay (d2), s/veh	44.0	8.3	8.8	141.5	2.0	2.0	2.1	0.0	0.0	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	11.0	22.7	24.2	7.9	10.3	10.4	5.5	0.0	0.0	2.8	0.0	0.0
LnGrp Delay(d),s/veh	81.8	27.0	27.9	192.4	15.9	15.9	32.1	0.0	0.0	29.2	0.0	0.0
LnGrp LOS	F	C	C	F	B	B	C			C		
Approach Vol, veh/h		1959			1204			217			118	
Approach Delay, s/veh		34.5			35.6			32.1			29.2	
Approach LOS		C			D			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		70.0		40.0		70.0		40.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		64.0		34.0		64.0		34.0				
Max Q Clear Time (g_c+I1), s		66.0		13.1		66.0		7.9				
Green Ext Time (p_c), s		0.0		2.8		0.0		3.0				
Intersection Summary												
HCM 2010 Ctrl Delay				34.5								
HCM 2010 LOS				C								























HCM 2010 Signalized Intersection Summary
 27: Park Rd & US 92

10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	300	548	190	614	762	175	250	1285	301	150	1537	340
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	181.0	181.0	181.0	190.0	179.2	179.2	190.0	174.3	174.3	174.3
Adj Flow Rate, veh/h	316	577	200	646	802	184	263	1353	317	158	1618	358
Adj No. of Lanes	1	1	1	2	2	0	1	2	0	1	2	1
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, %	5	5	5	5	5	5	6	6	6	9	9	9
Cap, veh/h	307	560	691	482	860	197	281	844	194	181	830	585
Arrive On Green	0.14	0.31	0.31	0.14	0.31	0.31	0.14	0.31	0.31	0.08	0.25	0.25
Sat Flow, veh/h	1723	1810	1538	3343	2779	637	1707	2752	632	1660	3312	1482
Grp Volume(v), veh/h	316	577	200	646	496	490	263	827	843	158	1618	358
Grp Sat Flow(s),veh/h/ln	1723	1810	1538	1672	1719	1697	1707	1703	1681	1660	1656	1482
Q Serve(g_s), s	24.4	52.4	13.9	24.4	47.4	47.4	21.5	51.9	51.9	11.9	42.4	32.6
Cycle Q Clear(g_c), s	24.4	52.4	13.9	24.4	47.4	47.4	21.5	51.9	51.9	11.9	42.4	32.6
Prop In Lane	1.00		1.00	1.00		0.38	1.00		0.38	1.00		1.00
Lane Grp Cap(c), veh/h	307	560	691	482	532	526	281	522	515	181	830	585
V/C Ratio(X)	1.03	1.03	0.29	1.34	0.93	0.93	0.94	1.58	1.64	0.87	1.95	0.61
Avail Cap(c_a), veh/h	307	560	691	482	532	526	289	522	515	282	830	585
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	52.2	58.4	29.5	72.4	56.7	56.7	53.8	58.7	58.7	46.8	63.4	40.9
Incr Delay (d2), s/veh	58.7	45.8	1.1	166.5	25.3	25.6	36.1	271.6	294.8	16.4	431.7	4.7
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	19.4	33.3	6.1	22.4	26.2	25.9	14.9	63.8	66.3	6.2	69.1	14.1
LnGrp Delay(d),s/veh	110.9	104.2	30.6	238.9	82.0	82.2	89.9	330.3	353.5	63.2	495.1	45.6
LnGrp LOS	F	F	C	F	F	F	F	F	F	E	F	D
Approach Vol, veh/h		1093			1632			1933			2134	
Approach Delay, s/veh		92.7			144.2			307.7			387.7	
Approach LOS		F			F			F			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	30.0	60.0	19.7	59.5	30.0	60.0	29.2	50.0				
Change Period (Y+Rc), s	5.6	7.6	5.6	7.6	5.6	7.6	5.6	7.6				
Max Green Setting (Gmax), s	24.4	52.4	24.4	42.4	24.4	52.4	24.4	42.4				
Max Q Clear Time (g_c+I1), s	26.4	49.4	13.9	53.9	26.4	54.4	23.5	44.4				
Green Ext Time (p_c), s	0.0	2.6	0.3	0.0	0.0	0.0	0.1	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			258.9									
HCM 2010 LOS			F									

HCM 2010 Signalized Intersection Summary
27: Park Rd & US 92

10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	535	906	243	325	450	125	131	1036	423	188	1364	600
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	181.0	181.0	181.0	190.0	179.2	179.2	190.0	177.6	177.6	177.6
Adj Flow Rate, veh/h	563	954	256	342	474	132	138	1091	445	198	1436	632
Adj No. of Lanes	1	1	1	2	2	0	1	2	0	1	2	1
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, %	5	5	5	5	5	5	6	6	6	7	7	7
Cap, veh/h	441	644	659	390	859	238	168	621	248	219	986	668
Arrive On Green	0.15	0.36	0.36	0.12	0.32	0.32	0.07	0.26	0.26	0.10	0.29	0.29
Sat Flow, veh/h	1723	1810	1538	3343	2662	736	1707	2379	949	1691	3374	1509
Grp Volume(v), veh/h	563	954	256	342	305	301	138	774	762	198	1436	632
Grp Sat Flow(s),veh/h/ln	1723	1810	1538	1672	1719	1680	1707	1703	1625	1691	1687	1509
Q Serve(g_s), s	24.4	57.8	18.5	16.3	23.7	24.0	9.5	42.4	42.4	14.5	47.4	47.4
Cycle Q Clear(g_c), s	24.4	57.8	18.5	16.3	23.7	24.0	9.5	42.4	42.4	14.5	47.4	47.4
Prop In Lane	1.00		1.00	1.00		0.44	1.00		0.58	1.00		1.00
Lane Grp Cap(c), veh/h	441	644	659	390	555	542	168	445	424	219	986	668
V/C Ratio(X)	1.28	1.48	0.39	0.88	0.55	0.56	0.82	1.74	1.80	0.90	1.46	0.95
Avail Cap(c_a), veh/h	441	644	659	502	555	542	301	445	424	298	986	668
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	37.8	52.3	31.8	70.6	45.3	45.4	44.8	60.0	60.0	47.4	57.5	43.4
Incr Delay (d2), s/veh	141.2	224.4	1.7	13.2	3.9	4.1	9.6	342.4	367.8	23.5	211.3	23.9
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	25.5	69.0	8.2	8.3	11.9	11.7	4.9	62.2	62.3	10.2	51.0	31.6
LnGrp Delay(d),s/veh	178.9	276.7	33.5	83.7	49.2	49.5	54.3	402.4	427.8	70.9	268.7	67.3
LnGrp LOS	F	F	C	F	D	D	D	F	F	E	F	E
Approach Vol, veh/h		1773			948			1674			2266	
Approach Delay, s/veh		210.5			61.7			385.3			195.3	
Approach LOS		F			E			F			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	30.0	60.0	22.4	50.0	24.6	65.4	17.3	55.0				
Change Period (Y+Rc), s	5.6	7.6	5.6	7.6	5.6	7.6	5.6	7.6				
Max Green Setting (Gmax), s	24.4	52.4	24.4	42.4	24.4	52.4	24.4	42.4				
Max Q Clear Time (g_c+I1), s	26.4	26.0	16.5	44.4	18.3	59.8	11.5	49.4				
Green Ext Time (p_c), s	0.0	13.3	0.3	0.0	0.6	0.0	0.3	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			228.1									
HCM 2010 LOS			F									

Arterial Level of Service: EB US 92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Falkenburg Rd	I	50	46.1	379.0	425.1	0.64	5.4	F
Williams Rd	I	50	74.1	49.1	123.2	1.03	30.1	C
CR 579/Mango Rd	I	50	72.7	69.0	141.7	1.01	25.7	D
Peach Ave	I	50	31.2	9.2	40.4	0.34	30.5	C
Pine St	I	50	16.9	29.6	46.5	0.17	13.1	F
Parsons Ave	I	50	39.0	24.3	63.3	0.50	28.5	C
Kingsway Rd	I	55	36.2	48.9	85.1	0.50	21.0	E
McIntosh Rd	I	55	136.1	89.1	225.2	2.08	33.2	C
Gallagher Rd	I	55	37.0	34.5	71.5	0.51	25.5	D
Forbes Rd	I	54	214.6	21.5	236.1	3.23	49.3	A
Turkey Creek Rd	I	55	51.3	11.2	62.5	0.78	45.2	A
Lemon St	I	49	154.4	253.8	408.2	2.09	18.4	E
Total	I		909.6	1019.2	1928.8	12.88	24.0	D

Arterial Level of Service: WB US 92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 566/Thonotosassa	I	35	230.7	541.3	772.0	2.27	10.6	F
Turkey Creek Rd	I	49	152.0	19.1	171.1	2.09	44.0	A
Branch Forbes Rd	I	55	51.3	355.9	407.2	0.78	6.9	F
Gallagher Rd	I	55	211.6	115.4	327.0	3.23	35.6	B
McIntosh Rd	I	55	37.0	59.4	96.4	0.51	18.9	E
Kingsway Rd	I	55	136.1	76.3	212.4	2.08	35.2	B
Parsons Ave	I	55	36.2	82.3	118.5	0.50	15.1	F
Pine St	I	50	39.0	246.6	285.6	0.50	6.3	F
School Entrance	I	50	16.9	247.3	264.2	0.17	2.3	F
CR 579/Mango Rd	I	50	31.2	159.2	190.4	0.34	6.5	F
Williams Rd	I	50	72.7	366.5	439.2	1.01	8.3	F
Falkenburg Rd	I	50	74.1	346.5	420.6	1.03	8.8	F
Total	I		1088.8	2615.8	3704.6	14.51	14.1	F

Arterial Level of Service

10/6/2015

Arterial Level of Service: EB US 92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Maryland Ave	I	36	225.5	15.4	240.9	2.27	33.9	C
Park Rd	I	45	29.3	101.7	131.0	0.30	8.1	F
County Line Rd	I	55	235.9	722.6	958.5	3.59	13.5	F
Total	I		490.7	839.7	1330.4	6.16	16.7	E

Arterial Level of Service: WB US 92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
County Line Rd	I	55	34.2	44.1	78.3	0.42	19.2	E
Park Rd	I	54	238.6	72.7	311.3	3.59	41.5	B
Maryland Ave	I	45	29.3	17.8	47.1	0.30	22.6	D
Total	I		302.1	134.6	436.7	4.30	35.5	B

Arterial Level of Service: EB US 92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Falkenburg Rd	I	50	46.1	684.4	730.5	0.64	3.2	F
Williams Rd	I	50	74.1	324.3	398.4	1.03	9.3	F
CR 579/Mango Rd	I	50	72.7	37.7	110.4	1.01	32.9	C
Peach Ave	I	50	31.2	188.0	219.2	0.34	5.6	F
Pine St	I	50	16.9	234.0	250.9	0.17	2.4	F
Parsons Ave	I	50	39.0	97.9	136.9	0.50	13.2	F
Kingsway Rd	I	55	36.2	153.9	190.1	0.50	9.4	F
McIntosh Rd	I	55	136.1	230.7	366.8	2.08	20.4	E
Gallagher Rd	I	55	37.0	354.6	391.6	0.51	4.7	F
Forbes Rd	I	54	214.6	128.3	342.9	3.23	33.9	C
Turkey Creek Rd	I	55	51.3	38.0	89.3	0.78	31.6	C
Lemon St	I	49	154.4	500.8	655.2	2.09	11.5	F
Total	I		909.6	2972.6	3882.2	12.88	11.9	F

Arterial Level of Service: WB US 92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 566/Thonotosassa	I	35	230.7	223.3	454.0	2.27	18.0	E
Turkey Creek Rd	I	49	152.0	10.7	162.7	2.09	46.3	A
Branch Forbes Rd	I	55	51.3	67.9	119.2	0.78	23.7	D
Gallagher Rd	I	55	211.6	85.6	297.2	3.23	39.2	B
McIntosh Rd	I	55	37.0	32.8	69.8	0.51	26.1	D
Kingsway Rd	I	55	136.1	16.6	152.7	2.08	49.0	A
Parsons Ave	I	55	36.2	14.1	50.3	0.50	35.5	B
Pine St	I	50	39.0	8.4	47.4	0.50	38.0	B
School Entrance	I	50	16.9	43.1	60.0	0.17	10.1	F
CR 579/Mango Rd	I	50	31.2	184.8	216.0	0.34	5.7	F
Williams Rd	I	50	72.7	21.7	94.4	1.01	38.5	B
Falkenburg Rd	I	50	74.1	40.3	114.4	1.03	32.4	C
Total	I		1088.8	749.3	1838.1	14.51	28.4	C

Arterial Level of Service

10/6/2015

Arterial Level of Service: EB US 92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Maryland Ave	I	36	225.5	25.2	250.7	2.27	32.6	C
Park Rd	I	45	29.3	297.5	326.8	0.30	3.3	F
County Line Rd	I	55	235.9	656.4	892.3	3.59	14.5	F
Total	I		490.7	979.1	1469.8	6.16	15.1	F
























Arterial Level of Service: WB US 92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
County Line Rd	I	55	34.2	33.9	68.1	0.42	22.1	D
Park Rd	I	54	238.6	47.8	286.4	3.59	45.1	A
Maryland Ave	I	45	29.3	15.4	44.7	0.30	23.8	D
Total	I		302.1	97.1	399.2	4.30	38.8	B

HCM 2010 Signalized Intersection Summary

65: Falkenburg Rd & US 92























10/7/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	9	648	772	450	1426	17	481	17	275	19	13	10
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1900	1810	1810	1810	1810	1810	1900
Adj Flow Rate, veh/h	9	682	813	474	1501	18	506	18	289	20	14	11
Adj No. of Lanes	1	3	2	2	2	0	3	1	1	1	1	0
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, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	98	1658	1216	536	1697	20	551	654	803	244	181	142
Arrive On Green	0.01	0.34	0.34	0.16	0.49	0.49	0.11	0.36	0.36	0.19	0.19	0.19
Sat Flow, veh/h	1723	4940	2707	3343	3480	42	4860	1810	1538	1037	940	739
Grp Volume(v), veh/h	9	682	813	474	741	778	506	18	289	20	0	25
Grp Sat Flow(s),veh/h/ln	1723	1647	1354	1672	1719	1802	1620	1810	1538	1037	0	1679
Q Serve(g_s), s	0.5	15.0	11.4	19.6	54.8	54.9	14.5	0.9	15.6	2.3	0.0	1.7
Cycle Q Clear(g_c), s	0.5	15.0	11.4	19.6	54.8	54.9	14.5	0.9	15.6	3.2	0.0	1.7
Prop In Lane	1.00		1.00	1.00		0.02	1.00		1.00	1.00		0.44
Lane Grp Cap(c), veh/h	98	1658	1216	536	838	879	551	654	803	244	0	323
V/C Ratio(X)	0.09	0.41	0.67	0.88	0.88	0.89	0.92	0.03	0.36	0.08	0.00	0.08
Avail Cap(c_a), veh/h	133	1658	1216	687	838	879	551	654	803	244	0	323
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	0.00	1.00
Uniform Delay (d), s/veh	34.6	36.1	9.8	57.9	32.6	32.6	61.9	29.1	19.9	47.7	0.0	46.7
Incr Delay (d2), s/veh	0.4	0.8	2.9	10.9	13.1	12.7	20.5	0.1	1.3	0.7	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(-26165%),veh/ln	0.2	6.9	5.9	9.8	29.0	30.3	7.6	0.5	6.9	0.7	0.0	0.8
LnGrp Delay(d),s/veh	35.0	36.9	12.7	68.8	45.6	45.3	82.4	29.1	21.1	48.4	0.0	47.2
LnGrp LOS	C	D	B	E	D	D	F	C	C	D		D
Approach Vol, veh/h		1504			1993			813				45
Approach Delay, s/veh		23.8			51.0			59.4				47.7
Approach LOS		C			D			E				D
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.2	77.0		58.9	26.6	55.6	23.9	35.0				
Change Period (Y+Rc), s	4.0	8.2		7.9	4.0	* 8.2	7.9	* 7.9				
Max Green Setting (Gmax), s	4.0	68.8		47.1	29.0	* 45	16.0	* 27				
Max Q Clear Time (g_c+I1), s	2.5	56.9		17.6	21.6	17.0	16.5	5.2				
Green Ext Time (p_c), s	0.0	11.3		3.8	1.1	25.3	0.0	0.2				
Intersection Summary												
HCM 2010 Ctrl Delay			43.2									
HCM 2010 LOS			D									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary

























65: Falkenburg Rd & US 92

10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	19	1726	363	250	750	35	1065	27	535	13	13	10
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	181.0	181.0	181.0	190.0	186.3	186.3	186.3	190.0	190.0	190.0
Adj Flow Rate, veh/h	20	1817	382	263	789	37	1121	28	563	14	14	11
Adj No. of Lanes	1	3	2	2	2	0	3	1	1	1	1	0
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, %	5	5	5	5	5	5	2	2	2	0	0	0
Cap, veh/h	254	2074	1776	301	1577	74	1182	648	693	90	52	41
Arrive On Green	0.01	0.42	0.42	0.09	0.47	0.47	0.24	0.35	0.35	0.05	0.05	0.05
Sat Flow, veh/h	1723	4940	2707	3343	3344	157	5003	1863	1583	839	987	776
Grp Volume(v), veh/h	20	1817	382	263	406	420	1121	28	563	14	0	25
Grp Sat Flow(s),veh/h/ln	1723	1647	1354	1672	1719	1782	1668	1863	1583	839	0	1763
Q Serve(g_s), s	0.0	45.0	2.6	10.4	21.8	21.8	29.4	1.3	41.4	2.2	0.0	1.8
Cycle Q Clear(g_c), s	0.0	45.0	2.6	10.4	21.8	21.8	29.4	1.3	41.4	3.5	0.0	1.8
Prop In Lane	1.00		1.00	1.00		0.09	1.00		1.00	1.00		0.44
Lane Grp Cap(c), veh/h	254	2074	1776	301	810	840	1182	648	693	90	0	93
V/C Ratio(X)	0.08	0.88	0.22	0.87	0.50	0.50	0.95	0.04	0.81	0.16	0.00	0.27
Avail Cap(c_a), veh/h	254	2074	1776	301	810	840	1182	880	890	215	0	357
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	0.00	1.00
Uniform Delay (d), s/veh	33.7	35.5	2.1	60.0	24.4	24.4	50.2	28.8	32.7	62.2	0.0	60.7
Incr Delay (d2), s/veh	0.1	4.7	0.1	23.6	2.2	2.1	15.5	0.0	5.2	1.1	0.0	2.2
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	0.5	21.4	1.6	5.8	10.9	11.2	15.3	0.7	19.0	0.5	0.0	0.9
LnGrp Delay(d),s/veh	33.9	40.2	2.2	83.6	26.6	26.5	65.7	28.8	37.9	63.3	0.0	63.0
LnGrp LOS	C	D	A	F	C	C	E	C	D	E		E
Approach Vol, veh/h		2219			1089			1712				39
Approach Delay, s/veh		33.6			40.3			55.9				63.1
Approach LOS		C			D			E				E
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.0	71.1		54.3	16.0	63.1	39.4	14.9				
Change Period (Y+Rc), s	7.8	19.99998		7.9	4.0	7.1	7.9	9.000001				
Max Green Setting (Gmax), s	0.0	62.900002		63.0	12.0	56.0	28.1	* 27				
Max Q Clear Time (g_c+I1), s	2.0	23.8		43.4	12.4	47.0	31.4	5.5				
Green Ext Time (p_c), s	0.0	8.1		3.0	0.0	8.1	0.0	0.2				
Intersection Summary												
HCM 2010 Ctrl Delay			42.8									
HCM 2010 LOS			D									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

























HCM 2010 Signalized Intersection Summary
62: Williams Rd & US 92

10/7/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	124	650	232	203	1313	266	256	286	203	358	456	307
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810	1881	1881	1881	1863	1863	1863
Adj Flow Rate, veh/h	131	684	244	214	1382	280	269	301	214	377	480	323
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
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, %	5	5	5	5	5	5	1	1	1	2	2	2
Cap, veh/h	181	1473	806	377	1588	884	285	653	429	358	708	399
Arrive On Green	0.05	0.43	0.43	0.09	0.46	0.46	0.10	0.18	0.18	0.11	0.20	0.20
Sat Flow, veh/h	1723	3438	1538	1723	3438	1538	1792	3574	1599	1774	3539	1583
Grp Volume(v), veh/h	131	684	244	214	1382	280	269	301	214	377	480	323
Grp Sat Flow(s),veh/h/ln	1723	1719	1538	1723	1719	1538	1792	1787	1599	1774	1770	1583
Q Serve(g_s), s	4.9	16.3	10.3	7.7	41.6	10.9	11.0	8.6	13.0	13.0	14.4	22.0
Cycle Q Clear(g_c), s	4.9	16.3	10.3	7.7	41.6	10.9	11.0	8.6	13.0	13.0	14.4	22.0
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	181	1473	806	377	1588	884	285	653	429	358	708	399
V/C Ratio(X)	0.72	0.46	0.30	0.57	0.87	0.32	0.94	0.46	0.50	1.05	0.68	0.81
Avail Cap(c_a), veh/h	181	1473	806	424	1588	884	285	653	429	358	708	399
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	26.1	23.5	15.5	16.8	27.9	12.7	39.8	42.0	35.6	40.5	42.6	40.4
Incr Delay (d2), s/veh	13.1	1.1	1.0	1.4	6.8	0.9	38.6	2.3	4.1	62.3	5.2	16.1
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(-26165%),veh/ln	3.0	7.9	4.6	3.7	21.1	4.8	6.2	4.5	6.2	6.2	7.6	11.4
LnGrp Delay(d),s/veh	39.2	24.5	16.4	18.2	34.7	13.7	78.4	44.3	39.7	102.7	47.7	56.5
LnGrp LOS	D	C	B	B	C	B	E	D	D	F	D	E
Approach Vol, veh/h		1059			1876			784			1180	
Approach Delay, s/veh		24.5			29.7			54.7			67.7	
Approach LOS		C			C			D			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.0	60.2	17.0	27.8	13.8	56.4	15.0	29.8				
Change Period (Y+Rc), s	4.0	7.1	4.0	6.8	4.0	7.1	4.0	6.8				
Max Green Setting (Gmax), s	6.0	53.1	13.0	21.0	13.0	46.1	11.0	23.0				
Max Q Clear Time (g_c+1), s	6.9	43.6	15.0	15.0	9.7	18.3	13.0	24.0				
Green Ext Time (p_c), s	0.0	8.8	0.0	3.3	0.2	23.5	0.0	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			41.7									
HCM 2010 LOS			D									

























HCM 2010 Signalized Intersection Summary
62: Williams Rd & US 92

10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	259	1550	350	259	650	182	125	395	90	173	614	100
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	181.0	181.0	181.0	181.0	188.1	188.1	188.1	184.5	184.5	184.5
Adj Flow Rate, veh/h	273	1632	368	273	684	192	132	416	95	182	646	105
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
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, %	5	5	5	5	5	5	1	1	1	3	3	3
Cap, veh/h	454	1626	801	264	1696	845	144	629	473	215	645	445
Arrive On Green	0.10	0.47	0.47	0.12	0.49	0.49	0.05	0.18	0.18	0.06	0.18	0.18
Sat Flow, veh/h	1723	3438	1538	1723	3438	1538	1792	3574	1599	1757	3505	1568
Grp Volume(v), veh/h	273	1632	368	273	684	192	132	416	95	182	646	105
Grp Sat Flow(s),veh/h/ln	1723	1719	1538	1723	1719	1538	1792	1787	1599	1757	1752	1568
Q Serve(g_s), s	10.1	59.1	18.8	15.0	15.7	8.0	6.0	13.6	5.6	7.0	23.0	6.4
Cycle Q Clear(g_c), s	10.1	59.1	18.8	15.0	15.7	8.0	6.0	13.6	5.6	7.0	23.0	6.4
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	454	1626	801	264	1696	845	144	629	473	215	645	445
V/C Ratio(X)	0.60	1.00	0.46	1.03	0.40	0.23	0.92	0.66	0.20	0.85	1.00	0.24
Avail Cap(c_a), veh/h	531	1626	801	264	1696	845	144	629	473	215	645	445
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	14.8	33.0	18.9	42.4	20.0	14.5	46.2	48.0	32.9	47.3	51.0	34.4
Incr Delay (d2), s/veh	1.4	23.3	1.9	64.0	0.7	0.6	51.5	5.4	1.0	25.5	35.9	1.2
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	4.9	33.3	8.4	13.8	7.6	3.5	3.7	7.2	2.6	4.4	14.3	2.9
LnGrp Delay(d),s/veh	16.2	56.2	20.8	106.4	20.8	15.1	97.7	53.4	33.9	72.8	86.9	35.6
LnGrp LOS	B	F	C	F	C	B	F	D	C	E	F	D
Approach Vol, veh/h		2273			1149			643			933	
Approach Delay, s/veh		45.7			40.2			59.6			78.4	
Approach LOS		D			D			E			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.5	68.7	11.0	28.8	19.0	66.2	10.0	29.8				
Change Period (Y+Rc), s	4.0	7.1	4.0	6.8	4.0	7.1	4.0	6.8				
Max Green Setting (Gmax), s	18.0	56.1	7.0	22.0	15.0	59.1	6.0	23.0				
Max Q Clear Time (g_c+I1), s	12.1	17.7	9.0	15.6	17.0	61.1	8.0	25.0				
Green Ext Time (p_c), s	0.4	33.4	0.0	3.6	0.0	0.0	0.0	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			52.3									
HCM 2010 LOS			D									

























HCM 2010 Signalized Intersection Summary
59: CR 579/Mango Rd & US 92

10/7/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	377	611	219	180	694	939	250	590	74	533	475	750
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810	1863	1863	1863	1827	1827	1827
Adj Flow Rate, veh/h	397	643	231	189	731	988	263	621	78	561	500	789
Adj No. of Lanes	3	2	1	1	3	2	2	2	1	3	3	2
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, %	5	5	5	5	5	5	2	2	2	4	4	4
Cap, veh/h	490	1254	692	344	1741	1335	293	600	406	690	1102	879
Arrive On Green	0.10	0.36	0.36	0.09	0.35	0.35	0.09	0.17	0.17	0.14	0.22	0.22
Sat Flow, veh/h	4860	3438	1538	1723	4940	2707	3442	3539	1583	4907	4988	2733
Grp Volume(v), veh/h	397	643	231	189	731	988	263	621	78	561	500	789
Grp Sat Flow(s),veh/h/ln	1620	1719	1538	1723	1647	1354	1721	1770	1583	1636	1663	1367
Q Serve(g_s), s	9.6	17.5	3.2	8.3	13.5	35.0	9.1	20.3	4.6	13.3	10.4	20.2
Cycle Q Clear(g_c), s	9.6	17.5	3.2	8.3	13.5	35.0	9.1	20.3	4.6	13.3	10.4	20.2
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	490	1254	692	344	1741	1335	293	600	406	690	1102	879
V/C Ratio(X)	0.81	0.51	0.33	0.55	0.42	0.74	0.90	1.04	0.19	0.81	0.45	0.90
Avail Cap(c_a), veh/h	579	1254	692	392	1741	1335	293	600	406	793	1193	929
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	52.8	29.8	7.1	22.7	29.5	24.3	54.4	49.8	34.9	50.0	40.5	16.3
Incr Delay (d2), s/veh	7.7	1.5	1.3	1.4	0.7	3.7	28.4	46.2	1.1	7.2	0.4	11.4
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(-26165%),veh/ln	4.7	8.6	2.8	4.0	6.3	13.7	5.5	13.8	2.1	6.5	4.8	8.9
LnGrp Delay(d),s/veh	60.5	31.3	8.4	24.1	30.3	28.0	82.8	96.1	36.0	57.2	40.9	27.6
LnGrp LOS	E	C	A	C	C	C	F	F	D	E	D	C
Approach Vol, veh/h		1271			1908			962			1850	
Approach Delay, s/veh		36.3			28.5			87.6			40.2	
Approach LOS		D			C			F			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.3	49.8	23.5	27.4	17.8	51.3	17.3	33.6				
Change Period (Y+Rc), s	7.2	7.5	* 6.6	* 7.1	* 7.4	7.5	* 7.1	* 7.1				
Max Green Setting (Gmax), s	14.3	37.9	* 19	* 20	* 14	38.2	* 10	* 29				
Max Q Clear Time (g_c+I1), s	11.6	37.0	15.3	22.3	10.3	19.5	11.1	22.2				
Green Ext Time (p_c), s	0.5	0.9	1.6	0.0	0.2	15.9	0.0	4.3				
Intersection Summary												
HCM 2010 Ctrl Delay			43.2									
HCM 2010 LOS			D									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary
 59: CR 579/Mango Rd & US 92





















10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	587	932	262	199	455	576	100	430	118	934	853	350
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	181.0	181.0	181.0	181.0	186.3	186.3	186.3	186.3	186.3	186.3
Adj Flow Rate, veh/h	618	981	276	209	479	606	105	453	124	983	898	368
Adj No. of Lanes	3	2	1	1	3	2	2	2	1	3	3	2
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, %	5	5	5	5	5	5	2	2	2	2	2	2
Cap, veh/h	674	1303	650	268	1663	1451	151	470	360	997	1466	1190
Arrive On Green	0.14	0.38	0.38	0.09	0.34	0.34	0.04	0.13	0.13	0.20	0.29	0.29
Sat Flow, veh/h	4860	3438	1538	1723	4940	2707	3442	3539	1583	5003	5085	2787
Grp Volume(v), veh/h	618	981	276	209	479	606	105	453	124	983	898	368
Grp Sat Flow(s),veh/h/ln	1620	1719	1538	1723	1647	1354	1721	1770	1583	1668	1695	1393
Q Serve(g_s), s	18.8	37.2	18.9	11.8	10.7	8.1	4.5	19.1	5.5	29.4	22.9	13.1
Cycle Q Clear(g_c), s	18.8	37.2	18.9	11.8	10.7	8.1	4.5	19.1	5.5	29.4	22.9	13.1
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	674	1303	650	268	1663	1451	151	470	360	997	1466	1190
V/C Ratio(X)	0.92	0.75	0.42	0.78	0.29	0.42	0.70	0.96	0.34	0.99	0.61	0.31
Avail Cap(c_a), veh/h	674	1303	650	444	1663	1451	319	470	360	997	1466	1190
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	63.7	40.5	30.4	33.4	36.5	6.5	70.7	64.7	19.9	59.8	46.1	28.4
Incr Delay (d2), s/veh	17.6	4.1	2.0	4.9	0.4	0.9	5.7	33.6	2.6	25.1	1.9	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	9.5	18.4	8.4	5.9	4.9	3.6	2.3	11.6	2.9	15.9	11.0	5.1
LnGrp Delay(d),s/veh	81.4	44.5	32.5	38.4	37.0	7.4	76.4	98.3	22.5	84.9	48.1	29.1
LnGrp LOS	F	D	C	D	D	A	E	F	C	F	D	C
Approach Vol, veh/h		1875			1294			682			2249	
Approach Delay, s/veh		54.9			23.3			81.2			61.1	
Approach LOS		D			C			F			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	28.0	58.0	37.0	27.0	21.6	64.4	13.7	50.3				
Change Period (Y+Rc), s	7.2	7.3	10.000007	10.000007	3.9999996	7.3	10.000007	10.000004				
Max Green Setting (Gmax), s	20.8	50.5	* 29.9	* 19.9	* 29.6	41.5	* 13.95	9.000002				
Max Q Clear Time (g_c+I1), s	20.8	12.7	31.4	21.1	13.8	39.2	6.5	24.9				
Green Ext Time (p_c), s	0.0	26.5	0.0	0.0	0.5	2.2	0.1	9.6				
Intersection Summary												
HCM 2010 Ctrl Delay			53.4									
HCM 2010 LOS			D									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary

2: Peach Ave/School Entrance & US 92





















10/7/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	250	696	9	13	1550	200	25	26	15	50	3	120
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	1810	1810	1900	1810	1810	1810	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	263	733	9	14	1632	211	26	27	16	53	3	126
Adj No. of Lanes	1	2	0	1	2	1	0	1	0	0	1	1
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, %	5	5	5	5	5	5	0	0	0	0	0	0
Cap, veh/h	470	2749	34	418	1965	879	63	52	22	152	7	392
Arrive On Green	0.16	0.79	0.79	1.00	1.00	1.00	0.08	0.08	0.08	0.08	0.08	0.08
Sat Flow, veh/h	1723	3478	43	694	3438	1538	260	628	268	1131	86	1615
Grp Volume(v), veh/h	263	362	380	14	1632	211	69	0	0	56	0	126
Grp Sat Flow(s),veh/h/ln	1723	1719	1802	694	1719	1538	1156	0	0	1216	0	1615
Q Serve(g_s), s	2.2	6.7	6.7	0.2	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.2	6.7	6.7	7.0	0.0	0.0	7.8	0.0	0.0	5.5	0.0	0.0
Prop In Lane	1.00		0.02	1.00		1.00	0.38		0.23	0.95		1.00
Lane Grp Cap(c), veh/h	470	1358	1424	418	1965	879	137	0	0	159	0	392
V/C Ratio(X)	0.56	0.27	0.27	0.03	0.83	0.24	0.50	0.00	0.00	0.35	0.00	0.32
Avail Cap(c_a), veh/h	470	1358	1424	418	1965	879	151	0	0	172	0	405
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	1.00	0.40	0.40	0.40	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.4	3.3	3.3	0.3	0.0	0.0	53.7	0.0	0.0	53.0	0.0	37.3
Incr Delay (d2), s/veh	2.5	0.5	0.5	0.1	1.7	0.3	4.0	0.0	0.0	1.9	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(-26165%),veh/ln	7.8	3.3	3.5	0.1	0.5	0.1	2.4	0.0	0.0	1.9	0.0	3.5
LnGrp Delay(d),s/veh	28.0	3.8	3.8	0.4	1.7	0.3	57.7	0.0	0.0	54.8	0.0	38.0
LnGrp LOS	C	A	A	A	A	A	E			D		D
Approach Vol, veh/h		1005			1857			69				182
Approach Delay, s/veh		10.1			1.6			57.7				43.2
Approach LOS		B			A			E				D
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	26.2	75.7		18.1		101.9		18.1				
Change Period (Y+Rc), s	7.1	7.1		* 8.1		7.1		* 8.1				
Max Green Setting (Gmax), s	18.1	68.6		* 11		93.8		* 11				
Max Q Clear Time (g_c+I1), s	4.2	9.0		9.8		8.7		7.5				
Green Ext Time (p_c), s	6.4	32.2		0.2		10.5		0.5				
Intersection Summary												
HCM 2010 Ctrl Delay			8.0									
HCM 2010 LOS			A									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary






















2: Peach Ave/School Entrance & US 92

10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	115	1758	18	9	1093	77	5	7	2	54	4	87
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	190.0	181.0	181.0	181.0	190.0	190.0	190.0	190.0	181.0	181.0
Adj Flow Rate, veh/h	121	1851	19	9	1151	81	5	7	2	57	4	92
Adj No. of Lanes	1	2	0	1	2	1	0	1	0	0	1	1
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, %	5	5	5	5	5	5	0	0	0	5	5	5
Cap, veh/h	413	2717	28	173	2398	1073	56	70	15	151	9	237
Arrive On Green	0.03	0.78	0.78	1.00	1.00	1.00	0.12	0.12	0.12	0.12	0.12	0.12
Sat Flow, veh/h	1723	3487	36	237	3438	1538	193	584	130	878	76	1538
Grp Volume(v), veh/h	121	911	959	9	1151	81	14	0	0	61	0	92
Grp Sat Flow(s),veh/h/ln	1723	1719	1803	237	1719	1538	907	0	0	954	0	1538
Q Serve(g_s), s	2.9	37.3	37.6	1.5	0.0	0.0	0.1	0.0	0.0	0.0	0.0	8.1
Cycle Q Clear(g_c), s	2.9	37.3	37.6	26.8	0.0	0.0	11.9	0.0	0.0	11.9	0.0	8.1
Prop In Lane	1.00		0.02	1.00		1.00	0.36		0.14	0.93		1.00
Lane Grp Cap(c), veh/h	413	1340	1405	173	2398	1073	141	0	0	160	0	237
V/C Ratio(X)	0.29	0.68	0.68	0.05	0.48	0.08	0.10	0.00	0.00	0.38	0.00	0.39
Avail Cap(c_a), veh/h	490	1340	1405	173	2398	1073	141	0	0	160	0	237
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	1.00	0.91	0.91	0.91	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	5.2	7.8	7.8	3.2	0.0	0.0	58.8	0.0	0.0	63.3	0.0	57.1
Incr Delay (d2), s/veh	0.8	2.8	2.7	0.5	0.6	0.1	1.4	0.0	0.0	6.7	0.0	4.8
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	1.4	18.5	19.4	0.1	0.2	0.0	0.6	0.0	0.0	2.7	0.0	3.8
LnGrp Delay(d),s/veh	6.1	10.6	10.5	3.8	0.6	0.1	60.3	0.0	0.0	70.0	0.0	61.9
LnGrp LOS	A	B	B	A	A	A	E			E		E
Approach Vol, veh/h		1991			1241			14				153
Approach Delay, s/veh		10.3			0.6			60.3				65.1
Approach LOS		B			A			E				E
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	12.3	111.7		26.0		124.0		26.0				
Change Period (Y+Rc), s	7.1	7.1		* 8.1000004		7.1		* 8.1000004				
Max Green Setting (Gmax), s	11.9	97.9		* 17.9		116.9		* 17.9				
Max Q Clear Time (g_c+I1), s	4.9	28.8		13.9		39.6		13.9				
Green Ext Time (p_c), s	0.3	61.4		0.3		67.8		0.3				
Intersection Summary												
HCM 2010 Ctrl Delay			9.4									
HCM 2010 LOS			A									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												






















HCM 2010 Signalized Intersection Summary
 12: Pine St & US 92

10/7/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	200	900	74	39	1492	150	50	47	50	50	11	50
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	1810	1810	1900	1810	1810	1810	1845	1845	1900	1583	1583	1900
Adj Flow Rate, veh/h	211	947	78	41	1571	158	53	49	53	53	12	53
Adj No. of Lanes	1	2	0	1	2	1	1	1	0	1	1	0
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, %	5	5	5	5	5	5	3	3	3	20	20	20
Cap, veh/h	240	1994	164	359	2004	897	226	135	146	184	43	188
Arrive On Green	0.07	0.62	0.62	0.03	0.58	0.58	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	1723	3217	265	1723	3438	1538	1318	812	878	1094	256	1129
Grp Volume(v), veh/h	211	506	519	41	1571	158	53	0	102	53	0	65
Grp Sat Flow(s),veh/h/ln	1723	1719	1763	1723	1719	1538	1318	0	1690	1094	0	1384
Q Serve(g_s), s	5.9	19.0	19.0	1.1	42.1	5.7	4.4	0.0	6.4	5.4	0.0	4.9
Cycle Q Clear(g_c), s	5.9	19.0	19.0	1.1	42.1	5.7	9.3	0.0	6.4	11.8	0.0	4.9
Prop In Lane	1.00		0.15	1.00		1.00	1.00		0.52	1.00		0.82
Lane Grp Cap(c), veh/h	240	1065	1093	359	2004	897	226	0	282	184	0	231
V/C Ratio(X)	0.88	0.47	0.47	0.11	0.78	0.18	0.23	0.00	0.36	0.29	0.00	0.28
Avail Cap(c_a), veh/h	337	1065	1093	379	2004	897	226	0	282	184	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)	0.97	0.97	0.97	0.58	0.58	0.58	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.6	12.3	12.3	10.1	19.2	11.6	47.8	0.0	44.3	49.6	0.0	43.7
Incr Delay (d2), s/veh	16.8	1.5	1.4	0.1	1.8	0.2	2.4	0.0	3.6	3.9	0.0	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(-26165%),veh/ln	8.0	9.4	9.7	0.5	20.4	2.5	1.8	0.0	3.3	1.8	0.0	2.1
LnGrp Delay(d),s/veh	41.4	13.8	13.7	10.2	21.1	11.9	50.2	0.0	47.9	53.5	0.0	46.8
LnGrp LOS	D	B	B	B	C	B	D		D	D		D
Approach Vol, veh/h		1236			1770			155			118	
Approach Delay, s/veh		18.5			20.0			48.7			49.8	
Approach LOS		B			B			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.3	77.0		27.7	10.8	81.5		27.7				
Change Period (Y+Rc), s	7.1	7.1		* 7.7	7.1	7.1		* 7.7				
Max Green Setting (Gmax), s	14.9	63.2		* 20	5.1	73.0		* 20				
Max Q Clear Time (g_c+I1), s	7.9	44.1		11.3	3.1	21.0		13.8				
Green Ext Time (p_c), s	0.3	17.6		1.1	0.0	42.8		0.9				
Intersection Summary												
HCM 2010 Ctrl Delay			21.8									
HCM 2010 LOS			C									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary
 12: Pine St & US 92

10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	7	1736	71	54	1071	15	27	2	48	34	21	49
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	190.0	181.0	181.0	181.0	190.0	190.0	190.0	190.0	190.0	190.0
Adj Flow Rate, veh/h	7	1827	75	57	1127	16	28	2	51	36	22	52
Adj No. of Lanes	1	2	0	1	2	1	1	1	0	1	1	0
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, %	5	5	5	5	5	5	0	0	0	0	0	0
Cap, veh/h	368	2461	100	180	2557	1144	114	6	141	130	45	107
Arrive On Green	0.02	0.73	0.73	0.03	0.74	0.74	0.09	0.09	0.09	0.09	0.09	0.09
Sat Flow, veh/h	1723	3367	137	1723	3438	1538	1347	61	1563	1373	503	1188
Grp Volume(v), veh/h	7	927	975	57	1127	16	28	0	53	36	0	74
Grp Sat Flow(s),veh/h/ln	1723	1719	1785	1723	1719	1538	1347	0	1624	1373	0	1690
Q Serve(g_s), s	0.0	46.5	47.8	1.5	18.4	0.4	3.0	0.0	4.5	3.7	0.0	6.1
Cycle Q Clear(g_c), s	0.0	46.5	47.8	1.5	18.4	0.4	9.1	0.0	4.5	8.3	0.0	6.1
Prop In Lane	1.00		0.08	1.00		1.00	1.00		0.96	1.00		0.70
Lane Grp Cap(c), veh/h	368	1257	1305	180	2557	1144	114	0	146	130	0	152
V/C Ratio(X)	0.02	0.74	0.75	0.32	0.44	0.01	0.25	0.00	0.36	0.28	0.00	0.49
Avail Cap(c_a), veh/h	395	1257	1305	208	2557	1144	114	0	146	130	0	152
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	0.89	0.89	0.89	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.6	11.6	11.8	17.6	7.2	4.9	68.2	0.0	63.2	67.1	0.0	63.9
Incr Delay (d2), s/veh	0.0	2.4	2.5	0.9	0.5	0.0	5.1	0.0	6.8	5.2	0.0	10.7
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	0.1	22.7	24.2	1.1	8.8	0.2	1.3	0.0	2.3	1.6	0.0	3.3
LnGrp Delay(d),s/veh	10.7	14.0	14.2	18.5	7.7	4.9	73.3	0.0	70.0	72.2	0.0	74.6
LnGrp LOS	B	B	B	B	A	A	E		E	E		E
Approach Vol, veh/h		1909			1200			81			110	
Approach Delay, s/veh		14.1			8.2			71.1			73.8	
Approach LOS		B			A			E			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.1	116.9		21.0	11.6	117.4		21.0				
Change Period (Y+Rc), s	7.1	7.1	* 7.6999998		7.1	7.1	* 7.6999998					
Max Green Setting (Gmax), s	5.0	109.8	* 13.3		6.9	107.9	* 13.3					
Max Q Clear Time (g_c+I1), s	2.0	20.4		11.1	3.5	49.8		10.3				
Green Ext Time (p_c), s	2.8	16.2		0.2	0.0	36.5		0.3				

Intersection Summary

HCM 2010 Ctrl Delay	15.4
HCM 2010 LOS	B





















Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

HCM 2010 Signalized Intersection Summary

56: Parsons Ave & US 92





















10/7/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	28	777	335	237	1200	22	378	21	200	35	27	27
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1900	1827	1827	1900	1900	1776	1900
Adj Flow Rate, veh/h	29	818	353	249	1263	23	398	22	211	37	28	28
Adj No. of Lanes	1	2	1	1	2	0	1	1	0	0	1	0
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, %	5	5	5	5	5	5	4	4	4	7	7	7
Cap, veh/h	224	1756	785	363	1985	36	411	39	375	78	52	40
Arrive On Green	0.02	0.51	0.51	0.08	0.57	0.57	0.14	0.26	0.26	0.09	0.09	0.09
Sat Flow, veh/h	1723	3438	1538	1723	3455	63	1740	149	1426	439	556	429
Grp Volume(v), veh/h	29	818	353	249	628	658	398	0	233	93	0	0
Grp Sat Flow(s),veh/h/ln	1723	1719	1538	1723	1719	1798	1740	0	1575	1423	0	0
Q Serve(g_s), s	1.1	20.8	19.8	9.0	33.3	33.4	19.0	0.0	17.4	6.0	0.0	0.0
Cycle Q Clear(g_c), s	1.1	20.8	19.8	9.0	33.3	33.4	19.0	0.0	17.4	8.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.03	1.00		0.91	0.40		0.30
Lane Grp Cap(c), veh/h	224	1756	785	363	988	1034	411	0	414	171	0	0
V/C Ratio(X)	0.13	0.47	0.45	0.69	0.64	0.64	0.97	0.00	0.56	0.54	0.00	0.00
Avail Cap(c_a), veh/h	241	1756	785	447	988	1034	411	0	579	313	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)	0.87	0.87	0.87	0.56	0.56	0.56	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.7	21.4	21.1	16.3	19.4	19.4	51.2	0.0	43.3	59.4	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.2	0.5	1.8	1.8	1.7	36.3	0.0	1.7	3.8	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(-26165%),veh/ln	0.5	9.9	8.5	4.4	16.2	16.9	9.9	0.0	7.8	3.6	0.0	0.0
LnGrp Delay(d),s/veh	17.9	21.6	21.6	18.1	21.2	21.1	87.5	0.0	45.0	63.3	0.0	0.0
LnGrp LOS	B	C	C	B	C	C	F		D	E		
Approach Vol, veh/h		1200			1535			631				93
Approach Delay, s/veh		21.5			20.6			71.8				63.3
Approach LOS		C			C			E				E
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.7	85.7		43.7	15.4	76.9	23.0	20.7				
Change Period (Y+Rc), s	4.0	7.5		7.9	4.0	7.5	4.0	7.9				
Max Green Setting (Gmax), s	4.0	62.6		50.0	18.0	48.6	19.0	27.0				
Max Q Clear Time (g_c+I1), s	3.1	35.4		19.4	11.0	22.8	21.0	10.4				
Green Ext Time (p_c), s	0.0	22.3		2.9	0.4	21.3	0.0	2.4				
Intersection Summary												
HCM 2010 Ctrl Delay			31.4									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary























56: Parsons Ave & US 92

10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	21	1364	408	200	789	15	198	24	179	23	29	21
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	181.0	181.0	181.0	190.0	186.3	186.3	190.0	190.0	190.0	190.0
Adj Flow Rate, veh/h	22	1436	429	211	831	16	208	25	188	24	31	22
Adj No. of Lanes	1	2	1	1	2	0	1	1	0	0	1	0
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, %	5	5	5	5	5	5	2	2	2	0	0	0
Cap, veh/h	392	1750	783	299	2110	41	319	47	352	91	115	71
Arrive On Green	0.02	0.51	0.51	0.13	0.61	0.61	0.07	0.25	0.25	0.16	0.16	0.16
Sat Flow, veh/h	1723	3438	1538	1723	3450	66	1774	189	1423	398	731	452
Grp Volume(v), veh/h	22	1436	429	211	414	433	208	0	213	77	0	0
Grp Sat Flow(s),veh/h/ln	1723	1719	1538	1723	1719	1798	1774	0	1612	1581	0	0
Q Serve(g_s), s	1.0	58.5	31.5	11.4	20.5	20.5	11.0	0.0	19.0	2.2	0.0	0.0
Cycle Q Clear(g_c), s	1.0	58.5	31.5	11.4	20.5	20.5	11.0	0.0	19.0	6.6	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.04	1.00		0.88	0.31		0.29
Lane Grp Cap(c), veh/h	392	1750	783	299	1051	1099	319	0	399	277	0	0
V/C Ratio(X)	0.06	0.82	0.55	0.71	0.39	0.39	0.65	0.00	0.53	0.28	0.00	0.00
Avail Cap(c_a), veh/h	392	1750	783	299	1051	1099	319	0	399	277	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	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	18.4	34.4	27.7	41.5	16.5	16.5	58.2	0.0	54.1	61.6	0.0	0.0
Incr Delay (d2), s/veh	0.3	4.5	2.7	13.2	1.1	1.1	9.9	0.0	5.0	2.5	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	0.5	28.8	14.0	10.2	10.0	10.4	4.5	0.0	9.0	3.3	0.0	0.0
LnGrp Delay(d),s/veh	18.6	38.8	30.5	54.6	17.6	17.6	68.1	0.0	59.2	64.1	0.0	0.0
LnGrp LOS	B	D	C	D	B	B	E		E	E		
Approach Vol, veh/h		1887			1058			421				77
Approach Delay, s/veh		36.7			25.0			63.6				64.1
Approach LOS		D			C			E				E
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.0	109.0		49.0	25.0	92.0	15.0	34.0				
Change Period (Y+Rc), s	4.0	7.5		7.9	4.0	7.5	4.0	7.9				
Max Green Setting (Gmax), s	4.0	101.5		41.1	21.0	84.5	11.0	26.1				
Max Q Clear Time (g_c+I1), s	3.0	22.5		21.0	13.4	60.5	13.0	8.6				
Green Ext Time (p_c), s	0.0	55.8		2.2	0.3	21.3	0.0	2.1				
Intersection Summary												
HCM 2010 Ctrl Delay				37.0								
HCM 2010 LOS				D								























HCM 2010 Signalized Intersection Summary
 53: Kingsway Rd & US 92

10/7/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	207	640	215	100	900	75	164	174	125	85	198	329
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1900	1845	1845	1900	1863	1863	1863
Adj Flow Rate, veh/h	218	674	226	105	947	79	173	183	132	89	208	346
Adj No. of Lanes	1	2	1	1	2	0	1	1	0	1	1	1
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, %	5	5	5	5	5	5	3	3	3	2	2	2
Cap, veh/h	261	1286	636	302	1094	91	330	309	223	307	577	633
Arrive On Green	0.09	0.37	0.37	0.06	0.34	0.34	0.04	0.31	0.31	0.04	0.31	0.31
Sat Flow, veh/h	1723	3438	1538	1723	3213	268	1757	998	720	1774	1863	1583
Grp Volume(v), veh/h	218	674	226	105	507	519	173	0	315	89	208	346
Grp Sat Flow(s),veh/h/ln	1723	1719	1538	1723	1719	1762	1757	0	1718	1774	1863	1583
Q Serve(g_s), s	8.1	15.3	4.2	3.9	27.6	27.6	0.0	0.0	15.5	0.0	8.7	11.6
Cycle Q Clear(g_c), s	8.1	15.3	4.2	3.9	27.6	27.6	0.0	0.0	15.5	0.0	8.7	11.6
Prop In Lane	1.00		1.00	1.00		0.15	1.00		0.42	1.00		1.00
Lane Grp Cap(c), veh/h	261	1286	636	302	585	600	330	0	532	307	577	633
V/C Ratio(X)	0.83	0.52	0.36	0.35	0.87	0.87	0.52	0.00	0.59	0.29	0.36	0.55
Avail Cap(c_a), veh/h	261	1286	636	342	585	600	330	0	532	307	577	633
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)	0.83	0.83	0.83	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.5	24.4	10.4	20.2	30.9	30.9	34.2	0.0	29.2	35.4	26.8	11.4
Incr Delay (d2), s/veh	17.3	1.3	1.3	0.7	15.8	15.4	1.5	0.0	4.8	0.5	1.7	3.4
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(-26165%),veh/ln	5.0	7.4	1.9	1.9	15.6	16.0	4.6	0.0	8.1	2.2	4.7	5.6
LnGrp Delay(d),s/veh	40.7	25.7	11.7	20.9	46.6	46.3	35.7	0.0	33.9	35.9	28.5	14.8
LnGrp LOS	D	C	B	C	D	D	D		C	D	C	B
Approach Vol, veh/h		1118			1131			488			643	
Approach Delay, s/veh		25.8			44.1			34.6			22.2	
Approach LOS		C			D			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.0	41.5	8.0	37.5	9.6	44.9	8.0	37.5				
Change Period (Y+Rc), s	4.0	7.5	4.0	6.5	4.0	7.5	4.0	6.5				
Max Green Setting (Gmax), s	9.0	34.0	4.0	31.0	8.0	35.0	4.0	31.0				
Max Q Clear Time (g_c+I1), s	10.1	29.6	2.0	17.5	5.9	17.3	2.0	13.6				
Green Ext Time (p_c), s	0.0	3.9	0.2	2.0	0.0	13.3	0.2	3.2				
Intersection Summary												
HCM 2010 Ctrl Delay			32.5									
HCM 2010 LOS			C									
























HCM 2010 Signalized Intersection Summary
 53: Kingsway Rd & US 92

10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	210	1001	355	230	640	30	140	114	69	69	378	200
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	181.0	181.0	181.0	190.0	182.7	182.7	190.0	181.0	181.0	181.0
Adj Flow Rate, veh/h	221	1054	374	242	674	32	147	120	73	73	398	211
Adj No. of Lanes	1	2	1	1	2	0	1	1	0	1	1	1
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, %	5	5	5	5	5	5	4	4	4	5	5	5
Cap, veh/h	299	1188	607	203	1183	56	236	306	186	390	511	506
Arrive On Green	0.05	0.35	0.35	0.05	0.35	0.35	0.05	0.29	0.29	0.04	0.28	0.28
Sat Flow, veh/h	1723	3438	1538	1723	3342	159	1740	1065	648	1723	1810	1538
Grp Volume(v), veh/h	221	1054	374	242	346	360	147	0	193	73	398	211
Grp Sat Flow(s),veh/h/ln	1723	1719	1538	1723	1719	1782	1740	0	1713	1723	1810	1538
Q Serve(g_s), s	0.0	23.7	9.5	4.5	13.4	13.4	4.0	0.0	7.4	2.4	16.6	3.3
Cycle Q Clear(g_c), s	0.0	23.7	9.5	4.5	13.4	13.4	4.0	0.0	7.4	2.4	16.6	3.3
Prop In Lane	1.00		1.00	1.00		0.09	1.00		0.38	1.00		1.00
Lane Grp Cap(c), veh/h	299	1188	607	203	608	630	236	0	492	390	511	506
V/C Ratio(X)	0.74	0.89	0.62	1.19	0.57	0.57	0.62	0.00	0.39	0.19	0.78	0.42
Avail Cap(c_a), veh/h	303	1217	619	203	608	630	236	0	648	399	685	653
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	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.8	25.3	7.7	37.3	21.4	21.4	25.0	0.0	23.5	19.7	27.0	11.3
Incr Delay (d2), s/veh	4.0	3.7	0.9	125.6	3.8	3.7	5.0	0.0	0.7	0.2	5.0	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	5.1	11.7	4.3	11.6	7.0	7.2	1.7	0.0	3.6	1.2	9.0	3.5
LnGrp Delay(d),s/veh	36.8	29.0	8.6	162.9	25.3	25.1	30.0	0.0	24.2	20.0	32.0	12.1
LnGrp LOS	D	C	A	F	C	C	C		C	B	C	B
Approach Vol, veh/h		1649			948			340			682	
Approach Delay, s/veh		25.4			60.4			26.7			24.6	
Approach LOS		C			E			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.9	36.5	7.6	30.0	16.5	35.8	8.0	29.6				
Change Period (Y+Rc), s	4.0	7.5	4.0	6.5	4.0	7.5	4.0	6.5				
Max Green Setting (Gmax), s	4.0	29.0	4.0	31.0	4.0	29.0	4.0	31.0				
Max Q Clear Time (g_c+I1), s	2.0	15.4	4.4	9.4	6.5	25.7	6.0	18.6				
Green Ext Time (p_c), s	0.2	4.6	0.0	6.0	0.0	2.6	0.0	4.6				
Intersection Summary												
HCM 2010 Ctrl Delay			34.5									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary
50: McIntosh Rd & US 92

10/7/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	300	500	60	163	430	647	100	732	135	484	455	350
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	1810	1810	1900	1810	1810	1810	1845	1845	1845	1810	1810	1810
Adj Flow Rate, veh/h	316	526	63	172	453	681	105	771	142	509	479	368
Adj No. of Lanes	1	2	0	1	2	2	1	2	1	2	2	1
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, %	5	5	5	5	5	5	3	3	3	5	5	5
Cap, veh/h	292	974	116	281	935	1155	186	805	430	517	1233	685
Arrive On Green	0.09	0.31	0.31	0.04	0.27	0.27	0.02	0.23	0.23	0.15	0.36	0.36
Sat Flow, veh/h	1723	3094	369	1723	3438	2707	1757	3505	1568	3343	3438	1538
Grp Volume(v), veh/h	316	292	297	172	453	681	105	771	142	509	479	368
Grp Sat Flow(s),veh/h/ln	1723	1719	1744	1723	1719	1354	1757	1752	1568	1672	1719	1538
Q Serve(g_s), s	9.7	15.6	15.7	5.0	12.3	21.5	0.0	24.3	8.1	17.0	11.6	12.0
Cycle Q Clear(g_c), s	9.7	15.6	15.7	5.0	12.3	21.5	0.0	24.3	8.1	17.0	11.6	12.0
Prop In Lane	1.00		0.21	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	292	541	549	281	935	1155	186	805	430	517	1233	685
V/C Ratio(X)	1.08	0.54	0.54	0.61	0.48	0.59	0.56	0.96	0.33	0.98	0.39	0.54
Avail Cap(c_a), veh/h	292	541	549	281	935	1155	207	805	430	517	1233	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)	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	35.4	31.6	31.6	34.3	34.1	24.5	48.0	42.5	32.4	47.1	26.7	9.1
Incr Delay (d2), s/veh	76.9	3.8	3.8	3.9	1.8	2.2	2.8	23.0	2.0	35.2	0.9	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(-26165%),veh/ln	12.7	8.0	8.2	2.8	6.1	8.4	3.3	14.3	3.7	10.3	5.7	5.8
LnGrp Delay(d),s/veh	112.3	35.4	35.4	38.2	35.9	26.7	50.8	65.5	34.4	82.3	27.6	12.1
LnGrp LOS	F	D	D	D	D	C	D	E	C	F	C	B
Approach Vol, veh/h		905			1306			1018			1356	
Approach Delay, s/veh		62.3			31.4			59.6			43.9	
Approach LOS		E			C			E			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.8	38.0	24.2	32.8	12.0	42.8	9.8	47.2				
Change Period (Y+Rc), s	* 7.1	* 7.6	6.9	* 7.1	* 7	* 7.6	* 7.1	* 7.1				
Max Green Setting (Gmax), s	* 9.7	* 30	17.3	* 24	* 5	* 35	* 4	* 40				
Max Q Clear Time (g_c+I1), s	11.7	23.5	19.0	26.3	7.0	17.7	2.0	14.0				
Green Ext Time (p_c), s	0.0	4.5	0.0	0.0	0.0	8.4	0.1	6.8				
Intersection Summary												
HCM 2010 Ctrl Delay			47.5									
HCM 2010 LOS			D									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary

50: McIntosh Rd & US 92

10/6/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	300	800	100	125	450	322	75	471	77	475	948	300
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	190.0	181.0	181.0	181.0	182.7	182.7	182.7	182.7	182.7	182.7
Adj Flow Rate, veh/h	316	842	105	132	474	339	79	496	81	500	998	316
Adj No. of Lanes	1	2	0	1	2	2	1	2	1	2	2	1
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, %	5	5	5	5	5	5	4	4	4	4	4	4
Cap, veh/h	398	1122	140	234	1022	1321	101	648	393	644	1206	746
Arrive On Green	0.13	0.36	0.36	0.07	0.30	0.30	0.03	0.19	0.19	0.19	0.35	0.35
Sat Flow, veh/h	1723	3077	384	1723	3438	2707	1740	3471	1553	3375	3471	1553
Grp Volume(v), veh/h	316	470	477	132	474	339	79	496	81	500	998	316
Grp Sat Flow(s),veh/h/ln	1723	1719	1742	1723	1719	1354	1740	1736	1553	1688	1736	1553
Q Serve(g_s), s	18.7	35.8	35.8	7.9	16.8	3.9	2.6	20.3	3.4	21.0	39.4	13.3
Cycle Q Clear(g_c), s	18.7	35.8	35.8	7.9	16.8	3.9	2.6	20.3	3.4	21.0	39.4	13.3
Prop In Lane	1.00		0.22	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	398	627	635	234	1022	1321	101	648	393	644	1206	746
V/C Ratio(X)	0.79	0.75	0.75	0.56	0.46	0.26	0.78	0.77	0.21	0.78	0.83	0.42
Avail Cap(c_a), veh/h	398	627	635	258	1022	1321	108	648	393	657	1206	746
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	30.6	41.5	41.5	35.7	42.8	7.5	70.7	57.7	18.0	57.4	44.7	11.9
Incr Delay (d2), s/veh	10.6	8.1	8.0	2.3	1.5	0.5	29.0	8.4	1.2	5.7	6.6	1.8
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	10.0	18.4	18.6	3.9	8.2	2.0	4.1	10.5	1.8	10.3	20.0	6.1
LnGrp Delay(d),s/veh	41.3	49.6	49.5	37.9	44.3	7.9	99.7	66.0	19.2	63.1	51.3	13.7
LnGrp LOS	D	D	D	D	D	A	F	E	B	E	D	B
Approach Vol, veh/h		1263			945			656			1814	
Approach Delay, s/veh		47.4			30.4			64.3			48.0	
Approach LOS		D			C			E			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	27.0	52.0	35.4	35.0	16.9	62.1	11.4	59.0				
Change Period (Y+Rc), s	7.100000	7.600000	4.900000	7.1	* 7.600000	4.900000	7.100000	4.900000				
Max Green Setting (Gmax), s	* 19.4	44.400002	* 29.1	27.9	* 12.400002	0.999999	1.900002	1.900002				
Max Q Clear Time (g_c+I1), s	20.7	18.8	23.0	22.3	9.9	37.8	4.6	41.4				
Green Ext Time (p_c), s	0.0	11.2	1.2	2.1	0.1	8.3	0.1	6.9				
Intersection Summary												
HCM 2010 Ctrl Delay			46.6									
HCM 2010 LOS			D									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary

9: Gallagher Rd & US 92






















10/7/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	550	600	39	44	625	495	43	139	10	125	45	123
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810	1900	1881	1900	1827	1827	1900
Adj Flow Rate, veh/h	579	632	41	46	658	521	45	146	11	132	47	129
Adj No. of Lanes	2	2	1	1	2	1	0	1	0	1	1	0
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, %	5	5	5	5	5	5	1	1	1	4	4	4
Cap, veh/h	626	1583	708	327	1039	576	101	311	22	411	154	422
Arrive On Green	0.19	0.46	0.46	0.03	0.30	0.30	0.24	0.24	0.24	0.07	0.36	0.36
Sat Flow, veh/h	3343	3438	1538	1723	3438	1538	293	1319	93	1740	432	1186
Grp Volume(v), veh/h	579	632	41	46	658	521	202	0	0	132	0	176
Grp Sat Flow(s),veh/h/ln	1672	1719	1538	1723	1719	1538	1704	0	0	1740	0	1618
Q Serve(g_s), s	23.6	16.9	2.1	2.5	22.9	42.0	6.9	0.0	0.0	7.7	0.0	10.9
Cycle Q Clear(g_c), s	23.6	16.9	2.1	2.5	22.9	42.0	13.7	0.0	0.0	7.7	0.0	10.9
Prop In Lane	1.00		1.00	1.00		1.00	0.22		0.05	1.00		0.73
Lane Grp Cap(c), veh/h	626	1583	708	327	1039	576	434	0	0	411	0	576
V/C Ratio(X)	0.92	0.40	0.06	0.14	0.63	0.90	0.47	0.00	0.00	0.32	0.00	0.31
Avail Cap(c_a), veh/h	652	1583	708	344	1039	576	434	0	0	527	0	576
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	1.00
Uniform Delay (d), s/veh	55.5	24.8	20.8	31.8	41.8	41.1	45.6	0.0	0.0	34.5	0.0	32.3
Incr Delay (d2), s/veh	18.7	0.8	0.2	0.2	2.9	20.2	3.6	0.0	0.0	0.6	0.0	1.4
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(-26165%),veh/ln	12.6	8.2	0.9	1.2	11.3	22.2	7.1	0.0	0.0	3.8	0.0	5.1
LnGrp Delay(d),s/veh	74.2	25.5	20.9	32.0	44.7	61.3	49.2	0.0	0.0	35.1	0.0	33.7
LnGrp LOS	E	C	C	C	D	E	D			D		C
Approach Vol, veh/h		1252			1225			202			308	
Approach Delay, s/veh		47.9			51.3			49.2			34.3	
Approach LOS		D			D			D			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.0	71.0		57.0	32.9	49.0	16.7	40.3				
Change Period (Y+Rc), s	6.8	* 7		7.5	6.9	* 7	* 6.7	7.5				
Max Green Setting (Gmax), s	5.5	* 64		49.5	27.1	* 42	* 19	23.5				
Max Q Clear Time (g_c+I1), s	4.5	18.9		12.9	25.6	44.0	9.7	15.7				
Green Ext Time (p_c), s	0.0	21.9		2.9	0.4	0.0	0.3	1.5				
Intersection Summary												
HCM 2010 Ctrl Delay			48.0									
HCM 2010 LOS			D									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary

9: Gallagher Rd & US 92























10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	200	1025	100	51	643	95	61	40	63	85	71	134
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	181.0	181.0	181.0	181.0	181.0	181.0	190.0	182.7	190.0	181.0	181.0	190.0
Adj Flow Rate, veh/h	211	1079	105	54	677	100	64	42	66	89	75	141
Adj No. of Lanes	2	2	1	1	2	1	0	1	0	1	1	0
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, %	5	5	5	5	5	5	4	4	4	5	5	5
Cap, veh/h	338	1400	626	135	1176	619	109	74	85	199	197	370
Arrive On Green	0.10	0.41	0.41	0.04	0.34	0.34	0.22	0.22	0.22	0.06	0.35	0.35
Sat Flow, veh/h	3343	3438	1538	1723	3438	1538	284	343	390	1723	563	1059
Grp Volume(v), veh/h	211	1079	105	54	677	100	172	0	0	89	0	216
Grp Sat Flow(s),veh/h/ln	1672	1719	1538	1723	1719	1538	1017	0	0	1723	0	1623
Q Serve(g_s), s	6.3	28.1	4.5	2.4	16.7	0.0	8.1	0.0	0.0	0.0	0.0	10.4
Cycle Q Clear(g_c), s	6.3	28.1	4.5	2.4	16.7	0.0	18.4	0.0	0.0	0.0	0.0	10.4
Prop In Lane	1.00		1.00	1.00		1.00	0.37		0.38	1.00		0.65
Lane Grp Cap(c), veh/h	338	1400	626	135	1176	619	268	0	0	199	0	567
V/C Ratio(X)	0.62	0.77	0.17	0.40	0.58	0.16	0.64	0.00	0.00	0.45	0.00	0.38
Avail Cap(c_a), veh/h	377	1400	626	156	1176	619	268	0	0	199	0	567
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	1.00
Uniform Delay (d), s/veh	44.8	26.6	19.6	30.0	28.0	19.8	40.0	0.0	0.0	45.5	0.0	25.3
Incr Delay (d2), s/veh	2.7	4.2	0.6	1.9	2.1	0.6	11.2	0.0	0.0	2.2	0.0	1.9
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	3.0	14.1	2.0	1.2	8.2	1.9	5.6	0.0	0.0	2.5	0.0	4.9
LnGrp Delay(d),s/veh	47.4	30.7	20.2	31.9	30.0	20.4	51.2	0.0	0.0	47.8	0.0	27.3
LnGrp LOS	D	C	C	C	C	C	D			D		C
Approach Vol, veh/h		1395			831			172				305
Approach Delay, s/veh		32.5			29.0			51.2				33.2
Approach LOS		C			C			D				C
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.7	49.3		43.8	17.5	42.5	13.8	30.0				
Change Period (Y+Rc), s	6.8	*7		7.5	*7	*7	7.5	*7.5				
Max Green Setting (Gmax), s	5.2	22.000001		36.3	17.000001	*35.5	6.3	*22.5				
Max Q Clear Time (g_c+I1), s	4.4	30.1		12.4	8.3	18.7	2.0	20.4				
Green Ext Time (p_c), s	0.0	7.6		2.3	2.2	5.6	0.8	0.2				
Intersection Summary												
HCM 2010 Ctrl Delay			32.7									
HCM 2010 LOS			C									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary























45: Forbes Rd/Branch Forbes Rd & US 92

10/7/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	180	514	95	40	715	590	79	449	25	198	392	370
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	1810	1810	1900	1810	1810	1810	1845	1845	1900	1792	1792	1792
Adj Flow Rate, veh/h	189	541	100	42	753	621	83	473	26	208	413	389
Adj No. of Lanes	1	2	0	1	2	1	1	1	0	2	1	1
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, %	5	5	5	5	5	5	3	3	3	6	6	6
Cap, veh/h	252	1083	199	304	1154	636	230	485	27	258	562	579
Arrive On Green	0.07	0.37	0.37	0.03	0.34	0.34	0.04	0.28	0.28	0.08	0.31	0.31
Sat Flow, veh/h	1723	2900	534	1723	3438	1538	1757	1733	95	3312	1792	1524
Grp Volume(v), veh/h	189	320	321	42	753	621	83	0	499	208	413	389
Grp Sat Flow(s),veh/h/ln	1723	1719	1715	1723	1719	1538	1757	0	1828	1656	1792	1524
Q Serve(g_s), s	6.0	12.9	13.0	1.4	16.8	30.2	3.0	0.0	24.3	5.6	18.5	19.1
Cycle Q Clear(g_c), s	6.0	12.9	13.0	1.4	16.8	30.2	3.0	0.0	24.3	5.6	18.5	19.1
Prop In Lane	1.00		0.31	1.00		1.00	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	252	642	640	304	1154	636	230	0	512	258	562	579
V/C Ratio(X)	0.75	0.50	0.50	0.14	0.65	0.98	0.36	0.00	0.97	0.81	0.74	0.67
Avail Cap(c_a), veh/h	252	642	640	331	1154	636	230	0	512	258	562	579
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	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.9	21.7	21.7	19.2	25.4	26.0	23.1	0.0	32.1	40.8	27.6	23.2
Incr Delay (d2), s/veh	11.8	0.7	0.7	0.2	2.9	30.4	0.9	0.0	33.3	17.1	5.0	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(-26165%),veh/ln	2.6	6.3	6.3	0.7	8.4	20.5	1.5	0.0	16.9	3.2	10.0	8.5
LnGrp Delay(d),s/veh	33.8	22.4	22.5	19.4	28.3	56.4	24.0	0.0	65.4	57.9	32.6	26.3
LnGrp LOS	C	C	C	B	C	E	C		E	E	C	C
Approach Vol, veh/h		830			1416			582			1010	
Approach Delay, s/veh		25.0			40.4			59.5			35.4	
Approach LOS		C			D			E			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.0	37.0	11.0	32.0	6.6	40.4	8.0	35.0				
Change Period (Y+Rc), s	4.0	6.8	4.0	6.8	4.0	6.8	4.0	6.8				
Max Green Setting (Gmax), s	6.0	30.2	7.0	25.2	4.0	32.2	4.0	28.2				
Max Q Clear Time (g_c+I1), s	8.0	32.2	7.6	26.3	3.4	15.0	5.0	21.1				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	11.5	0.0	3.8				
Intersection Summary												
HCM 2010 Ctrl Delay			38.6									
HCM 2010 LOS			D									

HCM 2010 Signalized Intersection Summary
 45: Forbes Rd/Branch Forbes Rd & US 92







10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	196	877	91	58	500	305	32	276	40	498	590	225
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	190.0	181.0	181.0	181.0	184.5	184.5	190.0	182.7	182.7	182.7
Adj Flow Rate, veh/h	206	923	96	61	526	321	34	291	42	524	621	237
Adj No. of Lanes	1	2	0	1	2	1	1	1	0	2	1	1
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, %	5	5	5	5	5	5	3	3	3	4	4	4
Cap, veh/h	311	1088	113	174	1073	741	151	366	53	574	690	695
Arrive On Green	0.07	0.35	0.35	0.04	0.31	0.31	0.02	0.23	0.23	0.17	0.38	0.38
Sat Flow, veh/h	1723	3144	327	1723	3438	1538	1757	1577	228	3375	1827	1553
Grp Volume(v), veh/h	206	505	514	61	526	321	34	0	333	524	621	237
Grp Sat Flow(s),veh/h/ln	1723	1719	1752	1723	1719	1538	1757	0	1804	1688	1827	1553
Q Serve(g_s), s	7.0	27.2	27.2	2.4	12.4	13.7	1.5	0.0	17.4	15.3	32.1	9.9
Cycle Q Clear(g_c), s	7.0	27.2	27.2	2.4	12.4	13.7	1.5	0.0	17.4	15.3	32.1	9.9
Prop In Lane	1.00		0.19	1.00		1.00	1.00		0.13	1.00		1.00
Lane Grp Cap(c), veh/h	311	595	606	174	1073	741	151	0	419	574	690	695
V/C Ratio(X)	0.66	0.85	0.85	0.35	0.49	0.43	0.22	0.00	0.80	0.91	0.90	0.34
Avail Cap(c_a), veh/h	311	595	606	181	1073	741	178	0	419	574	690	695
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	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.1	30.3	30.3	25.2	27.9	17.0	29.8	0.0	36.2	40.8	29.3	18.0
Incr Delay (d2), s/veh	5.2	14.0	13.8	1.2	1.6	1.8	0.7	0.0	14.4	19.1	17.1	1.3
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	4.2	15.2	15.5	1.2	6.2	6.2	0.7	0.0	10.3	8.7	19.3	4.5
LnGrp Delay(d),s/veh	29.3	44.3	44.1	26.4	29.5	18.8	30.6	0.0	50.6	59.9	46.4	19.3
LnGrp LOS	C	D	D	C	C	B	C		D	E	D	B
Approach Vol, veh/h		1225			908			367			1382	
Approach Delay, s/veh		41.7			25.5			48.8			46.9	
Approach LOS		D			C			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.0	38.0	21.0	30.0	7.6	41.4	6.4	44.6				
Change Period (Y+Rc), s	4.0	6.8	4.0	6.8	4.0	6.8	4.0	6.8				
Max Green Setting (Gmax), s	7.0	31.2	17.0	23.2	4.0	34.2	4.0	36.2				
Max Q Clear Time (g_c+I1), s	9.0	15.7	17.3	19.4	4.4	29.2	3.5	34.1				
Green Ext Time (p_c), s	0.0	10.3	0.0	2.3	0.0	4.1	0.0	1.4				
Intersection Summary												
HCM 2010 Ctrl Delay			40.4									
HCM 2010 LOS			D									

HCM 2010 Signalized Intersection Summary

43: Turkey Creek Rd & US 92







10/7/2015

								
Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	↑↑	↑	↑	↑↑	↑	↑		
Volume (veh/h)	483	332	231	740	605	174		
Number	6	16	5	2	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1759	1759		
Adj Flow Rate, veh/h	508	349	243	779	637	183		
Adj No. of Lanes	2	1	1	2	1	1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	5	5	5	5	8	8		
Cap, veh/h	1444	1259	289	1444	667	596		
Arrive On Green	0.42	0.42	0.42	0.42	0.40	0.40		
Sat Flow, veh/h	3529	1538	623	3529	1675	1495		
Grp Volume(v), veh/h	508	349	243	779	637	183		
Grp Sat Flow(s),veh/h/ln	1719	1538	623	1719	1675	1495		
Q Serve(g_s), s	8.0	4.3	25.5	13.6	29.4	6.7		
Cycle Q Clear(g_c), s	8.0	4.3	33.5	13.6	29.4	6.7		
Prop In Lane		1.00	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	1444	1259	289	1444	667	596		
V/C Ratio(X)	0.35	0.28	0.84	0.54	0.95	0.31		
Avail Cap(c_a), veh/h	1444	1259	289	1444	672	600		
HCM Platoon Ratio	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		
Uniform Delay (d), s/veh	15.8	1.7	29.5	17.4	23.3	16.5		
Incr Delay (d2), s/veh	0.1	0.1	24.4	1.5	24.4	0.6		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(-26165%),veh/ln	3.8	5.8	7.2	6.7	18.0	2.8		
LnGrp Delay(d),s/veh	15.9	1.8	53.8	18.8	47.7	17.1		
LnGrp LOS	B	A	D	B	D	B		
Approach Vol, veh/h	857			1022	820			
Approach Delay, s/veh	10.2			27.1	40.8			
Approach LOS	B			C	D			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		41.0		38.8		41.0		
Change Period (Y+Rc), s		7.5		* 7		7.5		
Max Green Setting (Gmax), s		33.5		* 32		33.5		
Max Q Clear Time (g_c+I1), s		35.5		31.4		10.0		
Green Ext Time (p_c), s		0.0		0.3		12.7		
Intersection Summary								
HCM 2010 Ctrl Delay			25.9					
HCM 2010 LOS			C					
Notes								
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.								

HCM 2010 Signalized Intersection Summary

43: Turkey Creek Rd & US 92

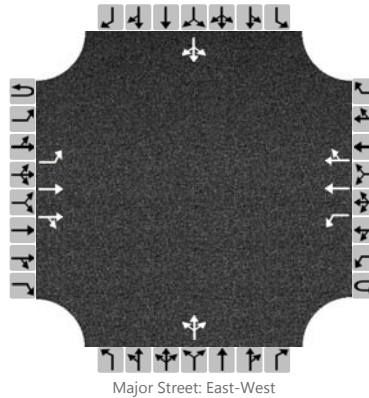
10/6/2015

								
Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	↑↑	↑	↑	↑↑	↑	↑		
Volume (veh/h)	900	650	207	451	372	180		
Number	6	16	5	2	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	181.0	181.0	181.0	181.0	184.5	184.5		
Adj Flow Rate, veh/h	947	684	218	475	392	189		
Adj No. of Lanes	2	1	1	2	1	1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	5	5	5	5	3	3		
Cap, veh/h	2050	1290	212	2050	426	380		
Arrive On Green	0.60	0.60	0.60	0.60	0.24	0.24		
Sat Flow, veh/h	3529	1538	298	3529	1757	1568		
Grp Volume(v), veh/h	947	684	218	475	392	189		
Grp Sat Flow(s),veh/h/ln	1719	1538	298	1719	1757	1568		
Q Serve(g_s), s	13.8	11.6	39.7	5.8	19.5	9.3		
Cycle Q Clear(g_c), s	13.8	11.6	53.5	5.8	19.5	9.3		
Prop In Lane		1.00	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	2050	1290	212	2050	426	380		
V/C Ratio(X)	0.46	0.53	1.03	0.23	0.92	0.50		
Avail Cap(c_a), veh/h	2050	1290	212	2050	431	384		
HCM Platoon Ratio	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		
Uniform Delay (d), s/veh	10.1	2.1	32.5	8.5	33.2	29.3		
Incr Delay (d2), s/veh	0.2	0.4	68.9	0.3	25.8	2.2		
Initial Q Delay(d3),s/veh	0.0	0.0	0.2	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	6.5	12.3	9.3	2.8	12.5	4.3		
LnGrp Delay(d),s/veh	10.3	2.5	101.6	8.8	59.0	31.4		
LnGrp LOS	B	A	F	A	E	C		
Approach Vol, veh/h	1631			693	581			
Approach Delay, s/veh	7.0			37.9	50.0			
Approach LOS	A			D	D			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		61.0		28.7		61.0		
Change Period (Y+Rc), s		7.5		* 7		7.5		
Max Green Setting (Gmax), s		53.5		* 22		53.5		
Max Q Clear Time (g_c+I1), s		55.5		21.5		15.8		
Green Ext Time (p_c), s		0.0		0.2		24.6		
Intersection Summary								
HCM 2010 Ctrl Delay			23.0					
HCM 2010 LOS			C					
Notes								
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.								

HCS 2010 Two-Way Stop Control Summary Report

General Information				Site Information			
Analyst	AH			Intersection	US 92 @ Whitehurst Rd/Walter Dr		
Agency/Co.				Jurisdiction	FDOT D7		
Date Performed	6/19/2015			East/West Street	US 92		
Analysis Year	2040 Build			North/South Street	Whitehurst Rd/Walter Dr		
Time Analyzed	AM Peak			Peak Hour Factor	0.95		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	US 92 PD&E Reevaluation						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)		20	613	24		63	913	58		32	19	72		50	32	26
Percent Heavy Vehicles		5				5				0	0	0		2	2	2
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

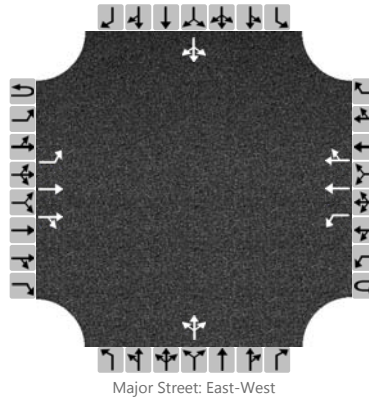
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		21				66					130					114	
Capacity		657				896					134					74	
v/c Ratio		0.03				0.07					0.97					1.53	
95% Queue Length		0.1				0.2					6.7					9.5	
Control Delay (s/veh)		10.7				9.3					133.8					392.0	
Level of Service (LOS)		B				A					F					F	
Approach Delay (s/veh)		0.3				0.6				133.8				392.0			
Approach LOS		A				A				F				F			

HCS 2010 Two-Way Stop Control Summary Report

General Information				Site Information			
Analyst	AH			Intersection	US 92 @ Whitehurst Rd/Walter Dr		
Agency/Co.				Jurisdiction	FDOT D7		
Date Performed	6/19/2015			East/West Street	US 92		
Analysis Year	2040 Build			North/South Street	Whitehurst Rd/Walter Dr		
Time Analyzed	PM Peak			Peak Hour Factor	0.95		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	US 92 PD&E Reevaluation						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)		41	1000	79		61	566	63		44	12	40		42	21	48
Percent Heavy Vehicles		5				5				0	0	0		0	0	0
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		43				64					101					117	
Capacity		903				594					67					105	
v/c Ratio		0.05				0.11					1.50					1.12	
95% Queue Length		0.1				0.4					8.6					7.4	
Control Delay (s/veh)		9.2				11.8					393.9					200.6	
Level of Service (LOS)		A				B					F					F	
Approach Delay (s/veh)		0.3				1.0				393.9				200.6			
Approach LOS		A				A				F				F			

HCM 2010 Signalized Intersection Summary
 41: Lemon St/SR 566/Thonotosassa Rd & US 92

10/7/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	153	534	82	78	799	1000	75	130	29	900	150	75
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	1810	1810	1900	1810	1810	1810	1743	1743	1900	1845	1845	1900
Adj Flow Rate, veh/h	161	562	86	82	841	0	79	137	31	947	158	79
Adj No. of Lanes	1	2	0	1	2	1	1	1	0	2	1	0
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, %	5	5	5	5	5	5	9	9	9	3	3	3
Cap, veh/h	238	1119	171	305	1293	579	175	145	33	962	328	164
Arrive On Green	0.04	0.37	0.37	0.04	0.38	0.00	0.11	0.11	0.11	0.28	0.28	0.28
Sat Flow, veh/h	1723	2992	456	1723	3438	1538	1660	1377	312	3408	1161	581
Grp Volume(v), veh/h	161	322	326	82	841	0	79	0	168	947	0	237
Grp Sat Flow(s),veh/h/ln	1723	1719	1729	1723	1719	1538	1660	0	1688	1704	0	1742
Q Serve(g_s), s	5.5	18.8	18.9	3.8	26.3	0.0	5.8	0.0	12.9	35.9	0.0	14.7
Cycle Q Clear(g_c), s	5.5	18.8	18.9	3.8	26.3	0.0	5.8	0.0	12.9	35.9	0.0	14.7
Prop In Lane	1.00		0.26	1.00		1.00	1.00		0.18	1.00		0.33
Lane Grp Cap(c), veh/h	238	643	647	305	1293	579	175	0	178	962	0	492
V/C Ratio(X)	0.68	0.50	0.50	0.27	0.65	0.00	0.45	0.00	0.94	0.98	0.00	0.48
Avail Cap(c_a), veh/h	238	643	647	312	1293	579	175	0	178	962	0	492
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	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.4	31.4	31.4	24.6	33.5	0.0	54.6	0.0	57.8	46.4	0.0	38.8
Incr Delay (d2), s/veh	7.3	0.9	0.9	0.5	2.5	0.0	1.8	0.0	51.4	25.1	0.0	1.0
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(-26165%),veh/ln	3.4	9.0	9.2	1.8	13.0	0.0	2.8	0.0	8.6	20.2	0.0	7.2
LnGrp Delay(d),s/veh	41.7	32.2	32.3	25.1	36.0	0.0	56.4	0.0	109.1	71.5	0.0	39.8
LnGrp LOS	D	C	C	C	D		E		F	E		D
Approach Vol, veh/h		809			923			247			1184	
Approach Delay, s/veh		34.1			35.1			92.3			65.2	
Approach LOS		C			D			F			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.8	55.2		20.0	12.1	54.9		43.0				
Change Period (Y+Rc), s	6.3	6.3		6.3	6.3	6.3		6.3				
Max Green Setting (Gmax), s	5.5	48.9		13.7	6.3	48.1		36.7				
Max Q Clear Time (g_c+1), s	7.5	28.3		14.9	5.8	20.9		37.9				
Green Ext Time (p_c), s	0.0	12.4		0.0	0.0	14.7		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay				50.6								
HCM 2010 LOS				D								

HCM 2010 Signalized Intersection Summary
 41: Lemon St/SR 566/Thonotosassa Rd & US 92

10/6/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	246	846	43	50	523	700	25	200	26	789	133	77
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	190.0	181.0	181.0	181.0	186.3	186.3	190.0	188.1	188.1	190.0
Adj Flow Rate, veh/h	259	891	45	53	551	0	26	211	27	831	140	81
Adj No. of Lanes	1	2	0	1	2	1	1	1	0	2	1	0
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, %	5	5	5	5	5	5	2	2	2	1	1	1
Cap, veh/h	348	1016	51	169	742	738	245	224	29	918	296	171
Arrive On Green	0.13	0.31	0.31	0.04	0.22	0.00	0.14	0.14	0.14	0.26	0.26	0.26
Sat Flow, veh/h	1723	3331	168	1723	3438	1538	1774	1619	207	3476	1119	648
Grp Volume(v), veh/h	259	460	476	53	551	0	26	0	238	831	0	221
Grp Sat Flow(s),veh/h/ln	1723	1719	1780	1723	1719	1538	1774	0	1826	1738	0	1767
Q Serve(g_s), s	11.2	25.2	25.2	2.3	14.8	0.0	1.3	0.0	12.8	22.9	0.0	10.4
Cycle Q Clear(g_c), s	11.2	25.2	25.2	2.3	14.8	0.0	1.3	0.0	12.8	22.9	0.0	10.4
Prop In Lane	1.00		0.09	1.00		1.00	1.00		0.11	1.00		0.37
Lane Grp Cap(c), veh/h	348	524	543	169	742	738	245	0	252	918	0	467
V/C Ratio(X)	0.74	0.88	0.88	0.31	0.74	0.00	0.11	0.00	0.94	0.91	0.00	0.47
Avail Cap(c_a), veh/h	348	524	543	189	742	738	245	0	252	946	0	481
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	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.7	32.7	32.7	29.9	36.3	0.0	37.4	0.0	42.4	35.3	0.0	30.7
Incr Delay (d2), s/veh	8.4	18.4	17.9	1.0	6.6	0.0	0.2	0.0	41.4	12.1	0.0	1.1
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	6.1	14.6	15.0	1.2	7.7	0.0	0.6	0.0	9.4	12.5	0.0	5.2
LnGrp Delay(d),s/veh	34.1	51.1	50.6	31.0	43.0	0.0	37.6	0.0	83.8	47.4	0.0	31.8
LnGrp LOS	C	D	D	C	D		D		F	D		C
Approach Vol, veh/h		1195			604			264			1052	
Approach Delay, s/veh		47.2			41.9			79.2			44.1	
Approach LOS		D			D			E			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	19.0	27.7		20.0	10.1	36.6		32.5				
Change Period (Y+Rc), s	6.3	6.3		6.3	6.3	6.3		6.3				
Max Green Setting (Gmax), s	12.7	21.4		13.7	5.0	29.1		27.0				
Max Q Clear Time (g_c+I1), s	13.2	16.8		14.8	4.3	27.2		24.9				
Green Ext Time (p_c), s	0.0	3.6		0.0	0.0	1.6		1.3				
Intersection Summary												
HCM 2010 Ctrl Delay				47.9								
HCM 2010 LOS				D								




















HCM 2010 Signalized Intersection Summary
 36: Maryland Ave & US 92

10/7/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	115	912	110	179	1150	101	103	79	62	17	46	71
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1900	1900	1827	1900	1900	1845	1900
Adj Flow Rate, veh/h	121	960	116	188	1211	106	108	83	65	18	48	75
Adj No. of Lanes	1	2	1	1	2	0	0	1	0	0	1	0
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, %	5	5	5	5	5	5	4	4	4	3	3	3
Cap, veh/h	178	1913	856	258	1781	156	244	184	130	82	212	295
Arrive On Green	0.56	0.56	0.56	0.56	0.56	0.56	0.34	0.34	0.34	0.34	0.34	0.34
Sat Flow, veh/h	403	3438	1538	507	3200	280	587	543	384	138	626	869
Grp Volume(v), veh/h	121	960	116	188	650	667	256	0	0	141	0	0
Grp Sat Flow(s),veh/h/ln	403	1719	1538	507	1719	1760	1514	0	0	1634	0	0
Q Serve(g_s), s	32.9	19.8	4.2	41.7	31.0	31.1	7.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	64.0	19.8	4.2	61.4	31.0	31.1	14.6	0.0	0.0	6.9	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.16	0.42		0.25	0.13		0.53
Lane Grp Cap(c), veh/h	178	1913	856	258	957	980	558	0	0	589	0	0
V/C Ratio(X)	0.68	0.50	0.14	0.73	0.68	0.68	0.46	0.00	0.00	0.24	0.00	0.00
Avail Cap(c_a), veh/h	178	1913	856	258	957	980	558	0	0	589	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	41.9	15.7	12.2	34.6	18.2	18.2	29.7	0.0	0.0	27.4	0.0	0.0
Incr Delay (d2), s/veh	19.0	0.9	0.3	16.6	3.9	3.8	2.7	0.0	0.0	1.0	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(-26165%),veh/ln	4.8	9.6	1.9	7.0	15.6	16.1	6.8	0.0	0.0	3.4	0.0	0.0
LnGrp Delay(d),s/veh	60.9	16.6	12.6	51.1	22.1	22.0	32.4	0.0	0.0	28.4	0.0	0.0
LnGrp LOS	E	B	B	D	C	C	C			C		
Approach Vol, veh/h		1197			1505			256				141
Approach Delay, s/veh		20.7			25.7			32.4				28.4
Approach LOS		C			C			C				C
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		70.0		45.0		70.0		45.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		64.0		39.0		64.0		39.0				
Max Q Clear Time (g_c+I1), s		63.4		16.6		66.0		8.9				
Green Ext Time (p_c), s		0.6		3.5		0.0		3.8				
Intersection Summary												
HCM 2010 Ctrl Delay			24.4									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary
 36: Maryland Ave & US 92

10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	241	1479	141	127	904	112	59	85	63	36	37	39
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	181.0	181.0	181.0	190.0	190.0	188.1	190.0	190.0	188.1	190.0
Adj Flow Rate, veh/h	254	1557	148	134	952	118	62	89	66	38	39	41
Adj No. of Lanes	1	2	1	1	2	0	0	1	0	0	1	0
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, %	5	5	5	5	5	5	1	1	1	1	1	1
Cap, veh/h	365	2399	1073	203	2149	266	115	133	86	108	109	88
Arrive On Green	0.70	0.70	0.70	0.70	0.70	0.70	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	510	3438	1538	278	3080	382	376	776	504	329	633	512
Grp Volume(v), veh/h	254	1557	148	134	531	539	217	0	0	118	0	0
Grp Sat Flow(s),veh/h/ln	510	1719	1538	278	1719	1742	1656	0	0	1475	0	0
Q Serve(g_s), s	39.8	23.0	3.0	41.0	12.4	12.4	5.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	52.2	23.0	3.0	64.0	12.4	12.4	11.3	0.0	0.0	6.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.22	0.29		0.30	0.32		0.35
Lane Grp Cap(c), veh/h	365	2399	1073	203	1199	1215	334	0	0	305	0	0
V/C Ratio(X)	0.70	0.65	0.14	0.66	0.44	0.44	0.65	0.00	0.00	0.39	0.00	0.00
Avail Cap(c_a), veh/h	365	2399	1073	203	1199	1215	566	0	0	526	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	17.5	7.7	4.6	26.8	6.1	6.1	36.0	0.0	0.0	33.8	0.0	0.0
Incr Delay (d2), s/veh	10.4	1.4	0.3	15.7	1.2	1.2	3.0	0.0	0.0	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	6.6	11.1	1.3	4.2	6.2	6.2	5.5	0.0	0.0	2.8	0.0	0.0
LnGrp Delay(d),s/veh	27.9	9.0	4.9	42.5	7.3	7.2	39.0	0.0	0.0	34.9	0.0	0.0
LnGrp LOS	C	A	A	D	A	A	D			C		
Approach Vol, veh/h		1959			1204			217				118
Approach Delay, s/veh		11.2			11.2			39.0				34.9
Approach LOS		B			B			D				C
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		83.3		21.7		83.3		21.7				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		64.0		29.0		64.0		29.0				
Max Q Clear Time (g_c+I1), s		66.0		13.3		54.2		8.0				
Green Ext Time (p_c), s		0.0		2.4		9.6		2.8				
Intersection Summary												
HCM 2010 Ctrl Delay			13.7									
HCM 2010 LOS			B									

HCM 2010 Signalized Intersection Summary
 27: Park Rd & US 92

























10/7/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	300	548	190	614	762	175	250	1285	301	150	1537	340
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810	1792	1792	1792	1743	1743	1743
Adj Flow Rate, veh/h	316	577	200	646	802	184	263	1353	317	158	1618	358
Adj No. of Lanes	2	3	1	3	2	1	2	3	1	2	3	1
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, %	5	5	5	5	5	5	6	6	6	9	9	9
Cap, veh/h	904	1851	706	735	819	467	279	1727	768	211	1589	895
Arrive On Green	0.27	0.37	0.37	0.15	0.24	0.24	0.08	0.35	0.35	0.07	0.33	0.33
Sat Flow, veh/h	3343	4940	1538	4860	3438	1538	3312	4893	1524	3221	4759	1482
Grp Volume(v), veh/h	316	577	200	646	802	184	263	1353	317	158	1618	358
Grp Sat Flow(s),veh/h/ln	1672	1647	1538	1620	1719	1538	1656	1631	1524	1610	1586	1482
Q Serve(g_s), s	8.8	9.5	9.3	15.0	26.7	6.5	9.1	28.4	15.0	5.5	38.4	4.9
Cycle Q Clear(g_c), s	8.8	9.5	9.3	15.0	26.7	6.5	9.1	28.4	15.0	5.5	38.4	4.9
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	904	1851	706	735	819	467	279	1727	768	211	1589	895
V/C Ratio(X)	0.35	0.31	0.28	0.88	0.98	0.39	0.94	0.78	0.41	0.75	1.02	0.40
Avail Cap(c_a), veh/h	904	1851	706	778	819	467	279	1727	768	230	1589	895
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	33.8	25.5	19.3	47.8	43.5	18.9	52.4	33.3	17.9	52.8	38.3	8.4
Incr Delay (d2), s/veh	0.2	0.4	1.0	10.9	26.8	2.5	38.3	3.6	1.6	11.8	27.3	1.3
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(-26165%),veh/ln	4.1	4.4	4.2	7.4	15.6	3.1	5.7	13.4	6.6	2.8	20.8	4.8
LnGrp Delay(d),s/veh	34.0	25.9	20.3	58.6	70.3	21.3	90.7	36.9	19.5	64.6	65.6	9.7
LnGrp LOS	C	C	C	E	E	C	F	D	B	E	F	A
Approach Vol, veh/h		1093			1632			1933			2134	
Approach Delay, s/veh		27.2			60.2			41.4			56.1	
Approach LOS		C			E			D			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	38.8	35.0	13.1	48.2	23.0	50.8	15.3	46.0				
Change Period (Y+Rc), s	7.6	* 7.6	5.6	7.6	5.6	7.6	5.6	7.6				
Max Green Setting (Gmax), s	13.1	* 27	8.2	39.9	18.4	22.1	9.7	38.4				
Max Q Clear Time (g_c+I1), s	10.8	28.7	7.5	30.4	17.0	11.5	11.1	40.4				
Green Ext Time (p_c), s	0.4	0.0	0.0	9.3	0.4	5.0	0.0	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			48.2									
HCM 2010 LOS			D									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary

27: Park Rd & US 92

10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	535	906	243	325	450	125	131	1036	423	188	1364	600
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	181.0	181.0	181.0	181.0	179.2	179.2	179.2	177.6	177.6	177.6
Adj Flow Rate, veh/h	563	954	256	342	474	132	138	1091	445	198	1436	632
Adj No. of Lanes	2	3	1	3	2	1	2	3	1	2	3	1
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, %	5	5	5	5	5	5	6	6	6	7	7	7
Cap, veh/h	503	1555	563	452	819	457	170	1286	542	194	1404	664
Arrive On Green	0.15	0.31	0.31	0.09	0.24	0.24	0.05	0.26	0.26	0.06	0.29	0.29
Sat Flow, veh/h	3343	4940	1538	4860	3438	1538	3312	4893	1524	3281	4848	1509
Grp Volume(v), veh/h	563	954	256	342	474	132	138	1091	445	198	1436	632
Grp Sat Flow(s),veh/h/ln	1672	1647	1538	1620	1719	1538	1656	1631	1524	1640	1616	1509
Q Serve(g_s), s	15.8	17.2	13.3	7.2	12.8	0.7	4.3	22.2	16.8	6.2	30.4	15.6
Cycle Q Clear(g_c), s	15.8	17.2	13.3	7.2	12.8	0.7	4.3	22.2	16.8	6.2	30.4	15.6
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	503	1555	563	452	819	457	170	1286	542	194	1404	664
V/C Ratio(X)	1.12	0.61	0.45	0.76	0.58	0.29	0.81	0.85	0.82	1.02	1.02	0.95
Avail Cap(c_a), veh/h	503	1555	563	648	819	457	170	1286	542	194	1404	664
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	44.6	30.6	25.3	46.5	35.3	28.4	49.3	36.7	12.4	49.4	37.3	11.6
Incr Delay (d2), s/veh	77.0	1.8	2.6	3.1	3.0	1.6	24.6	7.1	13.1	70.5	30.1	24.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.6	8.0	6.1	3.4	6.4	3.1	2.6	10.8	9.0	4.7	17.4	17.4
LnGrp Delay(d),s/veh	121.6	32.4	27.9	49.6	38.3	30.0	73.9	43.8	25.5	120.1	67.4	36.5
LnGrp LOS	F	C	C	D	D	C	E	D	C	F	F	D
Approach Vol, veh/h		1773			948			1674			2266	
Approach Delay, s/veh		60.1			41.2			41.4			63.4	
Approach LOS		E			D			D			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	23.4	32.6	13.8	35.2	15.4	40.6	11.0	38.0				
Change Period (Y+Rc), s	7.5999999		7.5999999		5.6	7.6	5.6	7.6				
Max Green Setting (Gmax), s	15.8	* 25	6.2	* 27.6	14.0	28.8	5.4	30.4				
Max Q Clear Time (g_c+I1), s	17.8	14.8	8.2	24.2	9.2	19.2	6.3	32.4				
Green Ext Time (p_c), s	0.0	2.4	0.0	2.4	0.5	6.0	0.0	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			53.8									
HCM 2010 LOS			D									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Arterial Level of Service

10/7/2015

Arterial Level of Service: EB US 92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Falkenburg Rd	I	45	51.2	36.9	88.1	0.64	26.1	D
Williams Rd	I	45	82.4	26.9	109.3	1.03	33.9	C
CR 579/Mango Rd	I	45	80.8	36.1	116.9	1.01	31.1	C
Peach Ave	I	45	33.3	3.4	36.7	0.34	33.6	C
Pine St	I	45	17.6	8.9	26.5	0.17	23.0	D
Parsons Ave	I	45	44.1	28.9	73.0	0.50	24.7	D
Kingsway Rd	I	45	43.6	27.3	70.9	0.50	25.2	D
McIntosh Rd	I	49	153.8	33.1	186.9	2.08	40.0	B
Gallagher Rd	I	50	39.5	25.4	64.9	0.51	28.1	C
Forbes Rd	I	50	232.8	22.8	255.6	3.23	45.5	A
Turkey Creek Rd	I	50	56.5	16.7	73.2	0.78	38.6	B
Lemon St	I	50	151.6	34.2	185.8	2.09	40.5	B
Total	I		987.2	300.6	1287.8	12.88	36.0	B

Arterial Level of Service: WB US 92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 566/Thonotosassa	I	35	230.1	36.4	266.5	2.26	30.6	C
Turkey Creek Rd	I	50	151.6	19.2	170.8	2.09	44.1	A
Branch Forbes Rd	I	50	56.5	28.7	85.2	0.78	33.1	C
Gallagher Rd	I	50	232.8	45.5	278.3	3.23	41.8	B
McIntosh Rd	I	50	39.5	35.2	74.7	0.51	24.4	D
Kingsway Rd	I	49	153.8	45.9	199.7	2.08	37.5	B
Parsons Ave	I	45	43.6	26.7	70.3	0.50	25.4	D
Pine St	I	45	44.1	31.6	75.7	0.50	23.8	D
School Entrance	I	45	17.6	6.5	24.1	0.17	25.3	D
CR 579/Mango Rd	I	45	33.3	20.5	53.8	0.34	23.0	D
Williams Rd	I	45	80.8	38.0	118.8	1.01	30.6	C
Falkenburg Rd	I	45	82.4	35.4	117.8	1.03	31.5	C
Total	I		1166.1	369.6	1535.7	14.51	34.0	B

Arterial Level of Service

10/7/2015

Arterial Level of Service: EB US 92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Maryland Ave	II	36	224.9	16.8	241.7	2.26	33.7	B
Park Rd	II	45	29.3	33.3	62.6	0.30	17.0	D
County Line Rd	II	50	258.5	48.8	307.3	3.59	42.1	A
Total	II		512.7	98.9	611.6	6.15	36.2	A

Arterial Level of Service: WB US 92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
County Line Rd	I	50	35.9	37.4	73.3	0.42	20.5	E
Park Rd	I	50	259.0	70.7	329.7	3.59	39.2	B
Maryland Ave	I	45	29.3	13.8	43.1	0.30	24.7	D
Total	I		324.2	121.9	446.1	4.30	34.7	B

Arterial Level of Service: EB US 92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Falkenburg Rd	I	45	51.2	36.6	87.8	0.64	26.2	D
Williams Rd	I	45	82.4	66.3	148.7	1.03	24.9	D
CR 579/Mango Rd	I	45	80.8	54.2	135.0	1.01	26.9	D
Peach Ave	I	45	33.3	6.6	39.9	0.34	30.9	C
Pine St	I	45	17.6	6.6	24.2	0.17	25.2	D
Parsons Ave	I	45	44.1	41.3	85.4	0.50	21.1	D
Kingsway Rd	I	45	43.6	33.3	76.9	0.50	23.2	D
McIntosh Rd	I	49	153.8	48.8	202.6	2.08	36.9	B
Gallagher Rd	I	50	39.5	30.1	69.6	0.51	26.2	D
Forbes Rd	I	50	232.8	37.7	270.5	3.23	43.0	A
Turkey Creek Rd	I	50	56.5	11.4	67.9	0.78	41.6	B
Lemon St	I	50	151.6	47.8	199.4	2.09	37.7	B
Total	I		987.2	420.7	1407.9	12.88	32.9	C

Arterial Level of Service: WB US 92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 566/Thonotosassa	I	35	230.1	44.0	274.1	2.26	29.7	C
Turkey Creek Rd	I	50	151.6	9.0	160.6	2.09	46.9	A
Branch Forbes Rd	I	50	56.5	29.8	86.3	0.78	32.7	C
Gallagher Rd	I	50	232.8	30.8	263.6	3.23	44.2	A
McIntosh Rd	I	50	39.5	44.2	83.7	0.51	21.8	D
Kingsway Rd	I	49	153.8	24.9	178.7	2.08	41.9	B
Parsons Ave	I	45	43.6	17.6	61.2	0.50	29.2	C
Pine St	I	45	44.1	5.6	49.7	0.50	36.3	B
School Entrance	I	45	17.6	10.6	28.2	0.17	21.6	D
CR 579/Mango Rd	I	45	33.3	25.4	58.7	0.34	21.0	D
Williams Rd	I	45	80.8	22.8	103.6	1.01	35.1	B
Falkenburg Rd	I	45	82.4	21.4	103.8	1.03	35.7	B
Total	I		1166.1	286.1	1452.2	14.51	36.0	B

Arterial Level of Service

10/6/2015

Arterial Level of Service: EB US 92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Maryland Ave	II	36	224.9	11.7	236.6	2.26	34.4	B
Park Rd	II	45	29.3	28.0	57.3	0.30	18.6	D
County Line Rd	II	50	258.5	63.6	322.1	3.59	40.1	A
Total	II		512.7	103.3	616.0	6.15	35.9	A

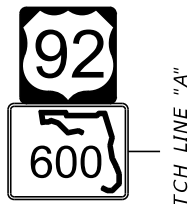
Arterial Level of Service: WB US 92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
County Line Rd	I	50	35.9	43.8	79.7	0.42	18.8	E
Park Rd	I	50	259.0	38.7	297.7	3.59	43.4	A
Maryland Ave	I	45	29.3	5.8	35.1	0.30	30.4	C
Total	I		324.2	88.3	412.5	4.30	37.6	B

**ADDITIONAL 2040 BUILD ANALYSIS
WITH FDOT APPROVED IMPROVEMENTS**



HILLSBOROUGH AVE



HILLSBOROUGH AVE

1.03 MILES

1.03 MILES

0.34 MILES

0.17 MILES

0.51 MILES

0.52 MILES

2.13 MILES

0.52 MILES

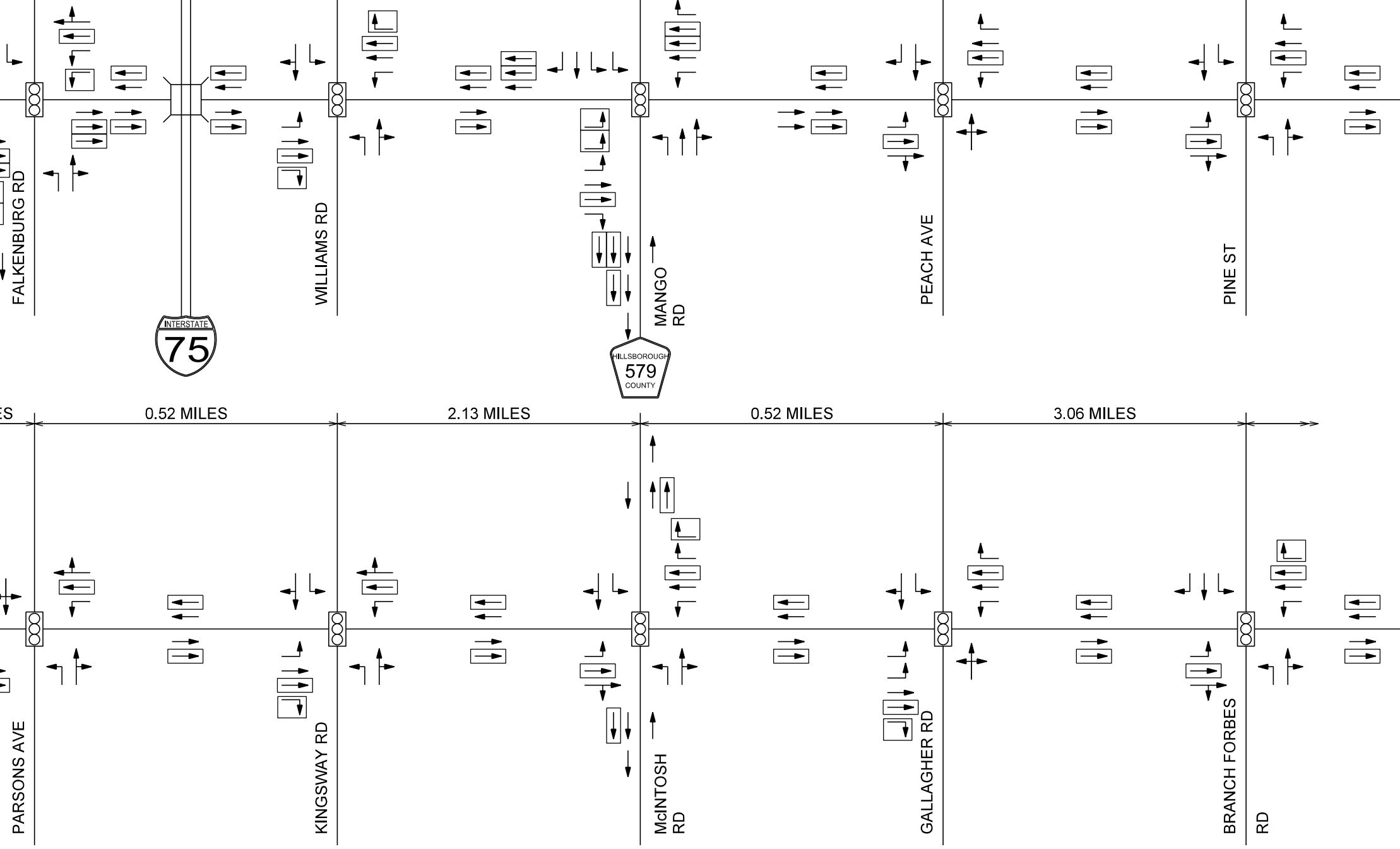
3.06 MILES

Drawing Not To Scale

MATCH LINE "A"

MATCH LINE "B"

Legend	
	TRAFFIC SIGNAL
	STOP SIGN (SIDE STREET ONLY)
	TRAVEL LANES
	PROPOSED IMPROVEMENTS
	DISTANCE IN MILES (APPROX.)

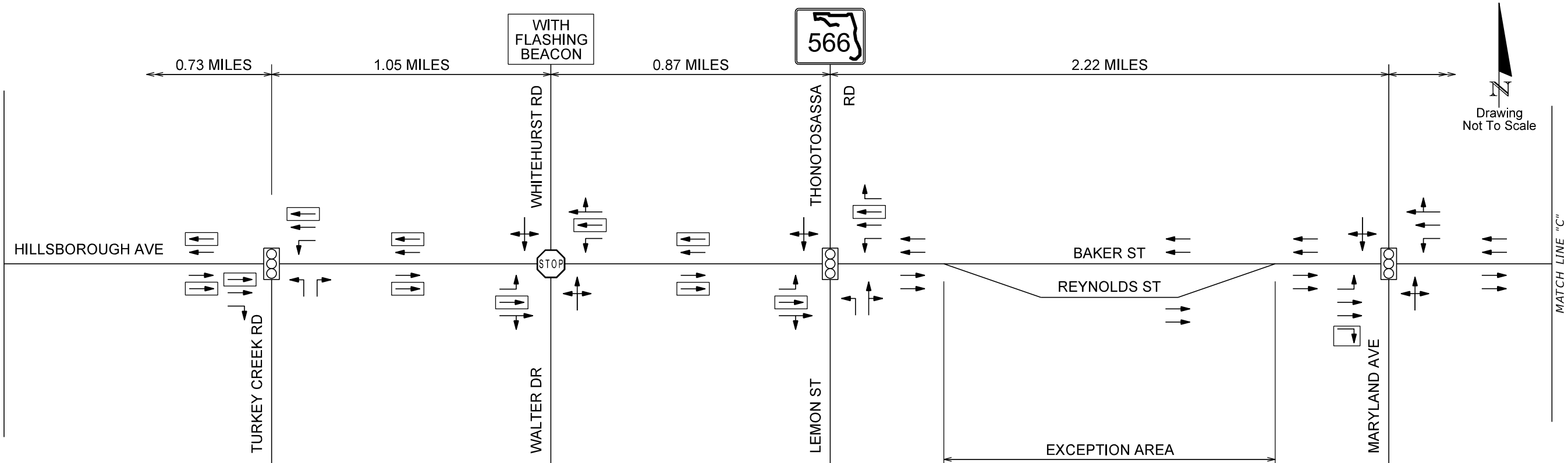


SR 600 (US 92) PD&E Study Re-evaluation
 From East of I-4 to East of County Line Road
 Hillsborough County, Florida
 Work Program Item Segment No.: 435749-1
 Federal Aid Project No.: N/A

FDOT Approved Lane Geometry (Planned Improvements)



MATCH LINE "B"

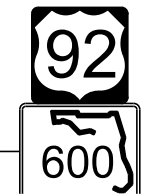
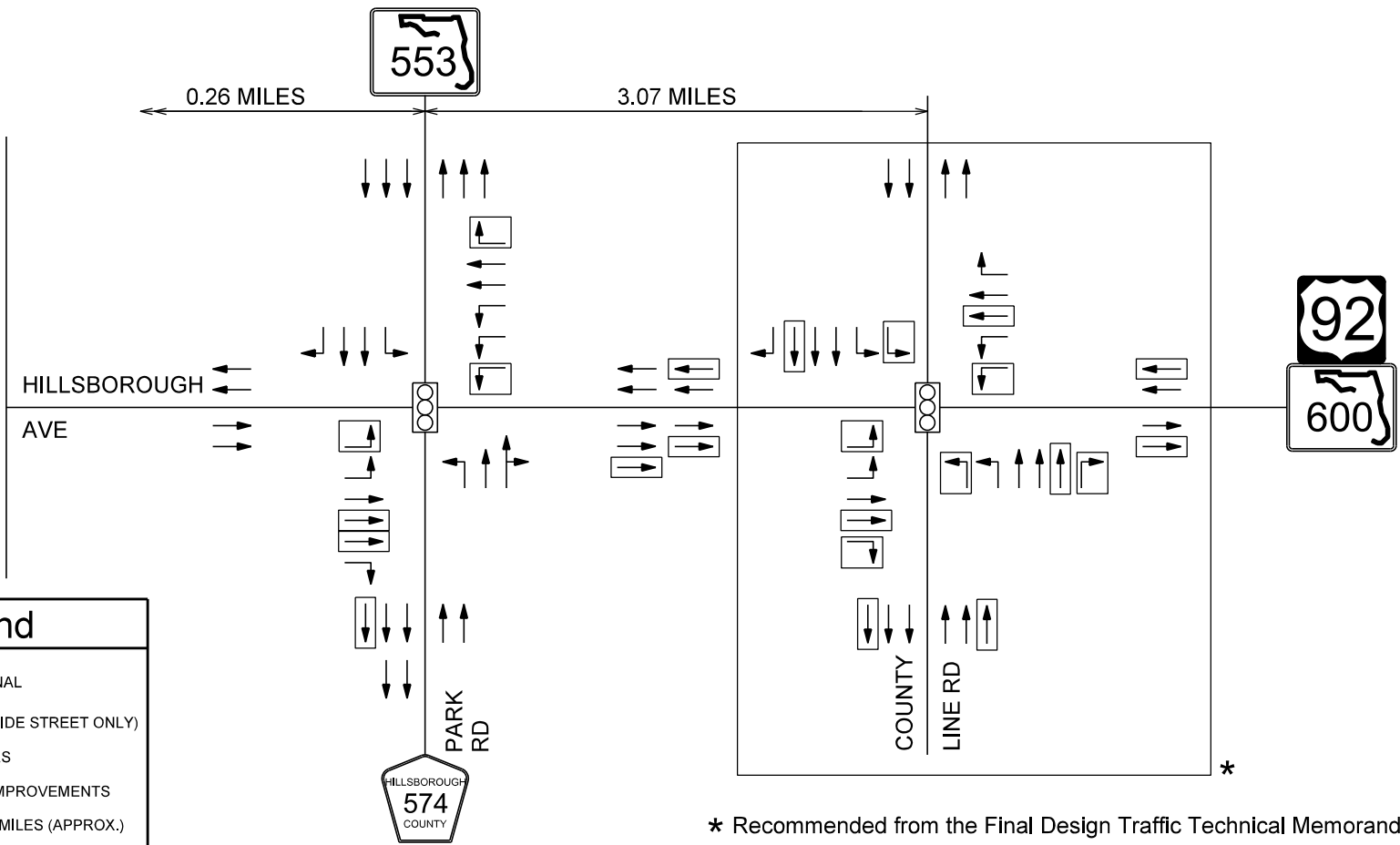


Drawing Not To Scale

MATCH LINE "C"



MATCH LINE "C"



Legend	
	TRAFFIC SIGNAL
	STOP SIGN (SIDE STREET ONLY)
	TRAVEL LANES
	PROPOSED IMPROVEMENTS
	DISTANCE IN MILES (APPROX.)

* Recommended from the Final Design Traffic Technical Memorandum for US 92 PD&E Study FPID: 433558-1-22-01






















SR 600 (US 92) PD&E Study Re-evaluation
From East of I-4 to East of County Line Road
 Hillsborough County, Florida
 Work Program Item Segment No.: 435749-1
 Federal Aid Project No.: N/A

FDOT Approved Lane Geometry (Planned Improvements)

HCM 2010 Signalized Intersection Summary

65: Falkenburg Rd & US 92






















5/5/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	9	648	772	450	1426	17	481	17	275	19	13	10
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1900	1810	1810	1900	1810	1810	1900
Adj Flow Rate, veh/h	9	682	813	474	1501	18	506	18	289	20	14	11
Adj No. of Lanes	1	3	2	2	2	0	1	1	0	1	1	0
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, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	94	1632	894	526	1667	20	532	33	537	272	346	272
Arrive On Green	0.01	0.33	0.33	0.16	0.48	0.48	0.37	0.37	0.37	0.37	0.37	0.37
Sat Flow, veh/h	1723	4940	2707	3343	3480	42	1341	91	1461	1037	940	739
Grp Volume(v), veh/h	9	682	813	474	741	778	506	0	307	20	0	25
Grp Sat Flow(s),veh/h/ln	1723	1647	1354	1672	1719	1802	1341	0	1552	1037	0	1679
Q Serve(g_s), s	0.5	14.9	39.9	19.3	54.8	55.0	49.8	0.0	21.7	2.2	0.0	1.3
Cycle Q Clear(g_c), s	0.5	14.9	39.9	19.3	54.8	55.0	51.1	0.0	21.7	23.8	0.0	1.3
Prop In Lane	1.00		1.00	1.00		0.02	1.00		0.94	1.00		0.44
Lane Grp Cap(c), veh/h	94	1632	894	526	824	863	532	0	571	272	0	618
V/C Ratio(X)	0.10	0.42	0.91	0.90	0.90	0.90	0.95	0.00	0.54	0.07	0.00	0.04
Avail Cap(c_a), veh/h	129	1632	894	578	824	863	532	0	571	272	0	618
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	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.9	36.1	44.5	57.5	33.1	33.2	45.8	0.0	34.6	44.0	0.0	28.2
Incr Delay (d2), s/veh	0.4	0.8	14.8	16.5	14.8	14.3	28.6	0.0	3.6	0.5	0.0	0.1
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(-26165%),veh/ln	0.2	6.9	16.7	10.2	29.3	30.7	23.6	0.0	9.9	0.7	0.0	0.6
LnGrp Delay(d),s/veh	35.3	36.9	59.3	74.0	47.9	47.5	74.4	0.0	38.2	44.5	0.0	28.3
LnGrp LOS	D	D	E	E	D	D	E		D	D		C
Approach Vol, veh/h		1504			1993			813				45
Approach Delay, s/veh		49.0			54.0			60.8				35.5
Approach LOS		D			D			E				D
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.2	74.8		59.0	25.8	54.1		59.0				
Change Period (Y+Rc), s	4.0	8.2		7.9	4.0	* 8.2		7.9				
Max Green Setting (Gmax), s	4.0	64.8		51.1	24.0	* 46		43.1				
Max Q Clear Time (g_c+I1), s	2.5	57.0		53.1	21.3	41.9		25.8				
Green Ext Time (p_c), s	0.0	7.6		0.0	0.5	3.9		5.4				
Intersection Summary												
HCM 2010 Ctrl Delay			53.3									
HCM 2010 LOS			D									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary























65: Falkenburg Rd & US 92

5/8/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	19	1726	363	250	750	35	1065	27	535	13	13	10
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1900	1863	1863	1900	1900	1900	1900
Adj Flow Rate, veh/h	20	1817	382	263	789	37	1121	28	563	14	14	11
Adj No. of Lanes	1	3	2	2	2	0	1	1	0	1	1	0
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, %	5	5	5	5	5	5	2	2	2	0	0	0
Cap, veh/h	131	1446	792	223	1066	50	748	39	781	239	507	399
Arrive On Green	0.01	0.29	0.29	0.07	0.32	0.32	0.51	0.51	0.51	0.51	0.51	0.51
Sat Flow, veh/h	1723	4940	2707	3343	3344	157	1380	76	1519	839	987	776
Grp Volume(v), veh/h	20	1817	382	263	406	420	1121	0	591	14	0	25
Grp Sat Flow(s),veh/h/ln	1723	1647	1354	1672	1719	1782	1380	0	1595	839	0	1763
Q Serve(g_s), s	0.0	43.9	17.4	10.0	31.6	31.6	76.1	0.0	42.9	2.0	0.0	1.0
Cycle Q Clear(g_c), s	0.0	43.9	17.4	10.0	31.6	31.6	77.1	0.0	42.9	44.9	0.0	1.0
Prop In Lane	1.00		1.00	1.00		0.09	1.00		0.95	1.00		0.44
Lane Grp Cap(c), veh/h	131	1446	792	223	548	568	748	0	820	239	0	906
V/C Ratio(X)	0.15	1.26	0.48	1.18	0.74	0.74	1.50	0.00	0.72	0.06	0.00	0.03
Avail Cap(c_a), veh/h	166	1446	792	223	548	568	748	0	820	239	0	906
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	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	61.7	53.0	43.7	70.0	45.6	45.6	39.4	0.0	28.1	45.5	0.0	18.0
Incr Delay (d2), s/veh	0.5	121.3	0.6	117.5	8.7	8.4	231.6	0.0	3.4	0.1	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(-26165%),veh/ln	0.8	36.2	6.6	8.2	16.3	16.9	79.1	0.0	19.7	0.5	0.0	0.5
LnGrp Delay(d),s/veh	62.2	174.3	44.3	187.5	54.3	54.0	271.0	0.0	31.5	45.6	0.0	18.0
LnGrp LOS	E	F	D	F	D	D	F		C	D		B
Approach Vol, veh/h		2219			1089			1712				39
Approach Delay, s/veh		150.9			86.4			188.4				27.9
Approach LOS		F			F			F				C
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.0	56.0		85.0	14.0	51.0		85.0				
Change Period (Y+Rc), s	7.1	* 8.2		7.9	4.0	7.1		7.9				
Max Green Setting (Gmax), s	5.0	* 48		77.1	10.0	43.9		68.1				
Max Q Clear Time (g_c+I1), s	2.0	33.6		79.1	12.0	45.9		46.9				
Green Ext Time (p_c), s	2.0	5.5		0.0	0.0	0.0		14.2				
Intersection Summary												
HCM 2010 Ctrl Delay			148.8									
HCM 2010 LOS			F									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												























HCM 2010 Signalized Intersection Summary
62: Williams Rd & US 92

5/5/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	124	650	232	203	1313	266	256	286	203	358	456	307
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810	1881	1881	1900	1863	1863	1900
Adj Flow Rate, veh/h	131	684	244	214	1382	280	269	301	214	377	480	323
Adj No. of Lanes	1	2	1	1	2	1	1	1	0	1	1	0
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, %	5	5	5	5	5	5	1	1	1	2	2	2
Cap, veh/h	149	1067	477	230	1067	477	83	485	345	292	492	331
Arrive On Green	0.05	0.31	0.31	0.05	0.31	0.31	0.47	0.47	0.47	0.47	0.47	0.47
Sat Flow, veh/h	1723	3438	1538	1723	3438	1538	682	1024	728	882	1040	700
Grp Volume(v), veh/h	131	684	244	214	1382	280	269	0	515	377	0	803
Grp Sat Flow(s),veh/h/ln	1723	1719	1538	1723	1719	1538	682	0	1753	882	0	1739
Q Serve(g_s), s	5.0	18.2	13.8	5.0	32.9	16.3	2.3	0.0	23.2	27.0	0.0	47.9
Cycle Q Clear(g_c), s	5.0	18.2	13.8	5.0	32.9	16.3	50.2	0.0	23.2	50.2	0.0	47.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.42	1.00		0.40
Lane Grp Cap(c), veh/h	149	1067	477	230	1067	477	83	0	830	292	0	824
V/C Ratio(X)	0.88	0.64	0.51	0.93	1.30	0.59	3.24	0.00	0.62	1.29	0.00	0.97
Avail Cap(c_a), veh/h	149	1067	477	230	1067	477	83	0	830	292	0	824
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	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.0	31.5	30.0	36.8	36.5	30.8	52.8	0.0	20.8	42.6	0.0	27.3
Incr Delay (d2), s/veh	40.4	3.0	3.9	40.2	139.8	5.2	1039.0	0.0	3.5	153.4	0.0	25.8
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(-26165%),veh/ln	3.1	9.1	6.3	6.4	36.3	7.6	26.4	0.0	12.0	21.0	0.0	28.7
LnGrp Delay(d),s/veh	71.4	34.4	33.8	77.0	176.4	36.0	1091.8	0.0	24.3	196.0	0.0	53.1
LnGrp LOS	E	C	C	E	F	D	F		C	F		D
Approach Vol, veh/h		1059			1876			784			1180	
Approach Delay, s/veh		38.9			144.1			390.5			98.8	
Approach LOS		D			F			F			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.0	40.0		57.0	9.0	40.0		57.0				
Change Period (Y+Rc), s	4.0	7.1		6.8	4.0	7.1		6.8				
Max Green Setting (Gmax), s	5.0	32.9		50.2	5.0	32.9		50.2				
Max Q Clear Time (g_c+1), s	7.0	34.9		52.2	7.0	20.2		52.2				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	11.7		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			149.9									
HCM 2010 LOS			F									

























HCM 2010 Signalized Intersection Summary
62: Williams Rd & US 92

5/8/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	259	1550	350	259	650	182	125	395	90	173	614	100
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810	1881	1881	1900	1845	1845	1900
Adj Flow Rate, veh/h	273	1632	368	273	684	192	132	416	95	182	646	105
Adj No. of Lanes	1	2	1	1	2	1	1	1	0	1	1	0
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, %	5	5	5	5	5	5	1	1	1	3	3	3
Cap, veh/h	321	1231	551	150	1055	472	87	649	148	253	678	110
Arrive On Green	0.10	0.36	0.36	0.05	0.31	0.31	0.44	0.44	0.44	0.44	0.44	0.44
Sat Flow, veh/h	1723	3438	1538	1723	3438	1538	716	1483	339	877	1549	252
Grp Volume(v), veh/h	273	1632	368	273	684	192	132	0	511	182	0	751
Grp Sat Flow(s),veh/h/ln	1723	1719	1538	1723	1719	1538	716	0	1821	877	0	1800
Q Serve(g_s), s	12.0	41.9	23.6	6.0	20.1	11.6	4.1	0.0	25.7	24.0	0.0	47.1
Cycle Q Clear(g_c), s	12.0	41.9	23.6	6.0	20.1	11.6	51.2	0.0	25.7	49.6	0.0	47.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.19	1.00		0.14
Lane Grp Cap(c), veh/h	321	1231	551	150	1055	472	87	0	797	253	0	788
V/C Ratio(X)	0.85	1.33	0.67	1.82	0.65	0.41	1.52	0.00	0.64	0.72	0.00	0.95
Avail Cap(c_a), veh/h	321	1231	551	150	1055	472	87	0	797	253	0	788
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	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.7	37.5	31.7	35.6	35.1	32.1	57.9	0.0	25.7	45.1	0.0	31.7
Incr Delay (d2), s/veh	19.1	152.2	6.3	394.4	3.1	2.6	285.5	0.0	3.9	16.2	0.0	22.5
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(-26165%),veh/ln	7.6	45.9	11.0	18.4	10.0	5.2	9.7	0.0	13.8	7.0	0.0	28.3
LnGrp Delay(d),s/veh	46.8	189.7	38.0	430.0	38.2	34.7	343.4	0.0	29.7	61.3	0.0	54.3
LnGrp LOS	D	F	D	F	D	C	F		C	E		D
Approach Vol, veh/h		2273			1149			643			933	
Approach Delay, s/veh		148.0			130.7			94.1			55.6	
Approach LOS		F			F			F			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.0	43.0		58.0	10.0	49.0		58.0				
Change Period (Y+Rc), s	4.0	7.1		6.8	4.0	7.1		6.8				
Max Green Setting (Gmax), s	12.0	35.9		51.2	6.0	41.9		51.2				
Max Q Clear Time (g_c+I1), s	14.0	22.1		53.2	8.0	43.9		51.6				
Green Ext Time (p_c), s	0.0	13.0		0.0	0.0	0.0		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			119.8									
HCM 2010 LOS			F									

























HCM 2010 Signalized Intersection Summary
 59: CR 579/Mango Rd & US 92

5/5/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	377	611	219	180	694	939	250	590	74	533	475	750
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810	1863	1863	1900	1827	1827	1827
Adj Flow Rate, veh/h	397	643	231	189	731	988	263	621	78	561	500	789
Adj No. of Lanes	3	2	1	1	3	2	1	2	0	2	1	1
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, %	5	5	5	5	5	5	2	2	2	4	4	4
Cap, veh/h	583	1212	631	357	1667	1358	177	623	78	554	547	651
Arrive On Green	0.12	0.35	0.35	0.11	0.34	0.34	0.06	0.20	0.20	0.16	0.30	0.30
Sat Flow, veh/h	4860	3438	1538	1723	4940	2707	1774	3165	397	3375	1827	1553
Grp Volume(v), veh/h	397	643	231	189	731	988	263	347	352	561	500	789
Grp Sat Flow(s),veh/h/ln	1620	1719	1538	1723	1647	1354	1774	1770	1793	1688	1827	1553
Q Serve(g_s), s	9.4	17.9	7.6	0.0	13.8	17.6	6.9	23.5	23.6	19.7	31.7	30.3
Cycle Q Clear(g_c), s	9.4	17.9	7.6	0.0	13.8	17.6	6.9	23.5	23.6	19.7	31.7	30.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.22	1.00		1.00
Lane Grp Cap(c), veh/h	583	1212	631	357	1667	1358	177	348	353	554	547	651
V/C Ratio(X)	0.68	0.53	0.37	0.53	0.44	0.73	1.49	1.00	1.00	1.01	0.91	1.21
Avail Cap(c_a), veh/h	583	1212	631	357	1667	1358	177	348	353	554	547	651
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	50.6	30.9	11.0	41.1	30.9	9.3	44.2	48.2	48.2	50.1	40.6	23.6
Incr Delay (d2), s/veh	3.4	1.7	1.6	1.5	0.8	3.4	246.4	47.3	47.7	41.4	20.4	109.3
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(-26165%),veh/ln	4.4	8.8	3.5	5.8	6.4	7.2	14.6	16.0	16.3	12.3	19.1	32.6
LnGrp Delay(d),s/veh	54.0	32.6	12.7	42.6	31.7	12.7	290.6	95.5	95.9	91.5	60.9	132.8
LnGrp LOS	D	C	B	D	C	B	F	F	F	F	E	F
Approach Vol, veh/h		1271			1908			962			1850	
Approach Delay, s/veh		35.7			23.0			149.0			100.9	
Approach LOS		D			C			F			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.0	48.0	26.3	30.7	20.2	49.8	14.0	43.0				
Change Period (Y+Rc), s	7.4	* 7.5	* 6.6	* 7.1	7.4	* 7.5	* 7.1	* 7.1				
Max Green Setting (Gmax), s	7.8	* 41	* 20	* 24	5.8	* 42	* 6.9	* 36				
Max Q Clear Time (g_c+I1), s	11.4	19.6	21.7	25.6	2.0	19.9	8.9	33.7				
Green Ext Time (p_c), s	0.0	13.0	0.0	0.0	0.9	7.0	0.0	2.0				
Intersection Summary												
HCM 2010 Ctrl Delay			70.0									
HCM 2010 LOS			E									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary
59: CR 579/Mango Rd & US 92





















5/8/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	587	932	262	199	455	576	100	430	118	934	853	350
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	618	981	276	209	479	606	105	453	124	983	898	368
Adj No. of Lanes	3	2	1	1	3	2	1	2	0	2	1	1
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, %	5	5	5	5	5	5	2	2	2	2	2	2
Cap, veh/h	732	997	497	170	1034	1332	107	459	125	973	769	892
Arrive On Green	0.15	0.29	0.29	0.07	0.21	0.21	0.03	0.17	0.17	0.28	0.41	0.41
Sat Flow, veh/h	4860	3438	1538	1723	4940	2707	1774	2753	748	3442	1863	1583
Grp Volume(v), veh/h	618	981	276	209	479	606	105	290	287	983	898	368
Grp Sat Flow(s),veh/h/ln	1620	1719	1538	1723	1647	1354	1774	1770	1731	1721	1863	1583
Q Serve(g_s), s	18.6	42.5	22.2	10.6	12.7	9.3	5.0	24.5	24.8	42.4	61.9	3.7
Cycle Q Clear(g_c), s	18.6	42.5	22.2	10.6	12.7	9.3	5.0	24.5	24.8	42.4	61.9	3.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.43	1.00		1.00
Lane Grp Cap(c), veh/h	732	997	497	170	1034	1332	107	295	288	973	769	892
V/C Ratio(X)	0.84	0.98	0.56	1.23	0.46	0.46	0.98	0.98	0.99	1.01	1.17	0.41
Avail Cap(c_a), veh/h	739	997	497	170	1034	1332	107	295	288	973	769	892
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	62.0	52.9	41.9	60.2	51.9	8.3	59.5	62.3	62.4	53.8	44.0	7.2
Incr Delay (d2), s/veh	9.0	24.9	4.4	144.6	1.5	1.1	80.4	48.3	51.7	31.5	89.5	1.4
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(-26165%),veh/ln	8.9	23.6	10.0	8.8	6.0	3.6	4.3	16.0	16.0	24.4	50.9	5.5
LnGrp Delay(d),s/veh	71.0	77.9	46.3	204.7	53.4	9.4	139.9	110.6	114.2	85.3	133.5	8.6
LnGrp LOS	E	E	D	F	D	A	F	F	F	F	F	A
Approach Vol, veh/h		1875			1294			682			2249	
Approach Delay, s/veh		70.9			57.3			116.6			92.0	
Approach LOS		E			E			F			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	30.1	38.9	49.0	32.1	18.0	51.0	12.1	69.0				
Change Period (Y+Rc), s	7.5	* 7.5	* 6.6	* 7.1	* 7.4	7.5	* 7.1	* 7.1				
Max Green Setting (Gmax), s	22.8	* 31	* 42	* 25	* 11	43.4	* 5	* 62				
Max Q Clear Time (g_c+I1), s	20.6	14.7	44.4	26.8	12.6	44.5	7.0	63.9				
Green Ext Time (p_c), s	1.9	7.2	0.0	0.0	0.0	0.0	0.0	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			80.9									
HCM 2010 LOS			F									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary

2: Peach Ave/School Entrance & US 92





















5/5/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	250	696	9	13	1550	200	25	26	15	50	3	120
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	1810	1810	1900	1810	1810	1810	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	263	733	9	14	1632	211	26	27	16	53	3	126
Adj No. of Lanes	1	2	0	1	2	1	0	1	0	0	1	1
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, %	5	5	5	5	5	5	0	0	0	0	0	0
Cap, veh/h	470	2749	34	418	1965	879	63	52	22	152	7	392
Arrive On Green	0.16	0.79	0.79	1.00	1.00	1.00	0.08	0.08	0.08	0.08	0.08	0.08
Sat Flow, veh/h	1723	3478	43	694	3438	1538	260	628	268	1131	86	1615
Grp Volume(v), veh/h	263	362	380	14	1632	211	69	0	0	56	0	126
Grp Sat Flow(s),veh/h/ln	1723	1719	1802	694	1719	1538	1156	0	0	1216	0	1615
Q Serve(g_s), s	2.2	6.7	6.7	0.2	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	2.2	6.7	6.7	7.0	0.0	0.0	7.8	0.0	0.0	5.5	0.0	0.0
Prop In Lane	1.00		0.02	1.00		1.00	0.38		0.23	0.95		1.00
Lane Grp Cap(c), veh/h	470	1358	1424	418	1965	879	137	0	0	159	0	392
V/C Ratio(X)	0.56	0.27	0.27	0.03	0.83	0.24	0.50	0.00	0.00	0.35	0.00	0.32
Avail Cap(c_a), veh/h	470	1358	1424	418	1965	879	151	0	0	172	0	405
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	1.00	0.40	0.40	0.40	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.4	3.3	3.3	0.3	0.0	0.0	53.7	0.0	0.0	53.0	0.0	37.3
Incr Delay (d2), s/veh	2.5	0.5	0.5	0.1	1.7	0.3	4.0	0.0	0.0	1.9	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(-26165%),veh/ln	7.8	3.3	3.5	0.1	0.5	0.1	2.4	0.0	0.0	1.9	0.0	3.5
LnGrp Delay(d),s/veh	28.0	3.8	3.8	0.4	1.7	0.3	57.7	0.0	0.0	54.8	0.0	38.0
LnGrp LOS	C	A	A	A	A	A	E			D		D
Approach Vol, veh/h		1005			1857			69				182
Approach Delay, s/veh		10.1			1.6			57.7				43.2
Approach LOS		B			A			E				D
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	26.2	75.7		18.1		101.9		18.1				
Change Period (Y+Rc), s	7.1	7.1		* 8.1		7.1		* 8.1				
Max Green Setting (Gmax), s	18.1	68.6		* 11		93.8		* 11				
Max Q Clear Time (g_c+I1), s	4.2	9.0		9.8		8.7		7.5				
Green Ext Time (p_c), s	6.4	32.2		0.2		10.5		0.5				
Intersection Summary												
HCM 2010 Ctrl Delay			8.0									
HCM 2010 LOS			A									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary






















2: Peach Ave/School Entrance & US 92

5/8/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	115	1758	18	9	1093	77	5	7	2	54	4	87
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	1810	1810	1900	1810	1810	1810	1900	1900	1900	1900	1810	1810
Adj Flow Rate, veh/h	121	1851	19	9	1151	81	5	7	2	57	4	92
Adj No. of Lanes	1	2	0	1	2	1	0	1	0	0	1	1
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, %	5	5	5	5	5	5	0	0	0	5	5	5
Cap, veh/h	413	2717	28	173	2398	1073	72	93	22	187	12	237
Arrive On Green	0.03	0.78	0.78	1.00	1.00	1.00	0.12	0.12	0.12	0.12	0.12	0.12
Sat Flow, veh/h	1723	3487	36	237	3438	1538	332	778	185	1177	97	1538
Grp Volume(v), veh/h	121	911	959	9	1151	81	14	0	0	61	0	92
Grp Sat Flow(s),veh/h/ln	1723	1719	1803	237	1719	1538	1295	0	0	1274	0	1538
Q Serve(g_s), s	2.9	37.3	37.6	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.1
Cycle Q Clear(g_c), s	2.9	37.3	37.6	26.8	0.0	0.0	7.6	0.0	0.0	7.6	0.0	8.1
Prop In Lane	1.00		0.02	1.00		1.00	0.36		0.14	0.93		1.00
Lane Grp Cap(c), veh/h	413	1340	1405	173	2398	1073	187	0	0	198	0	237
V/C Ratio(X)	0.29	0.68	0.68	0.05	0.48	0.08	0.07	0.00	0.00	0.31	0.00	0.39
Avail Cap(c_a), veh/h	490	1340	1405	173	2398	1073	187	0	0	198	0	237
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	1.00	0.91	0.91	0.91	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	5.2	7.8	7.8	3.2	0.0	0.0	58.7	0.0	0.0	61.5	0.0	57.1
Incr Delay (d2), s/veh	0.8	2.8	2.7	0.5	0.6	0.1	0.8	0.0	0.0	4.0	0.0	4.8
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(-26165%),veh/ln	1.4	18.5	19.4	0.1	0.2	0.0	0.6	0.0	0.0	2.6	0.0	3.8
LnGrp Delay(d),s/veh	6.1	10.6	10.5	3.8	0.6	0.1	59.4	0.0	0.0	65.4	0.0	61.9
LnGrp LOS	A	B	B	A	A	A	E			E		E
Approach Vol, veh/h		1991			1241			14			153	
Approach Delay, s/veh		10.3			0.6			59.4			63.3	
Approach LOS		B			A			E			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	12.3	111.7		26.0		124.0		26.0				
Change Period (Y+Rc), s	7.1	7.1		* 8.1		7.1		* 8.1				
Max Green Setting (Gmax), s	11.9	97.9		* 18		116.9		* 18				
Max Q Clear Time (g_c+I1), s	4.9	28.8		9.6		39.6		10.1				
Green Ext Time (p_c), s	0.3	61.4		0.6		67.8		0.5				
Intersection Summary												
HCM 2010 Ctrl Delay			9.3									
HCM 2010 LOS			A									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												






















HCM 2010 Signalized Intersection Summary
 12: Pine St & US 92

5/5/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	200	900	74	39	1492	150	50	47	50	50	11	50
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	1810	1810	1900	1810	1810	1810	1845	1845	1900	1583	1583	1900
Adj Flow Rate, veh/h	211	947	78	41	1571	158	53	49	53	53	12	53
Adj No. of Lanes	1	2	0	1	2	1	1	1	0	1	1	0
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, %	5	5	5	5	5	5	3	3	3	20	20	20
Cap, veh/h	240	1994	164	359	2004	897	226	135	146	184	43	188
Arrive On Green	0.07	0.62	0.62	0.03	0.58	0.58	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	1723	3217	265	1723	3438	1538	1318	812	878	1094	256	1129
Grp Volume(v), veh/h	211	506	519	41	1571	158	53	0	102	53	0	65
Grp Sat Flow(s),veh/h/ln	1723	1719	1763	1723	1719	1538	1318	0	1690	1094	0	1384
Q Serve(g_s), s	5.9	19.0	19.0	1.1	42.1	5.7	4.4	0.0	6.4	5.4	0.0	4.9
Cycle Q Clear(g_c), s	5.9	19.0	19.0	1.1	42.1	5.7	9.3	0.0	6.4	11.8	0.0	4.9
Prop In Lane	1.00		0.15	1.00		1.00	1.00		0.52	1.00		0.82
Lane Grp Cap(c), veh/h	240	1065	1093	359	2004	897	226	0	282	184	0	231
V/C Ratio(X)	0.88	0.47	0.47	0.11	0.78	0.18	0.23	0.00	0.36	0.29	0.00	0.28
Avail Cap(c_a), veh/h	337	1065	1093	379	2004	897	226	0	282	184	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)	0.97	0.97	0.97	0.58	0.58	0.58	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.6	12.3	12.3	10.1	19.2	11.6	47.8	0.0	44.3	49.6	0.0	43.7
Incr Delay (d2), s/veh	16.8	1.5	1.4	0.1	1.8	0.2	2.4	0.0	3.6	3.9	0.0	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(-26165%),veh/ln	8.0	9.4	9.7	0.5	20.4	2.5	1.8	0.0	3.3	1.8	0.0	2.1
LnGrp Delay(d),s/veh	41.4	13.8	13.7	10.2	21.1	11.9	50.2	0.0	47.9	53.5	0.0	46.8
LnGrp LOS	D	B	B	B	C	B	D		D	D		D
Approach Vol, veh/h		1236			1770			155			118	
Approach Delay, s/veh		18.5			20.0			48.7			49.8	
Approach LOS		B			B			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.3	77.0		27.7	10.8	81.5		27.7				
Change Period (Y+Rc), s	7.1	7.1		* 7.7	7.1	7.1		* 7.7				
Max Green Setting (Gmax), s	14.9	63.2		* 20	5.1	73.0		* 20				
Max Q Clear Time (g_c+I1), s	7.9	44.1		11.3	3.1	21.0		13.8				
Green Ext Time (p_c), s	0.3	17.6		1.1	0.0	42.8		0.9				
Intersection Summary												
HCM 2010 Ctrl Delay			21.8									
HCM 2010 LOS			C									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary
 12: Pine St & US 92

5/8/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	7	1736	71	54	1071	15	27	2	48	34	21	49
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	1810	1810	1900	1810	1810	1810	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	7	1827	75	57	1127	16	28	2	51	36	22	52
Adj No. of Lanes	1	2	0	1	2	1	1	1	0	1	1	0
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, %	5	5	5	5	5	5	0	0	0	0	0	0
Cap, veh/h	385	2475	101	177	2517	1126	111	5	139	128	45	105
Arrive On Green	0.03	0.74	0.74	0.03	0.73	0.73	0.09	0.09	0.09	0.09	0.09	0.09
Sat Flow, veh/h	1723	3367	137	1723	3438	1538	1347	61	1563	1373	503	1188
Grp Volume(v), veh/h	7	927	975	57	1127	16	28	0	53	36	0	74
Grp Sat Flow(s),veh/h/ln	1723	1719	1785	1723	1719	1538	1347	0	1624	1373	0	1690
Q Serve(g_s), s	0.0	46.5	47.8	1.5	19.6	0.4	3.0	0.0	4.6	3.8	0.0	6.3
Cycle Q Clear(g_c), s	0.0	46.5	47.8	1.5	19.6	0.4	9.3	0.0	4.6	8.4	0.0	6.3
Prop In Lane	1.00		0.08	1.00		1.00	1.00		0.96	1.00		0.70
Lane Grp Cap(c), veh/h	385	1264	1312	177	2517	1126	111	0	144	128	0	150
V/C Ratio(X)	0.02	0.73	0.74	0.32	0.45	0.01	0.25	0.00	0.37	0.28	0.00	0.49
Avail Cap(c_a), veh/h	385	1264	1312	204	2517	1126	111	0	144	128	0	150
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	0.89	0.89	0.89	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.9	11.4	11.6	18.1	8.0	5.4	69.6	0.0	64.4	68.4	0.0	65.1
Incr Delay (d2), s/veh	0.0	2.4	2.4	0.9	0.5	0.0	5.4	0.0	7.1	5.5	0.0	11.2
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(-26165%),veh/ln	0.1	22.7	24.2	1.1	9.4	0.2	1.3	0.0	2.4	1.6	0.0	3.4
LnGrp Delay(d),s/veh	10.9	13.8	14.0	19.0	8.5	5.5	74.9	0.0	71.5	73.8	0.0	76.3
LnGrp LOS	B	B	B	B	A	A	E		E	E		E
Approach Vol, veh/h		1909			1200			81			110	
Approach Delay, s/veh		13.9			9.0			72.7			75.5	
Approach LOS		B			A			E			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.1	116.9		21.0	11.6	117.4		21.0				
Change Period (Y+Rc), s	7.1	7.1		* 7.7	7.1	7.1		* 7.7				
Max Green Setting (Gmax), s	5.0	109.8		* 13	6.9	107.9		* 13				
Max Q Clear Time (g_c+I1), s	2.0	21.6		11.3	3.5	49.8		10.4				
Green Ext Time (p_c), s	2.8	16.2		0.2	0.0	36.5		0.3				

Intersection Summary

HCM 2010 Ctrl Delay	15.6
HCM 2010 LOS	B





















Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

HCM 2010 Signalized Intersection Summary

56: Parsons Ave & US 92





















5/5/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	28	777	335	237	1200	22	378	21	200	35	27	27
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1900	1827	1827	1900	1900	1776	1900
Adj Flow Rate, veh/h	29	818	353	249	1263	23	398	22	211	37	28	28
Adj No. of Lanes	1	2	1	1	2	0	1	1	0	0	1	0
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, %	5	5	5	5	5	5	4	4	4	7	7	7
Cap, veh/h	224	1756	785	363	1985	36	411	39	375	78	52	40
Arrive On Green	0.02	0.51	0.51	0.08	0.57	0.57	0.14	0.26	0.26	0.09	0.09	0.09
Sat Flow, veh/h	1723	3438	1538	1723	3455	63	1740	149	1426	439	556	429
Grp Volume(v), veh/h	29	818	353	249	628	658	398	0	233	93	0	0
Grp Sat Flow(s),veh/h/ln	1723	1719	1538	1723	1719	1798	1740	0	1575	1423	0	0
Q Serve(g_s), s	1.1	20.8	19.8	9.0	33.3	33.4	19.0	0.0	17.4	6.0	0.0	0.0
Cycle Q Clear(g_c), s	1.1	20.8	19.8	9.0	33.3	33.4	19.0	0.0	17.4	8.4	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.03	1.00		0.91	0.40		0.30
Lane Grp Cap(c), veh/h	224	1756	785	363	988	1034	411	0	414	171	0	0
V/C Ratio(X)	0.13	0.47	0.45	0.69	0.64	0.64	0.97	0.00	0.56	0.54	0.00	0.00
Avail Cap(c_a), veh/h	241	1756	785	447	988	1034	411	0	579	313	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)	0.87	0.87	0.87	0.24	0.24	0.24	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	17.7	21.4	21.1	16.3	19.4	19.4	51.2	0.0	43.3	59.4	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.2	0.5	0.8	0.7	0.7	36.3	0.0	1.7	3.8	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(-26165%),veh/ln	0.5	9.9	8.5	4.3	15.9	16.6	9.9	0.0	7.8	3.6	0.0	0.0
LnGrp Delay(d),s/veh	17.9	21.6	21.6	17.1	20.1	20.1	87.5	0.0	45.0	63.3	0.0	0.0
LnGrp LOS	B	C	C	B	C	C	F		D	E		
Approach Vol, veh/h		1200			1535			631				93
Approach Delay, s/veh		21.5			19.6			71.8				63.3
Approach LOS		C			B			E				E
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.7	85.7		43.7	15.4	76.9	23.0	20.7				
Change Period (Y+Rc), s	4.0	7.5		7.9	4.0	7.5	4.0	7.9				
Max Green Setting (Gmax), s	4.0	62.6		50.0	18.0	48.6	19.0	27.0				
Max Q Clear Time (g_c+I1), s	3.1	35.4		19.4	11.0	22.8	21.0	10.4				
Green Ext Time (p_c), s	0.0	22.3		2.9	0.4	21.3	0.0	2.4				
Intersection Summary												
HCM 2010 Ctrl Delay			31.0									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary

56: Parsons Ave & US 92






















5/8/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	21	1364	408	200	789	15	198	24	179	23	29	21
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1900	1863	1863	1900	1900	1900	1900
Adj Flow Rate, veh/h	22	1436	429	211	831	16	208	25	188	24	31	22
Adj No. of Lanes	1	2	1	1	2	0	1	1	0	0	1	0
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, %	5	5	5	5	5	5	2	2	2	0	0	0
Cap, veh/h	392	1750	783	299	2110	41	370	47	352	91	115	71
Arrive On Green	0.02	0.51	0.51	0.13	0.61	0.61	0.07	0.25	0.25	0.16	0.16	0.16
Sat Flow, veh/h	1723	3438	1538	1723	3450	66	1774	189	1423	398	731	452
Grp Volume(v), veh/h	22	1436	429	211	414	433	208	0	213	77	0	0
Grp Sat Flow(s),veh/h/ln	1723	1719	1538	1723	1719	1798	1774	0	1612	1581	0	0
Q Serve(g_s), s	1.0	58.5	31.5	11.4	20.5	20.5	11.0	0.0	19.0	2.2	0.0	0.0
Cycle Q Clear(g_c), s	1.0	58.5	31.5	11.4	20.5	20.5	11.0	0.0	19.0	6.6	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.04	1.00		0.88	0.31		0.29
Lane Grp Cap(c), veh/h	392	1750	783	299	1051	1099	370	0	399	277	0	0
V/C Ratio(X)	0.06	0.82	0.55	0.71	0.39	0.39	0.56	0.00	0.53	0.28	0.00	0.00
Avail Cap(c_a), veh/h	392	1750	783	299	1051	1099	370	0	399	277	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	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	18.4	34.4	27.7	41.5	16.5	16.5	55.7	0.0	54.1	61.6	0.0	0.0
Incr Delay (d2), s/veh	0.3	4.5	2.7	13.2	1.1	1.1	6.1	0.0	5.0	2.5	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(-26165%),veh/ln	0.5	28.8	14.0	10.2	10.0	10.4	3.7	0.0	9.0	3.3	0.0	0.0
LnGrp Delay(d),s/veh	18.6	38.8	30.5	54.6	17.6	17.6	61.7	0.0	59.2	64.1	0.0	0.0
LnGrp LOS	B	D	C	D	B	B	E		E	E		
Approach Vol, veh/h		1887			1058			421			77	
Approach Delay, s/veh		36.7			25.0			60.5			64.1	
Approach LOS		D			C			E			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.0	109.0		49.0	25.0	92.0	15.0	34.0				
Change Period (Y+Rc), s	4.0	7.5		7.9	4.0	7.5	4.0	7.9				
Max Green Setting (Gmax), s	4.0	101.5		41.1	21.0	84.5	11.0	26.1				
Max Q Clear Time (g_c+I1), s	3.0	22.5		21.0	13.4	60.5	13.0	8.6				
Green Ext Time (p_c), s	0.0	55.8		2.2	0.3	21.3	0.0	2.1				
Intersection Summary												
HCM 2010 Ctrl Delay			36.6									
HCM 2010 LOS			D									

HCM 2010 Signalized Intersection Summary























53: Kingsway Rd & US 92

5/5/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	207	640	215	100	900	75	164	174	125	85	198	329
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1900	1845	1845	1900	1863	1863	1900
Adj Flow Rate, veh/h	218	674	226	105	947	79	173	183	132	89	208	346
Adj No. of Lanes	1	2	1	1	2	0	1	1	0	1	1	0
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, %	5	5	5	5	5	5	3	3	3	2	2	2
Cap, veh/h	219	1181	636	279	1060	88	195	330	238	351	195	325
Arrive On Green	0.07	0.34	0.34	0.06	0.33	0.33	0.07	0.33	0.33	0.05	0.31	0.31
Sat Flow, veh/h	1723	3438	1538	1723	3213	268	1757	998	720	1774	630	1048
Grp Volume(v), veh/h	218	674	226	105	507	519	173	0	315	89	0	554
Grp Sat Flow(s),veh/h/ln	1723	1719	1538	1723	1719	1762	1757	0	1718	1774	0	1678
Q Serve(g_s), s	7.0	16.0	10.1	4.0	28.0	28.0	6.8	0.0	15.0	3.4	0.0	31.0
Cycle Q Clear(g_c), s	7.0	16.0	10.1	4.0	28.0	28.0	6.8	0.0	15.0	3.4	0.0	31.0
Prop In Lane	1.00		1.00	1.00		0.15	1.00		0.42	1.00		0.62
Lane Grp Cap(c), veh/h	219	1181	636	279	567	582	195	0	568	351	0	520
V/C Ratio(X)	0.99	0.57	0.36	0.38	0.89	0.89	0.89	0.00	0.55	0.25	0.00	1.07
Avail Cap(c_a), veh/h	219	1181	636	285	567	582	195	0	568	352	0	520
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)	0.83	0.83	0.83	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	29.5	26.8	20.2	21.3	31.8	31.8	26.1	0.0	27.4	22.5	0.0	34.5
Incr Delay (d2), s/veh	53.9	1.7	1.3	0.8	19.0	18.6	35.3	0.0	3.9	0.4	0.0	57.9
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(-26165%),veh/ln	6.0	7.9	4.5	1.9	16.2	16.6	5.1	0.0	7.7	1.7	0.0	22.7
LnGrp Delay(d),s/veh	83.4	28.5	21.5	22.2	50.8	50.5	61.4	0.0	31.3	22.9	0.0	92.4
LnGrp LOS	F	C	C	C	D	D	E		C	C		F
Approach Vol, veh/h		1118			1131			488			643	
Approach Delay, s/veh		37.8			48.0			42.0			82.8	
Approach LOS		D			D			D			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.0	40.5	8.9	39.6	9.7	41.8	11.0	37.5				
Change Period (Y+Rc), s	4.0	7.5	4.0	6.5	4.0	7.5	4.0	6.5				
Max Green Setting (Gmax), s	7.0	33.0	5.0	33.0	6.0	34.0	7.0	31.0				
Max Q Clear Time (g_c+I1), s	9.0	30.0	5.4	17.0	6.0	18.0	8.8	33.0				
Green Ext Time (p_c), s	0.0	2.7	0.0	6.7	0.0	12.2	0.0	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			50.4									
HCM 2010 LOS			D									

























HCM 2010 Signalized Intersection Summary
 53: Kingsway Rd & US 92

5/8/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	210	1001	355	230	640	30	140	114	69	69	378	200
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1900	1827	1827	1900	1810	1810	1900
Adj Flow Rate, veh/h	221	1054	374	242	674	32	147	120	73	73	398	211
Adj No. of Lanes	1	2	1	1	2	0	1	1	0	1	1	0
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, %	5	5	5	5	5	5	4	4	4	5	5	5
Cap, veh/h	265	1108	496	165	1077	51	174	461	281	496	483	256
Arrive On Green	0.04	0.32	0.32	0.04	0.32	0.32	0.43	0.43	0.43	0.43	0.43	0.43
Sat Flow, veh/h	1723	3438	1538	1723	3342	159	793	1065	648	1151	1114	591
Grp Volume(v), veh/h	221	1054	374	242	346	360	147	0	193	73	0	609
Grp Sat Flow(s),veh/h/ln	1723	1719	1538	1723	1719	1782	793	0	1713	1151	0	1705
Q Serve(g_s), s	4.0	27.0	19.6	4.0	15.4	15.4	10.7	0.0	6.5	3.9	0.0	28.3
Cycle Q Clear(g_c), s	4.0	27.0	19.6	4.0	15.4	15.4	39.0	0.0	6.5	10.4	0.0	28.3
Prop In Lane	1.00		1.00	1.00		0.09	1.00		0.38	1.00		0.35
Lane Grp Cap(c), veh/h	265	1108	496	165	554	574	174	0	742	496	0	739
V/C Ratio(X)	0.83	0.95	0.75	1.47	0.63	0.63	0.84	0.00	0.26	0.15	0.00	0.82
Avail Cap(c_a), veh/h	265	1108	496	165	554	574	174	0	742	496	0	739
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	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.9	29.8	27.3	30.5	25.9	25.9	41.6	0.0	16.3	19.6	0.0	22.5
Incr Delay (d2), s/veh	9.3	8.7	3.0	240.8	5.3	5.1	30.7	0.0	0.3	0.2	0.0	7.9
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(-26165%),veh/ln	4.3	14.1	8.7	11.0	8.1	8.4	5.1	0.0	3.1	1.3	0.0	14.8
LnGrp Delay(d),s/veh	40.2	38.6	30.3	271.4	31.2	31.0	72.3	0.0	16.5	19.8	0.0	30.3
LnGrp LOS	D	D	C	F	C	C	E		B	B		C
Approach Vol, veh/h		1649			948			340			682	
Approach Delay, s/veh		36.9			92.4			40.6			29.2	
Approach LOS		D			F			D			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.0	36.5		45.5	8.0	36.5		45.5				
Change Period (Y+Rc), s	4.0	7.5		6.5	4.0	7.5		6.5				
Max Green Setting (Gmax), s	4.0	29.0		39.0	4.0	29.0		31.0				
Max Q Clear Time (g_c+I1), s	6.0	17.4		41.0	6.0	29.0		30.3				
Green Ext Time (p_c), s	0.0	9.8		0.0	0.0	0.0		0.5				
Intersection Summary												
HCM 2010 Ctrl Delay			50.3									
HCM 2010 LOS			D									

HCM 2010 Signalized Intersection Summary
50: McIntosh Rd & US 92






















5/5/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 	 						
Volume (veh/h)	300	500	60	163	430	647	100	732	135	484	455	350
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	1810	1810	1900	1810	1810	1810	1845	1845	1900	1810	1810	1900
Adj Flow Rate, veh/h	316	526	63	172	453	681	105	771	142	509	479	368
Adj No. of Lanes	1	2	0	1	2	2	1	1	0	1	1	0
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, %	5	5	5	5	5	5	3	3	3	5	5	5
Cap, veh/h	285	1024	122	328	1135	893	65	619	114	65	388	298
Arrive On Green	0.06	0.33	0.33	0.06	0.33	0.33	0.41	0.41	0.41	0.41	0.41	0.41
Sat Flow, veh/h	1723	3094	369	1723	3438	2707	642	1516	279	592	950	730
Grp Volume(v), veh/h	316	292	297	172	453	681	105	0	913	509	0	847
Grp Sat Flow(s),veh/h/ln	1723	1719	1744	1723	1719	1354	642	0	1795	592	0	1681
Q Serve(g_s), s	7.0	15.0	15.1	0.0	11.2	24.8	0.0	0.0	44.9	0.0	0.0	44.9
Cycle Q Clear(g_c), s	7.0	15.0	15.1	0.0	11.2	24.8	44.9	0.0	44.9	44.9	0.0	44.9
Prop In Lane	1.00		0.21	1.00		1.00	1.00		0.16	1.00		0.43
Lane Grp Cap(c), veh/h	285	569	577	328	1135	893	65	0	733	65	0	686
V/C Ratio(X)	1.11	0.51	0.52	0.53	0.40	0.76	1.60	0.00	1.25	7.78	0.00	1.23
Avail Cap(c_a), veh/h	285	569	577	329	1135	893	65	0	733	65	0	686
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	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	44.5	29.7	29.7	38.8	28.4	33.0	55.0	0.0	32.6	55.0	0.0	32.6
Incr Delay (d2), s/veh	86.1	3.3	3.3	1.5	1.1	6.1	331.7	0.0	121.9	3080.6	0.0	118.0
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(-26165%),veh/ln	15.4	7.6	7.8	5.1	5.5	10.0	8.0	0.0	47.0	58.0	0.0	43.2
LnGrp Delay(d),s/veh	130.6	32.9	33.0	40.4	29.5	39.1	386.7	0.0	154.5	3135.6	0.0	150.5
LnGrp LOS	F	C	C	D	C	D	F		F	F		F
Approach Vol, veh/h		905			1306			1018			1356	
Approach Delay, s/veh		67.0			35.9			178.4			1271.0	
Approach LOS		E			D			F			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.1	43.9		52.0	14.0	44.0		52.0				
Change Period (Y+Rc), s	* 7.1	* 7.6		* 7.1	* 7.1	* 7.6		* 7.1				
Max Green Setting (Gmax), s	* 7	* 36		* 31	* 7	* 36		* 45				
Max Q Clear Time (g_c+I1), s	9.0	26.8		46.9	2.0	17.1		46.9				
Green Ext Time (p_c), s	0.0	3.9		0.0	0.7	3.0		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			439.0									
HCM 2010 LOS			F									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary

50: McIntosh Rd & US 92






















5/8/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	300	800	100	125	450	322	75	471	77	475	948	300
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	1810	1810	1900	1810	1810	1810	1827	1827	1900	1827	1827	1900
Adj Flow Rate, veh/h	316	842	105	132	474	339	79	496	81	500	998	316
Adj No. of Lanes	1	2	0	1	2	2	1	1	0	1	1	0
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, %	5	5	5	5	5	5	4	4	4	4	4	4
Cap, veh/h	219	787	98	105	787	910	48	632	103	330	754	239
Arrive On Green	0.06	0.26	0.26	0.03	0.23	0.23	0.41	0.41	0.41	0.11	0.57	0.57
Sat Flow, veh/h	1723	3077	384	1723	3438	2707	408	1532	250	1740	1331	421
Grp Volume(v), veh/h	316	470	477	132	474	339	79	0	577	500	0	1314
Grp Sat Flow(s),veh/h/ln	1723	1719	1742	1723	1719	1354	408	0	1783	1740	0	1753
Q Serve(g_s), s	8.9	38.4	38.4	5.0	18.5	2.3	0.0	0.0	42.3	16.1	0.0	85.1
Cycle Q Clear(g_c), s	8.9	38.4	38.4	5.0	18.5	2.3	61.9	0.0	42.3	16.1	0.0	85.1
Prop In Lane	1.00		0.22	1.00		1.00	1.00		0.14	1.00		0.24
Lane Grp Cap(c), veh/h	219	439	445	105	787	910	48	0	735	330	0	993
V/C Ratio(X)	1.44	1.07	1.07	1.25	0.60	0.37	1.65	0.00	0.79	1.51	0.00	1.32
Avail Cap(c_a), veh/h	219	439	445	105	787	910	48	0	735	330	0	993
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	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	54.5	55.9	55.9	55.0	51.8	19.1	75.1	0.0	38.4	61.0	0.0	32.6
Incr Delay (d2), s/veh	224.0	63.0	62.7	170.6	3.4	1.2	367.4	0.0	8.3	246.0	0.0	152.6
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(-26165%),veh/ln	20.5	25.9	26.2	7.0	9.2	3.8	6.9	0.0	22.5	36.3	0.0	82.9
LnGrp Delay(d),s/veh	278.4	118.9	118.6	225.6	55.2	20.3	442.5	0.0	46.6	307.0	0.0	185.1
LnGrp LOS	F	F	F	F	E	C	F		D	F		F
Approach Vol, veh/h		1263			945			656			1814	
Approach Delay, s/veh		158.7			66.5			94.3			218.7	
Approach LOS		F			E			F			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	16.0	42.0	23.2	69.0	12.0	46.0		92.2				
Change Period (Y+Rc), s	* 7.1	* 7.6	* 7.1	* 7.1	* 7	* 7.6		* 7.1				
Max Green Setting (Gmax), s	* 8.9	* 34	* 16	* 62	* 5	* 38		* 85				
Max Q Clear Time (g_c+I1), s	10.9	20.5	18.1	63.9	7.0	40.4		87.1				
Green Ext Time (p_c), s	0.0	8.0	0.0	0.0	0.0	0.0		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay	154.3											
HCM 2010 LOS	F											
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary

9: Gallagher Rd & US 92






















5/5/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	550	600	39	44	625	495	43	139	10	125	45	123
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810	1900	1881	1900	1827	1827	1900
Adj Flow Rate, veh/h	579	632	41	46	658	521	45	146	11	132	47	129
Adj No. of Lanes	2	2	1	1	2	1	0	1	0	1	1	0
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, %	5	5	5	5	5	5	1	1	1	4	4	4
Cap, veh/h	626	1583	708	327	1039	576	101	311	22	411	154	422
Arrive On Green	0.19	0.46	0.46	0.03	0.30	0.30	0.24	0.24	0.24	0.07	0.36	0.36
Sat Flow, veh/h	3343	3438	1538	1723	3438	1538	293	1319	93	1740	432	1186
Grp Volume(v), veh/h	579	632	41	46	658	521	202	0	0	132	0	176
Grp Sat Flow(s),veh/h/ln	1672	1719	1538	1723	1719	1538	1704	0	0	1740	0	1618
Q Serve(g_s), s	23.6	16.9	2.1	2.5	22.9	42.0	6.9	0.0	0.0	7.7	0.0	10.9
Cycle Q Clear(g_c), s	23.6	16.9	2.1	2.5	22.9	42.0	13.7	0.0	0.0	7.7	0.0	10.9
Prop In Lane	1.00		1.00	1.00		1.00	0.22		0.05	1.00		0.73
Lane Grp Cap(c), veh/h	626	1583	708	327	1039	576	434	0	0	411	0	576
V/C Ratio(X)	0.92	0.40	0.06	0.14	0.63	0.90	0.47	0.00	0.00	0.32	0.00	0.31
Avail Cap(c_a), veh/h	652	1583	708	344	1039	576	434	0	0	527	0	576
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	1.00
Uniform Delay (d), s/veh	55.5	24.8	20.8	31.8	41.8	41.1	45.6	0.0	0.0	34.5	0.0	32.3
Incr Delay (d2), s/veh	18.7	0.8	0.2	0.2	2.9	20.2	3.6	0.0	0.0	0.6	0.0	1.4
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(-26165%),veh/ln	12.6	8.2	0.9	1.2	11.3	22.2	7.1	0.0	0.0	3.8	0.0	5.1
LnGrp Delay(d),s/veh	74.2	25.5	20.9	32.0	44.7	61.3	49.2	0.0	0.0	35.1	0.0	33.7
LnGrp LOS	E	C	C	C	D	E	D			D		C
Approach Vol, veh/h		1252			1225			202			308	
Approach Delay, s/veh		47.9			51.3			49.2			34.3	
Approach LOS		D			D			D			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.0	71.0		57.0	32.9	49.0	16.7	40.3				
Change Period (Y+Rc), s	6.8	* 7		7.5	6.9	* 7	* 6.7	7.5				
Max Green Setting (Gmax), s	5.5	* 64		49.5	27.1	* 42	* 19	23.5				
Max Q Clear Time (g_c+I1), s	4.5	18.9		12.9	25.6	44.0	9.7	15.7				
Green Ext Time (p_c), s	0.0	21.9		2.9	0.4	0.0	0.3	1.5				
Intersection Summary												
HCM 2010 Ctrl Delay			48.0									
HCM 2010 LOS			D									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary























9: Gallagher Rd & US 92

5/8/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	200	1025	100	51	643	95	61	40	63	85	71	134
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810	1900	1827	1900	1810	1810	1900
Adj Flow Rate, veh/h	211	1079	105	54	677	100	64	42	66	89	75	141
Adj No. of Lanes	2	2	1	1	2	1	0	1	0	1	1	0
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, %	5	5	5	5	5	5	4	4	4	5	5	5
Cap, veh/h	339	1399	626	135	1175	620	109	74	85	331	197	371
Arrive On Green	0.10	0.41	0.41	0.04	0.34	0.34	0.22	0.22	0.22	0.06	0.35	0.35
Sat Flow, veh/h	3343	3438	1538	1723	3438	1538	284	343	390	1723	563	1059
Grp Volume(v), veh/h	211	1079	105	54	677	100	172	0	0	89	0	216
Grp Sat Flow(s),veh/h/ln	1672	1719	1538	1723	1719	1538	1017	0	0	1723	0	1623
Q Serve(g_s), s	6.3	28.2	4.5	2.4	16.8	0.0	8.1	0.0	0.0	0.0	0.0	10.4
Cycle Q Clear(g_c), s	6.3	28.2	4.5	2.4	16.8	0.0	18.5	0.0	0.0	0.0	0.0	10.4
Prop In Lane	1.00		1.00	1.00		1.00	0.37		0.38	1.00		0.65
Lane Grp Cap(c), veh/h	339	1399	626	135	1175	620	268	0	0	331	0	568
V/C Ratio(X)	0.62	0.77	0.17	0.40	0.58	0.16	0.64	0.00	0.00	0.27	0.00	0.38
Avail Cap(c_a), veh/h	380	1399	626	156	1175	620	268	0	0	343	0	568
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	1.00
Uniform Delay (d), s/veh	44.8	26.6	19.6	30.0	28.0	19.8	40.0	0.0	0.0	32.4	0.0	25.3
Incr Delay (d2), s/veh	2.6	4.2	0.6	1.9	2.1	0.6	11.3	0.0	0.0	0.6	0.0	1.9
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(-26165%),veh/ln	3.0	14.1	2.0	1.2	8.2	1.9	5.6	0.0	0.0	2.2	0.0	4.9
LnGrp Delay(d),s/veh	47.4	30.8	20.2	32.0	30.1	20.4	51.2	0.0	0.0	33.1	0.0	27.2
LnGrp LOS	D	C	C	C	C	C	D			C		C
Approach Vol, veh/h		1395			831			172			305	
Approach Delay, s/veh		32.5			29.0			51.2			28.9	
Approach LOS		C			C			D			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.7	49.3		43.8	17.5	42.5	13.8	30.0				
Change Period (Y+Rc), s	6.8	* 7		7.5	* 7	* 7	7.5	* 7.5				
Max Green Setting (Gmax), s	5.2	* 42		36.3	* 12	* 36	7.1	* 23				
Max Q Clear Time (g_c+I1), s	4.4	30.2		12.4	8.3	18.8	2.0	20.5				
Green Ext Time (p_c), s	0.0	7.6		2.3	2.3	5.6	0.8	0.2				
Intersection Summary												
HCM 2010 Ctrl Delay			32.2									
HCM 2010 LOS			C									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary
 45: Forbes Rd/Branch Forbes Rd & US 92























5/5/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	180	514	95	40	715	590	79	449	25	198	392	370
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	1810	1810	1900	1810	1810	1810	1845	1845	1900	1792	1792	1792
Adj Flow Rate, veh/h	189	541	100	42	753	621	83	473	26	208	413	389
Adj No. of Lanes	1	2	0	1	2	1	1	1	0	1	1	1
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, %	5	5	5	5	5	5	3	3	3	6	6	6
Cap, veh/h	214	1019	188	284	1155	653	249	503	28	253	601	578
Arrive On Green	0.04	0.35	0.35	0.03	0.34	0.34	0.04	0.29	0.29	0.09	0.34	0.34
Sat Flow, veh/h	1723	2900	534	1723	3438	1538	1757	1733	95	1707	1792	1524
Grp Volume(v), veh/h	189	320	321	42	753	621	83	0	499	208	413	389
Grp Sat Flow(s),veh/h/ln	1723	1719	1715	1723	1719	1538	1757	0	1828	1707	1792	1524
Q Serve(g_s), s	4.0	13.3	13.4	1.4	16.8	30.2	3.0	0.0	24.0	7.5	17.9	19.1
Cycle Q Clear(g_c), s	4.0	13.3	13.4	1.4	16.8	30.2	3.0	0.0	24.0	7.5	17.9	19.1
Prop In Lane	1.00		0.31	1.00		1.00	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	214	604	603	284	1155	653	249	0	531	253	601	578
V/C Ratio(X)	0.88	0.53	0.53	0.15	0.65	0.95	0.33	0.00	0.94	0.82	0.69	0.67
Avail Cap(c_a), veh/h	214	604	603	311	1155	653	249	0	533	253	602	579
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	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.9	23.2	23.3	19.5	25.4	25.0	22.1	0.0	31.1	22.6	25.8	23.2
Incr Delay (d2), s/veh	32.3	1.0	1.0	0.2	2.9	24.9	0.8	0.0	24.8	19.3	3.3	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(-26165%),veh/ln	4.7	6.5	6.5	0.7	8.4	19.3	1.5	0.0	15.7	4.8	9.4	8.5
LnGrp Delay(d),s/veh	62.2	24.3	24.3	19.7	28.3	49.9	22.9	0.0	56.0	41.9	29.1	26.3
LnGrp LOS	E	C	C	B	C	D	C		E	D	C	C
Approach Vol, veh/h		830			1416			582			1010	
Approach Delay, s/veh		32.9			37.5			51.2			30.7	
Approach LOS		C			D			D			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.0	37.0	12.0	32.9	6.6	38.4	8.0	36.9				
Change Period (Y+Rc), s	4.0	6.8	4.0	6.8	4.0	6.8	4.0	6.8				
Max Green Setting (Gmax), s	4.0	30.2	8.0	26.2	4.0	30.2	4.0	30.2				
Max Q Clear Time (g_c+I1), s	6.0	32.2	9.5	26.0	3.4	15.4	5.0	21.1				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.2	0.0	10.3	0.0	4.6				
Intersection Summary												
HCM 2010 Ctrl Delay			36.8									
HCM 2010 LOS			D									

HCM 2010 Signalized Intersection Summary

45: Forbes Rd/Branch Forbes Rd & US 92







5/8/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	196	877	91	58	500	305	32	276	40	498	590	225
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	1810	1810	1900	1810	1810	1810	1845	1845	1900	1827	1827	1827
Adj Flow Rate, veh/h	206	923	96	61	526	321	34	291	42	524	621	237
Adj No. of Lanes	1	2	0	1	2	1	1	1	0	1	1	1
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, %	5	5	5	5	5	5	3	3	3	4	4	4
Cap, veh/h	293	1011	105	156	990	797	174	309	45	487	734	732
Arrive On Green	0.07	0.32	0.32	0.04	0.29	0.29	0.02	0.20	0.20	0.23	0.40	0.40
Sat Flow, veh/h	1723	3144	327	1723	3438	1538	1757	1577	228	1740	1827	1553
Grp Volume(v), veh/h	206	505	514	61	526	321	34	0	333	524	621	237
Grp Sat Flow(s),veh/h/ln	1723	1719	1752	1723	1719	1538	1757	0	1804	1740	1827	1553
Q Serve(g_s), s	7.0	28.2	28.2	2.5	12.9	12.7	1.5	0.0	18.2	23.0	30.8	9.5
Cycle Q Clear(g_c), s	7.0	28.2	28.2	2.5	12.9	12.7	1.5	0.0	18.2	23.0	30.8	9.5
Prop In Lane	1.00		0.19	1.00		1.00	1.00		0.13	1.00		1.00
Lane Grp Cap(c), veh/h	293	553	563	156	990	797	174	0	354	487	734	732
V/C Ratio(X)	0.70	0.91	0.91	0.39	0.53	0.40	0.20	0.00	0.94	1.08	0.85	0.32
Avail Cap(c_a), veh/h	293	553	563	162	990	797	202	0	354	487	734	732
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	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.5	32.6	32.6	27.1	29.9	14.7	31.5	0.0	39.6	26.6	27.1	16.5
Incr Delay (d2), s/veh	7.4	22.0	21.7	1.6	2.0	1.5	0.5	0.0	35.1	63.1	11.6	1.2
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(-26165%),veh/ln	4.5	16.7	17.0	1.2	6.3	5.7	0.8	0.0	12.5	21.9	17.9	4.3
LnGrp Delay(d),s/veh	33.9	54.5	54.3	28.7	32.0	16.2	32.1	0.0	74.7	89.7	38.7	17.6
LnGrp LOS	C	D	D	C	C	B	C		E	F	D	B
Approach Vol, veh/h		1225			908			367			1382	
Approach Delay, s/veh		51.0			26.2			70.8			54.4	
Approach LOS		D			C			E			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.0	35.6	27.0	26.4	7.7	38.9	6.4	47.0				
Change Period (Y+Rc), s	4.0	6.8	4.0	6.8	4.0	6.8	4.0	6.8				
Max Green Setting (Gmax), s	7.0	28.8	23.0	19.6	4.0	31.8	4.0	38.6				
Max Q Clear Time (g_c+I1), s	9.0	14.9	25.0	20.2	4.5	30.2	3.5	32.8				
Green Ext Time (p_c), s	0.0	9.5	0.0	0.0	0.0	1.4	0.0	3.2				
Intersection Summary												
HCM 2010 Ctrl Delay			48.3									
HCM 2010 LOS			D									

HCM 2010 Signalized Intersection Summary







43: Turkey Creek Rd & US 92

5/5/2017

								
Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	↑↑	↑	↑	↑↑	↑	↑		
Volume (veh/h)	483	332	231	740	605	174		
Number	6	16	5	2	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1759	1759		
Adj Flow Rate, veh/h	508	349	243	779	637	183		
Adj No. of Lanes	2	1	1	2	1	1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	5	5	5	5	8	8		
Cap, veh/h	1444	1259	289	1444	667	596		
Arrive On Green	0.42	0.42	0.42	0.42	0.40	0.40		
Sat Flow, veh/h	3529	1538	623	3529	1675	1495		
Grp Volume(v), veh/h	508	349	243	779	637	183		
Grp Sat Flow(s),veh/h/ln	1719	1538	623	1719	1675	1495		
Q Serve(g_s), s	8.0	4.3	25.5	13.6	29.4	6.7		
Cycle Q Clear(g_c), s	8.0	4.3	33.5	13.6	29.4	6.7		
Prop In Lane		1.00	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	1444	1259	289	1444	667	596		
V/C Ratio(X)	0.35	0.28	0.84	0.54	0.95	0.31		
Avail Cap(c_a), veh/h	1444	1259	289	1444	672	600		
HCM Platoon Ratio	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		
Uniform Delay (d), s/veh	15.8	1.7	29.5	17.4	23.3	16.5		
Incr Delay (d2), s/veh	0.1	0.1	24.4	1.5	24.4	0.6		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(-26165%),veh/ln	3.8	5.8	7.2	6.7	18.0	2.8		
LnGrp Delay(d),s/veh	15.9	1.8	53.8	18.8	47.7	17.1		
LnGrp LOS	B	A	D	B	D	B		
Approach Vol, veh/h	857			1022	820			
Approach Delay, s/veh	10.2			27.1	40.8			
Approach LOS	B			C	D			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		41.0		38.8		41.0		
Change Period (Y+Rc), s		7.5		* 7		7.5		
Max Green Setting (Gmax), s		33.5		* 32		33.5		
Max Q Clear Time (g_c+I1), s		35.5		31.4		10.0		
Green Ext Time (p_c), s		0.0		0.3		12.7		
Intersection Summary								
HCM 2010 Ctrl Delay			25.9					
HCM 2010 LOS			C					
Notes								
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.								

HCM 2010 Signalized Intersection Summary
 43: Turkey Creek Rd & US 92

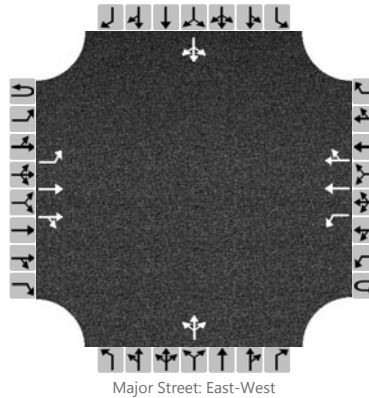
5/8/2017

								
Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	↑↑	↑	↑	↑↑	↑	↑		
Volume (veh/h)	900	650	207	451	372	180		
Number	6	16	5	2	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1845	1845		
Adj Flow Rate, veh/h	947	684	218	475	392	189		
Adj No. of Lanes	2	1	1	2	1	1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	5	5	5	5	3	3		
Cap, veh/h	2050	1290	212	2050	426	380		
Arrive On Green	0.60	0.60	0.60	0.60	0.24	0.24		
Sat Flow, veh/h	3529	1538	298	3529	1757	1568		
Grp Volume(v), veh/h	947	684	218	475	392	189		
Grp Sat Flow(s),veh/h/ln	1719	1538	298	1719	1757	1568		
Q Serve(g_s), s	13.8	11.6	39.7	5.8	19.5	9.3		
Cycle Q Clear(g_c), s	13.8	11.6	53.5	5.8	19.5	9.3		
Prop In Lane		1.00	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	2050	1290	212	2050	426	380		
V/C Ratio(X)	0.46	0.53	1.03	0.23	0.92	0.50		
Avail Cap(c_a), veh/h	2050	1290	212	2050	431	384		
HCM Platoon Ratio	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		
Uniform Delay (d), s/veh	10.1	2.1	32.5	8.5	33.2	29.3		
Incr Delay (d2), s/veh	0.2	0.4	68.9	0.3	25.8	2.2		
Initial Q Delay(d3),s/veh	0.0	0.0	0.2	0.0	0.0	0.0		
%ile BackOfQ(-26165%),veh/ln	6.5	12.3	9.3	2.8	12.5	4.3		
LnGrp Delay(d),s/veh	10.3	2.5	101.6	8.8	59.0	31.4		
LnGrp LOS	B	A	F	A	E	C		
Approach Vol, veh/h	1631			693	581			
Approach Delay, s/veh	7.0			37.9	50.0			
Approach LOS	A			D	D			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		61.0		28.7		61.0		
Change Period (Y+Rc), s		7.5		* 7		7.5		
Max Green Setting (Gmax), s		53.5		* 22		53.5		
Max Q Clear Time (g_c+I1), s		55.5		21.5		15.8		
Green Ext Time (p_c), s		0.0		0.2		24.6		
Intersection Summary								
HCM 2010 Ctrl Delay			23.0					
HCM 2010 LOS			C					
Notes								
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.								

HCS 2010 Two-Way Stop Control Summary Report

General Information				Site Information			
Analyst	AH			Intersection	US 92 @ Whitehurst Rd/Walter Dr		
Agency/Co.				Jurisdiction	FDOT D7		
Date Performed	6/19/2015			East/West Street	US 92		
Analysis Year	2040 Build			North/South Street	Whitehurst Rd/Walter Dr		
Time Analyzed	AM Peak			Peak Hour Factor	0.95		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	US 92 PD&E Reevaluation						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)		20	613	24		63	913	58		32	19	72		50	32	26
Percent Heavy Vehicles		5				5				0	0	0		2	2	2
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

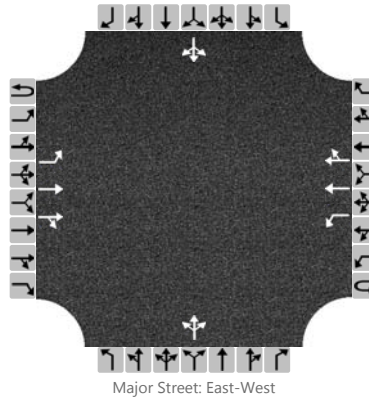
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		21				66					130					114	
Capacity		657				896					134					74	
v/c Ratio		0.03				0.07					0.97					1.53	
95% Queue Length		0.1				0.2					6.7					9.5	
Control Delay (s/veh)		10.7				9.3					133.8					392.0	
Level of Service (LOS)		B				A					F					F	
Approach Delay (s/veh)		0.3				0.6				133.8				392.0			
Approach LOS		A				A				F				F			

HCS 2010 Two-Way Stop Control Summary Report

General Information				Site Information			
Analyst	AH			Intersection	US 92 @ Whitehurst Rd/Walter Dr		
Agency/Co.				Jurisdiction	FDOT D7		
Date Performed	6/19/2015			East/West Street	US 92		
Analysis Year	2040 Build			North/South Street	Whitehurst Rd/Walter Dr		
Time Analyzed	PM Peak			Peak Hour Factor	0.95		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	US 92 PD&E Reevaluation						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)		41	1000	79		61	566	63		44	12	40		42	21	48
Percent Heavy Vehicles		5				5				0	0	0		0	0	0
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		43				64					101					117	
Capacity		903				594					67					105	
v/c Ratio		0.05				0.11					1.50					1.12	
95% Queue Length		0.1				0.4					8.6					7.4	
Control Delay (s/veh)		9.2				11.8					393.9					200.6	
Level of Service (LOS)		A				B					F					F	
Approach Delay (s/veh)		0.3				1.0				393.9				200.6			
Approach LOS		A				A				F				F			

Lanes, Volumes, Timings

41: Lemon St/SR 566/Thonotosassa Rd & US 92

5/9/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	153	534	82	78	799	1000	75	130	29	900	150	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	12	12	12	12	12	12	12	12
Storage Length (ft)	190		0	230		0	50		0	0		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1719	3257	0	1719	3438	1538	1656	1694	0	1665	1668	0
Flt Permitted	0.158			0.265			0.950			0.950	0.971	
Satd. Flow (perm)	286	3257	0	480	3438	1538	1656	1694	0	1665	1668	0
Right Turn on Red			No			Yes			No			No
Satd. Flow (RTOR)						809						
Link Speed (mph)		45			45			35				45
Link Distance (ft)		635			641			610				781
Travel Time (s)		9.6			9.7			11.9				11.8
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
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	9%	9%	9%	3%	3%	3%
Shared Lane Traffic (%)										37%		
Lane Group Flow (vph)	161	648	0	82	841	1053	79	168	0	597	587	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Split	NA		Split	NA	
Protected Phases	1	6		5	2		4	4		8	8	
Permitted Phases	6			2		2						
Detector Phase	1	6		5	2	2	4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0	15.0	7.0	7.0		7.0	7.0	
Minimum Split (s)	11.3	29.3		11.3	22.3	22.3	14.3	14.3		33.3	33.3	
Total Split (s)	12.6	48.1		12.9	48.4	48.4	19.0	19.0		50.0	50.0	
Total Split (%)	9.7%	37.0%		9.9%	37.2%	37.2%	14.6%	14.6%		38.5%	38.5%	
Maximum Green (s)	6.3	41.8		6.6	42.1	42.1	12.7	12.7		43.7	43.7	
Yellow Time (s)	4.3	4.3		4.3	4.3	4.3	4.3	4.3		4.3	4.3	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.3	6.3		6.3	6.3	6.3	6.3	6.3		6.3	6.3	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	3.0	4.0		3.0	4.0	4.0	3.0	3.0		4.0	4.0	
Recall Mode	None	None		None	Max	Max	None	None		None	None	
Walk Time (s)		7.0		0.0	0.0	0.0	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		16.0		0.0	0.0	0.0	1.0	1.0		20.0	20.0	
Pedestrian Calls (#/hr)		0		0	0	0	0	0		0	0	
Act Effct Green (s)	48.1	41.8		48.7	42.1	42.1	12.7	12.7		43.7	43.7	
Actuated g/C Ratio	0.37	0.32		0.37	0.32	0.32	0.10	0.10		0.34	0.34	
v/c Ratio	0.92	0.62		0.34	0.76	1.01	0.49	1.02		1.07	1.05	
Control Delay	80.7	40.4		27.2	44.5	40.6	66.7	132.2		98.9	93.2	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	80.7	40.4		27.2	44.5	40.6	66.7	132.2		98.9	93.2	
LOS	F	D		C	D	D	E	F		F	F	
Approach Delay		48.5			41.7			111.2			96.1	
Approach LOS		D			D			F			F	

Lanes, Volumes, Timings

41: Lemon St/SR 566/Thonotosassa Rd & US 92

5/9/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	86	243		41	333	~357	64	~147		~584	~565	
Queue Length 95th (ft)	#203	308		76	412	#698	118	#296		#826	#804	
Internal Link Dist (ft)		555			561			530			701	
Turn Bay Length (ft)	190			230			50					
Base Capacity (vph)	175	1048		242	1113	1045	161	165		559	560	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.92	0.62		0.34	0.76	1.01	0.49	1.02		1.07	1.05	

Intersection Summary

Area Type:	Other
Cycle Length:	130
Actuated Cycle Length:	130
Natural Cycle:	140
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	1.07
Intersection Signal Delay:	62.3
Intersection LOS:	E
Intersection Capacity Utilization:	94.7%
ICU Level of Service:	F
Analysis Period (min):	15
~ 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.	

Splits and Phases: 41: Lemon St/SR 566/Thonotosassa Rd & US 92

12.6 s	48.4 s	19 s	50 s
12.9 s	48.1 s		

Lanes, Volumes, Timings

41: Lemon St/SR 566/Thonotosassa Rd & US 92

5/9/2017



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	246	846	43	50	523	700	25	200	26	789	133	77
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	11	12	12	12	12	12	12	12	12	12	12
Storage Length (ft)	190		0	230		0	50		0	0		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	1719	3300	0	1719	3438	1538	1770	1831	0	1698	1697	0
Flt Permitted	0.227			0.167			0.950			0.950	0.972	
Satd. Flow (perm)	411	3300	0	302	3438	1538	1770	1831	0	1698	1697	0
Right Turn on Red			No			Yes			No			No
Satd. Flow (RTOR)						128						
Link Speed (mph)		45			45			35				45
Link Distance (ft)		635			641			610				781
Travel Time (s)		9.6			9.7			11.9				11.8
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
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	2%	2%	2%	1%	1%	1%
Shared Lane Traffic (%)										37%		
Lane Group Flow (vph)	259	936	0	53	551	737	26	238	0	524	528	0
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	Split	NA		Split	NA	
Protected Phases	1	6		5	2	8	4	4		8	8	
Permitted Phases	6			2		2						
Detector Phase	1	6		5	2	8	4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0	7.0	7.0	7.0		7.0	7.0	
Minimum Split (s)	11.3	29.3		11.3	22.3	33.3	14.3	14.3		33.3	33.3	
Total Split (s)	16.6	34.3		11.3	29.0	35.4	19.0	19.0		35.4	35.4	
Total Split (%)	16.6%	34.3%		11.3%	29.0%	35.4%	19.0%	19.0%		35.4%	35.4%	
Maximum Green (s)	10.3	28.0		5.0	22.7	29.1	12.7	12.7		29.1	29.1	
Yellow Time (s)	4.3	4.3		4.3	4.3	4.3	4.3	4.3		4.3	4.3	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.3	6.3		6.3	6.3	6.3	6.3	6.3		6.3	6.3	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	4.0		3.0	4.0	4.0	3.0	3.0		4.0	4.0	
Recall Mode	None	Max		None	Max	None	None	None		None	None	
Walk Time (s)		7.0			0.0	7.0	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		16.0			0.0	20.0	1.0	1.0		20.0	20.0	
Pedestrian Calls (#/hr)		0			0	0	0	0		0	0	
Act Effct Green (s)	38.5	30.3		27.7	22.7	51.8	12.7	12.7		29.1	29.1	
Actuated g/C Ratio	0.38	0.30		0.28	0.23	0.52	0.13	0.13		0.29	0.29	
v/c Ratio	0.88	0.94		0.34	0.71	0.86	0.12	1.03		1.06	1.07	
Control Delay	55.5	52.7		26.3	41.3	21.0	40.2	110.5		93.3	96.4	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	55.5	52.7		26.3	41.3	21.0	40.2	110.5		93.3	96.4	
LOS	E	D		C	D	C	D	F		F	F	
Approach Delay		53.3			29.5			103.6			94.8	
Approach LOS		D			C			F			F	

Lanes, Volumes, Timings

41: Lemon St/SR 566/Thonotosassa Rd & US 92

5/9/2017

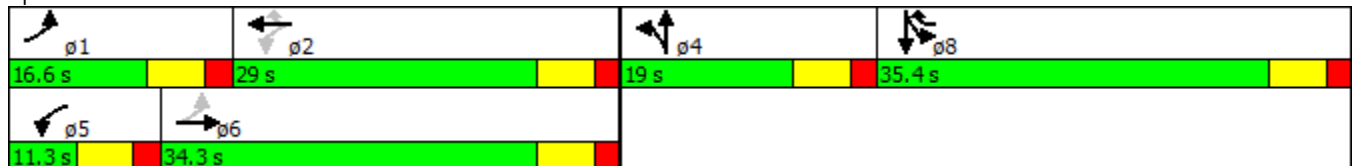


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 50th (ft)	116	~321		21	171	147	15	~162		~388	~394	
Queue Length 95th (ft)	#226	#457		46	231	#351	40	#313		#601	#608	
Internal Link Dist (ft)		555			561			530			701	
Turn Bay Length (ft)	190			230			50					
Base Capacity (vph)	293	998		154	780	858	224	232		494	493	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.88	0.94		0.34	0.71	0.86	0.12	1.03		1.06	1.07	

Intersection Summary




















Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Natural Cycle: 120
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 1.07
 Intersection Signal Delay: 59.8
 Intersection LOS: E
 Intersection Capacity Utilization 89.7%
 ICU Level of Service E
 Analysis Period (min) 15
 ~ 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.

Splits and Phases: 41: Lemon St/SR 566/Thonotosassa Rd & US 92






















HCM 2010 Signalized Intersection Summary
 36: Maryland Ave & US 92

5/5/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	115	912	110	179	1150	101	103	79	62	17	46	71
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1900	1900	1827	1900	1900	1845	1900
Adj Flow Rate, veh/h	121	960	116	188	1211	106	108	83	65	18	48	75
Adj No. of Lanes	1	2	1	1	2	0	0	1	0	0	1	0
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, %	5	5	5	5	5	5	4	4	4	3	3	3
Cap, veh/h	178	1913	856	258	1781	156	244	184	130	82	212	295
Arrive On Green	0.56	0.56	0.56	0.56	0.56	0.56	0.34	0.34	0.34	0.34	0.34	0.34
Sat Flow, veh/h	403	3438	1538	507	3200	280	587	543	384	138	626	869
Grp Volume(v), veh/h	121	960	116	188	650	667	256	0	0	141	0	0
Grp Sat Flow(s),veh/h/ln	403	1719	1538	507	1719	1760	1514	0	0	1634	0	0
Q Serve(g_s), s	32.9	19.8	4.2	41.7	31.0	31.1	7.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	64.0	19.8	4.2	61.4	31.0	31.1	14.6	0.0	0.0	6.9	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.16	0.42		0.25	0.13		0.53
Lane Grp Cap(c), veh/h	178	1913	856	258	957	980	558	0	0	589	0	0
V/C Ratio(X)	0.68	0.50	0.14	0.73	0.68	0.68	0.46	0.00	0.00	0.24	0.00	0.00
Avail Cap(c_a), veh/h	178	1913	856	258	957	980	558	0	0	589	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	41.9	15.7	12.2	34.6	18.2	18.2	29.7	0.0	0.0	27.4	0.0	0.0
Incr Delay (d2), s/veh	19.0	0.9	0.3	16.6	3.9	3.8	2.7	0.0	0.0	1.0	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(-26165%),veh/ln	4.8	9.6	1.9	7.0	15.6	16.1	6.8	0.0	0.0	3.4	0.0	0.0
LnGrp Delay(d),s/veh	60.9	16.6	12.6	51.1	22.1	22.0	32.4	0.0	0.0	28.4	0.0	0.0
LnGrp LOS	E	B	B	D	C	C	C			C		
Approach Vol, veh/h		1197			1505			256			141	
Approach Delay, s/veh		20.7			25.7			32.4			28.4	
Approach LOS		C			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		70.0		45.0		70.0		45.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		64.0		39.0		64.0		39.0				
Max Q Clear Time (g_c+I1), s		63.4		16.6		66.0		8.9				
Green Ext Time (p_c), s		0.6		3.5		0.0		3.8				
Intersection Summary												
HCM 2010 Ctrl Delay			24.4									
HCM 2010 LOS			C									

























HCM 2010 Signalized Intersection Summary
 36: Maryland Ave & US 92

5/8/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	241	1479	141	127	904	112	59	85	63	36	37	39
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1900	1900	1881	1900	1900	1881	1900
Adj Flow Rate, veh/h	254	1557	148	134	952	118	62	89	66	38	39	41
Adj No. of Lanes	1	2	1	1	2	0	0	1	0	0	1	0
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, %	5	5	5	5	5	5	1	1	1	1	1	1
Cap, veh/h	375	2487	1113	206	2228	276	108	126	83	104	105	87
Arrive On Green	0.72	0.72	0.72	0.72	0.72	0.72	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	510	3438	1538	278	3080	382	396	779	514	361	646	537
Grp Volume(v), veh/h	254	1557	148	134	531	539	217	0	0	118	0	0
Grp Sat Flow(s),veh/h/ln	510	1719	1538	278	1719	1742	1689	0	0	1544	0	0
Q Serve(g_s), s	41.7	24.0	3.1	49.5	13.0	13.0	5.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	54.7	24.0	3.1	73.5	13.0	13.0	12.7	0.0	0.0	6.8	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.22	0.29		0.30	0.32		0.35
Lane Grp Cap(c), veh/h	375	2487	1113	206	1244	1260	318	0	0	296	0	0
V/C Ratio(X)	0.68	0.63	0.13	0.65	0.43	0.43	0.68	0.00	0.00	0.40	0.00	0.00
Avail Cap(c_a), veh/h	375	2487	1113	206	1244	1260	501	0	0	470	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	16.7	7.3	4.4	25.9	5.8	5.8	42.0	0.0	0.0	39.6	0.0	0.0
Incr Delay (d2), s/veh	9.5	1.2	0.2	14.9	1.1	1.1	3.6	0.0	0.0	1.2	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(-26165%),veh/ln	6.8	11.7	1.4	4.6	6.4	6.5	6.3	0.0	0.0	3.2	0.0	0.0
LnGrp Delay(d),s/veh	26.3	8.5	4.7	40.8	6.9	6.9	45.6	0.0	0.0	40.8	0.0	0.0
LnGrp LOS	C	A	A	D	A	A	D			D		
Approach Vol, veh/h		1959			1204			217			118	
Approach Delay, s/veh		10.5			10.7			45.6			40.8	
Approach LOS		B			B			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		82.0		23.0		82.0		23.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		64.0		29.0		64.0		29.0				
Max Q Clear Time (g_c+I1), s		75.5		14.7		56.7		8.8				
Green Ext Time (p_c), s		0.0		2.3		7.2		2.7				
Intersection Summary												
HCM 2010 Ctrl Delay			13.8									
HCM 2010 LOS			B									

HCM 2010 Signalized Intersection Summary
27: Park Rd & US 92

5/5/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	300	548	190	614	762	175	250	1285	301	150	1537	340
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810	1792	1792	1900	1743	1743	1743
Adj Flow Rate, veh/h	316	577	200	646	802	184	263	1353	317	158	1618	358
Adj No. of Lanes	2	3	1	3	2	1	1	2	0	1	2	1
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, %	5	5	5	5	5	5	6	6	6	9	9	9
Cap, veh/h	3105	5237	1756	647	849	452	202	1158	266	141	1221	1922
Arrive On Green	0.93	1.00	1.00	0.13	0.25	0.25	0.08	0.42	0.42	0.05	0.37	0.37
Sat Flow, veh/h	3343	4940	1538	4860	3438	1538	1707	2752	632	1660	3312	1482
Grp Volume(v), veh/h	316	577	200	646	802	184	263	827	843	158	1618	358
Grp Sat Flow(s),veh/h/ln	1672	1647	1538	1620	1719	1538	1707	1703	1681	1660	1656	1482
Q Serve(g_s), s	0.9	0.0	0.0	15.3	26.3	17.8	9.4	48.4	48.4	5.4	42.4	0.0
Cycle Q Clear(g_c), s	0.9	0.0	0.0	15.3	26.3	17.8	9.4	48.4	48.4	5.4	42.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.38	1.00		1.00
Lane Grp Cap(c), veh/h	3105	5237	1756	647	849	452	202	717	707	141	1221	1922
V/C Ratio(X)	0.10	0.11	0.11	1.00	0.94	0.41	1.30	1.15	1.19	1.12	1.33	0.19
Avail Cap(c_a), veh/h	3105	5237	1756	647	849	452	202	717	707	141	1221	1922
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	0.3	0.0	0.0	49.8	42.5	121.4	51.3	33.3	33.3	37.5	36.3	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.1	35.2	20.0	2.7	166.7	84.6	100.0	113.1	152.0	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(-26165%),veh/ln	0.4	0.0	0.1	8.9	14.8	7.9	15.8	39.5	42.0	7.5	45.1	0.1
LnGrp Delay(d),s/veh	0.3	0.0	0.1	85.0	62.6	124.1	218.1	117.9	133.3	150.6	188.3	0.2
LnGrp LOS	A	A	A	F	E	F	F	F	F	F	F	A
Approach Vol, veh/h		1093			1632			1933			2134	
Approach Delay, s/veh		0.1			78.4			138.2			154.0	
Approach LOS		A			E			F			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	116.4	36.0	11.0	56.0	20.9	131.5	17.0	50.0				
Change Period (Y+Rc), s	7.6	* 7.6	5.6	7.6	5.6	7.6	7.6	* 7.6				
Max Green Setting (Gmax), s	8.4	* 28	5.4	46.4	15.3	21.5	9.4	* 42				
Max Q Clear Time (g_c+I1), s	2.9	28.3	7.4	50.4	17.3	2.0	11.4	44.4				
Green Ext Time (p_c), s	3.1	0.0	0.0	0.0	0.0	7.0	0.0	0.0				

Intersection Summary

HCM 2010 Ctrl Delay	106.6
HCM 2010 LOS	F

























Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

HCM 2010 Signalized Intersection Summary

27: Park Rd & US 92

5/8/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	535	906	243	325	450	125	131	1036	423	188	1364	600
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810	1792	1792	1900	1776	1776	1776
Adj Flow Rate, veh/h	563	954	256	342	474	132	138	1091	445	198	1436	632
Adj No. of Lanes	2	3	1	3	2	1	1	2	0	1	2	1
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, %	5	5	5	5	5	5	6	6	6	7	7	7
Cap, veh/h	2195	4147	1364	426	864	480	150	779	311	172	1150	1506
Arrive On Green	0.66	0.84	0.84	0.09	0.25	0.25	0.05	0.33	0.33	0.06	0.34	0.34
Sat Flow, veh/h	3343	4940	1538	4860	3438	1538	1707	2379	949	1691	3374	1509
Grp Volume(v), veh/h	563	954	256	342	474	132	138	774	762	198	1436	632
Grp Sat Flow(s),veh/h/ln	1672	1647	1538	1620	1719	1538	1707	1703	1625	1691	1687	1509
Q Serve(g_s), s	7.3	4.0	2.4	7.3	12.6	4.7	5.0	34.4	34.4	6.4	35.8	7.6
Cycle Q Clear(g_c), s	7.3	4.0	2.4	7.3	12.6	4.7	5.0	34.4	34.4	6.4	35.8	7.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.58	1.00		1.00
Lane Grp Cap(c), veh/h	2195	4147	1364	426	864	480	150	558	532	172	1150	1506
V/C Ratio(X)	0.26	0.23	0.19	0.80	0.55	0.27	0.92	1.39	1.43	1.15	1.25	0.42
Avail Cap(c_a), veh/h	2195	4147	1364	426	864	480	150	558	532	172	1150	1506
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	7.4	1.7	0.8	47.0	34.1	43.4	30.8	35.3	35.3	29.9	34.6	10.4
Incr Delay (d2), s/veh	0.1	0.1	0.3	10.6	2.5	1.4	50.6	185.0	204.9	116.0	119.1	0.9
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(-26165%),veh/ln	3.4	1.8	1.1	3.6	6.3	2.2	3.7	44.8	45.7	8.8	35.6	10.4
LnGrp Delay(d),s/veh	7.5	1.8	1.1	57.7	36.6	44.8	81.3	220.3	240.2	145.9	153.7	11.3
LnGrp LOS	A	A	A	E	D	D	F	F	F	F	F	B
Approach Vol, veh/h		1773			948			1674			2266	
Approach Delay, s/veh		3.5			45.3			217.9			113.3	
Approach LOS		A			D			F			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	77.0	34.0	12.0	42.0	14.8	96.2	10.6	43.4				
Change Period (Y+Rc), s	7.6	* 7.6	5.6	7.6	5.6	7.6	5.6	7.6				
Max Green Setting (Gmax), s	11.4	* 26	6.4	34.4	9.2	28.6	5.0	35.8				
Max Q Clear Time (g_c+I1), s	9.3	14.6	8.4	36.4	9.3	6.0	7.0	37.8				
Green Ext Time (p_c), s	0.6	2.6	0.0	0.0	0.0	10.0	0.0	0.0				

Intersection Summary

HCM 2010 Ctrl Delay	100.7
HCM 2010 LOS	F

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

Arterial Level of Service: EB US 92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Falkenburg Rd	I	45	51.2	37.6	88.8	0.64	25.9	D
Williams Rd	I	45	82.4	35.5	117.9	1.03	31.4	C
CR 579/Mango Rd	I	45	80.8	33.4	114.2	1.01	31.8	C
Peach Ave	I	45	33.3	1.4	34.7	0.34	35.6	B
Pine St	I	45	17.6	10.5	28.1	0.17	21.7	D
Parsons Ave	I	45	44.1	28.9	73.0	0.50	24.7	D
Kingsway Rd	I	45	43.6	28.6	72.2	0.50	24.7	D
McIntosh Rd	I	49	153.8	31.9	185.7	2.08	40.3	B
Gallagher Rd	I	50	39.5	25.4	64.9	0.51	28.1	C
Forbes Rd	I	50	232.8	24.4	257.2	3.23	45.3	A
Turkey Creek Rd	I	50	56.5	16.7	73.2	0.78	38.6	B
Lemon St	I	50	151.6	40.4	192.0	2.09	39.2	B
Total	I		987.2	314.7	1301.9	12.88	35.6	B

Arterial Level of Service: WB US 92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 566/Thonotosassa	I	35	230.1	44.5	274.6	2.26	29.7	C
Turkey Creek Rd	I	50	151.6	19.2	170.8	2.09	44.1	A
Branch Forbes Rd	I	50	56.5	28.5	85.0	0.78	33.2	C
Gallagher Rd	I	50	232.8	45.5	278.3	3.23	41.8	B
McIntosh Rd	I	50	39.5	29.7	69.2	0.51	26.4	D
Kingsway Rd	I	49	153.8	50.8	204.6	2.08	36.6	B
Parsons Ave	I	45	43.6	26.7	70.3	0.50	25.4	D
Pine St	I	45	44.1	31.6	75.7	0.50	23.8	D
School Entrance	I	45	17.6	6.5	24.1	0.17	25.3	D
CR 579/Mango Rd	I	45	33.3	18.9	52.2	0.34	23.7	D
Williams Rd	I	45	80.8	191.5	272.3	1.01	13.4	F
Falkenburg Rd	I	45	82.4	40.5	122.9	1.03	30.2	C
Total	I		1166.1	533.9	1700.0	14.51	30.7	C

Arterial Level of Service

5/9/2017

Arterial Level of Service: EB US 92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Maryland Ave	II	36	224.9	16.8	241.7	2.26	33.7	B
Park Rd	II	45	29.3	32.5	61.8	0.30	17.2	D
County Line Rd	II	50	258.5	48.8	307.3	3.59	42.1	A
Total	II		512.7	98.1	610.8	6.15	36.2	A

Arterial Level of Service: WB US 92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
County Line Rd	I	50	35.9	37.4	73.3	0.42	20.5	E
Park Rd	I	50	259.0	63.0	322.0	3.59	40.1	B
Maryland Ave	I	45	29.3	8.3	37.6	0.30	28.3	C
Total	I		324.2	108.7	432.9	4.30	35.8	B

Arterial Level of Service: EB US 92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Falkenburg Rd	I	45	51.2	182.7	233.9	0.64	9.8	F
Williams Rd	I	45	82.4	204.3	286.7	1.03	12.9	F
CR 579/Mango Rd	I	45	80.8	86.2	167.0	1.01	21.8	D
Peach Ave	I	45	33.3	1.6	34.9	0.34	35.4	B
Pine St	I	45	17.6	4.0	21.6	0.17	28.2	C
Parsons Ave	I	45	44.1	41.3	85.4	0.50	21.1	D
Kingsway Rd	I	45	43.6	55.7	99.3	0.50	18.0	E
McIntosh Rd	I	49	153.8	110.8	264.6	2.08	28.3	C
Gallagher Rd	I	50	39.5	30.1	69.6	0.51	26.2	D
Forbes Rd	I	50	232.8	44.5	277.3	3.23	42.0	B
Turkey Creek Rd	I	50	56.5	11.4	67.9	0.78	41.6	B
Lemon St	I	50	151.6	52.7	204.3	2.09	36.8	B
Total	I		987.2	825.3	1812.5	12.88	25.6	D

Arterial Level of Service: WB US 92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 566/Thonotosassa	I	35	230.1	41.3	271.4	2.26	30.0	C
Turkey Creek Rd	I	50	151.6	9.0	160.6	2.09	46.9	A
Branch Forbes Rd	I	50	56.5	32.3	88.8	0.78	31.8	C
Gallagher Rd	I	50	232.8	30.8	263.6	3.23	44.2	A
McIntosh Rd	I	50	39.5	55.4	94.9	0.51	19.2	E
Kingsway Rd	I	49	153.8	28.7	182.5	2.08	41.0	B
Parsons Ave	I	45	43.6	17.6	61.2	0.50	29.2	C
Pine St	I	45	44.1	5.6	49.7	0.50	36.3	B
School Entrance	I	45	17.6	10.6	28.2	0.17	21.6	D
CR 579/Mango Rd	I	45	33.3	46.1	79.4	0.34	15.6	F
Williams Rd	I	45	80.8	39.3	120.1	1.01	30.3	C
Falkenburg Rd	I	45	82.4	48.6	131.0	1.03	28.3	C
Total	I		1166.1	365.3	1531.4	14.51	34.1	B

Arterial Level of Service

5/9/2017

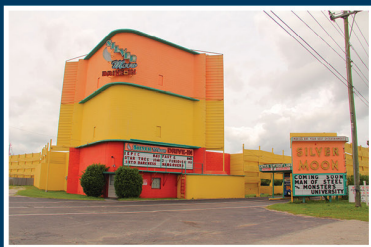
Arterial Level of Service: EB US 92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Maryland Ave	II	36	224.9	11.7	236.6	2.26	34.4	B
Park Rd	II	45	29.3	29.7	59.0	0.30	18.1	D
County Line Rd	II	50	258.5	63.6	322.1	3.59	40.1	A
Total	II		512.7	105.0	617.7	6.15	35.8	A

Arterial Level of Service: WB US 92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
County Line Rd	I	50	35.9	43.8	79.7	0.42	18.8	E
Park Rd	I	50	259.0	37.0	296.0	3.59	43.7	A
Maryland Ave	I	45	29.3	4.3	33.6	0.30	31.7	C
Total	I		324.2	85.1	409.3	4.30	37.9	B

County Line Road from:
Final Design Traffic Technical Memorandum
for
US 92 PD&E Study, FPID: 433558-1-22-01



Final Design Traffic Technical Memorandum

US 92 PD&E Study

from County Line Road to Wabash Avenue
Polk County



Financial Project ID: 433558-1-22-01
Federal Aid Project No.: TBD
ETDM No.: 3192

August 2016

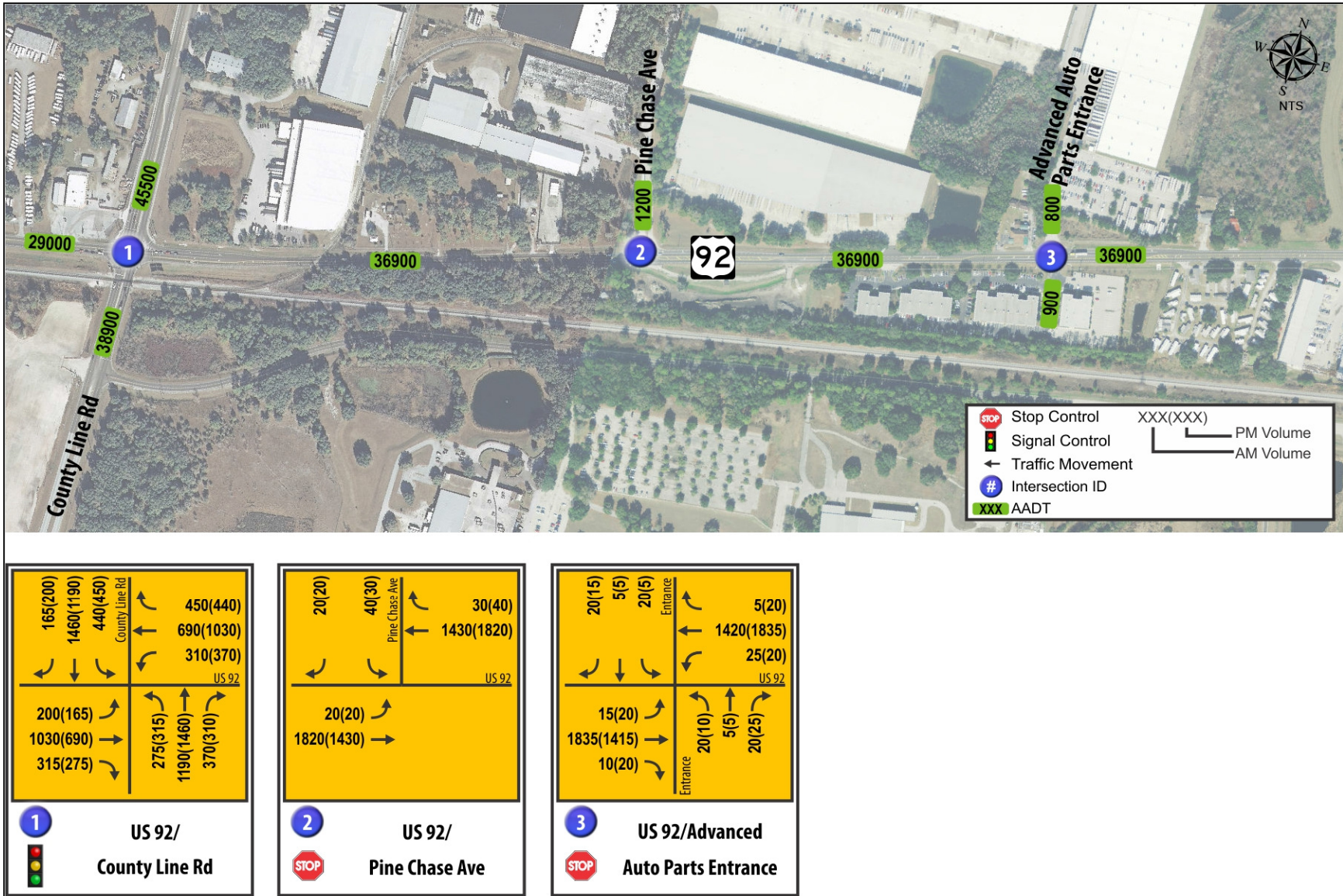


Figure 3-1. Design Year (2040) No Build Alternative AADT and DDHV

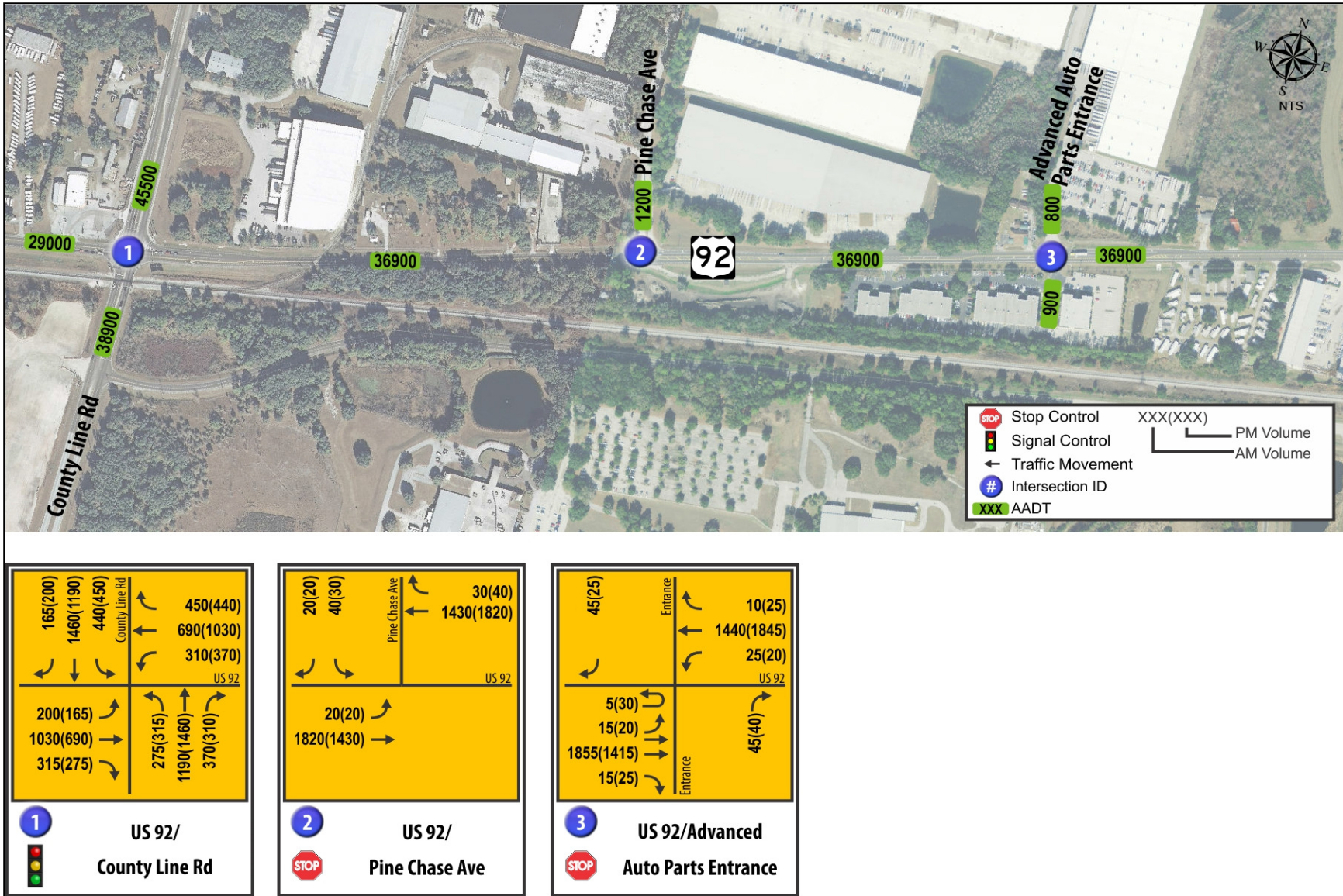


Figure 3-2. Design Year (2040) Build Alternative AADT and DDHV

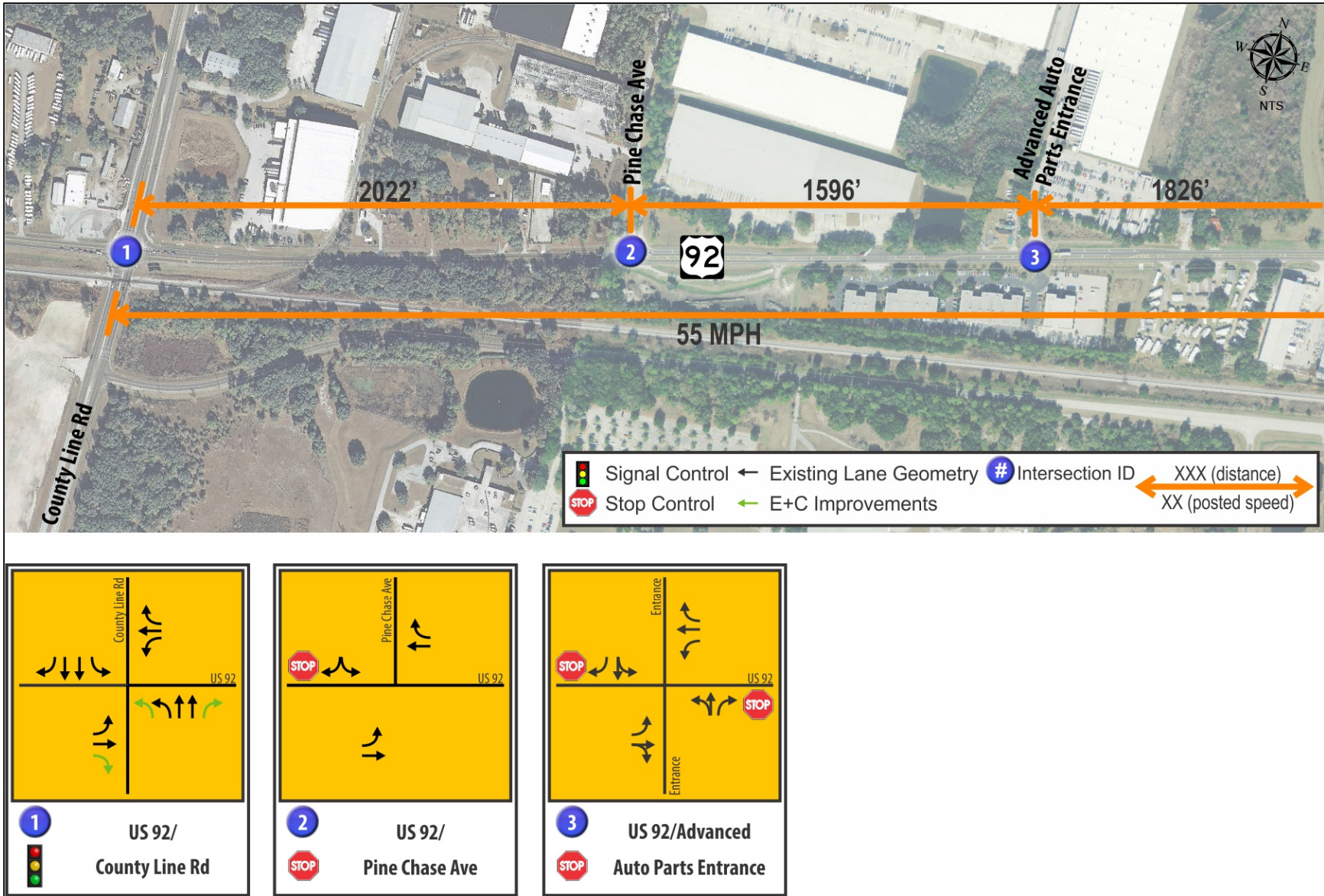


Figure 5-1. Design Year (2040) No Build Alternative Lane Geometry

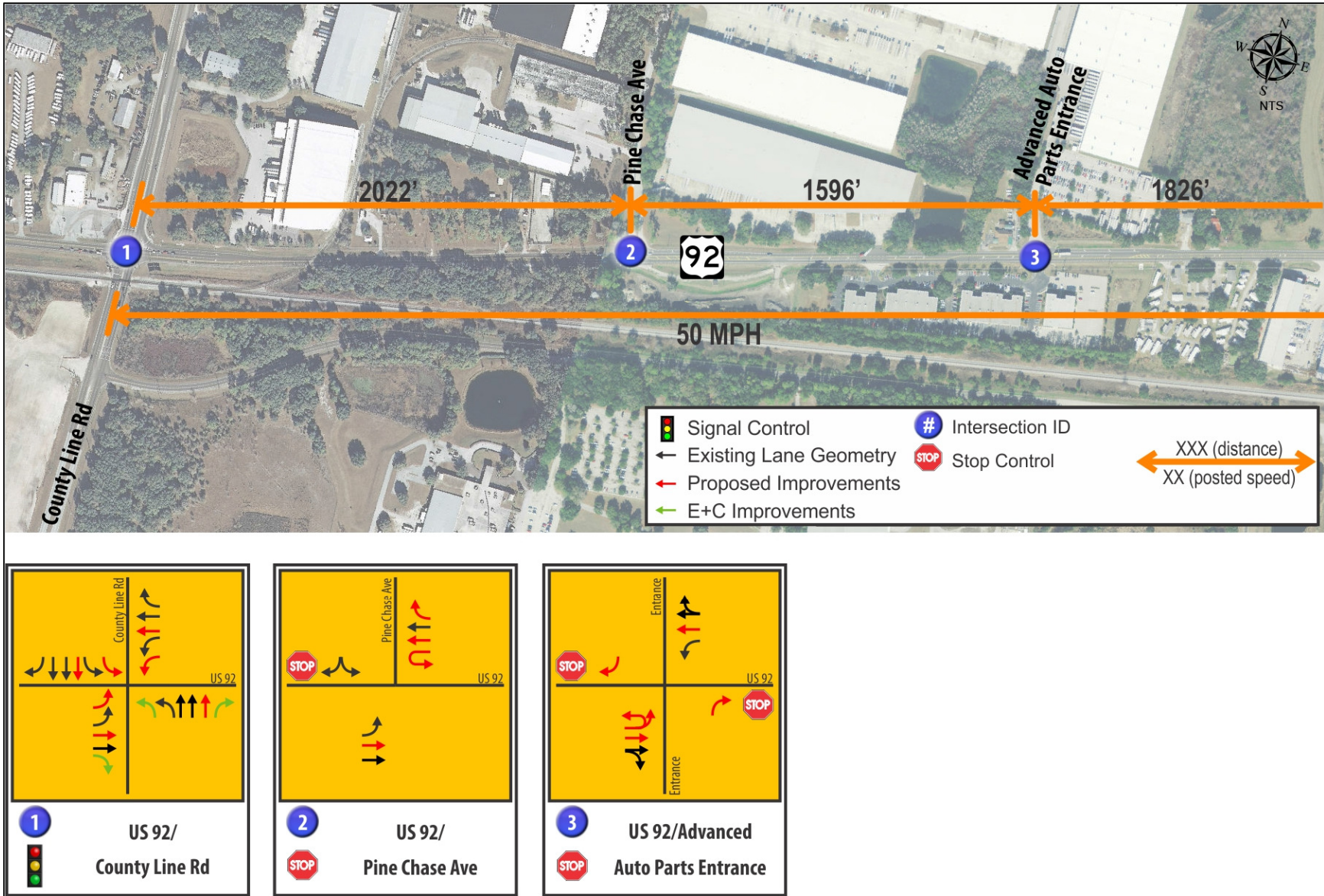


























Figure 5-2. Design Year (2040) Build Alternative Lane Geometry

HCM 2010 Signalized Intersection Summary

























3: County Line Rd & US 92

2/13/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	200	1030	315	310	690	450	275	1190	370	440	1460	165
Number	3	8	18	7	4	14	1	6	16	5	2	12
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
Adj Sat Flow, veh/h/ln	1743	1743	1743	1743	1743	1743	1743	1743	1743	1743	1743	1743
Adj Flow Rate, veh/h	211	1084	332	326	726	474	289	1253	389	463	1537	174
Adj No. of Lanes	1	1	1	1	1	1	2	2	1	1	2	1
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, %	9	9	9	9	9	9	9	9	9	9	9	9
Cap, veh/h	222	530	588	225	533	658	418	959	554	290	1119	620
Arrive On Green	0.10	0.30	0.30	0.10	0.31	0.31	0.09	0.28	0.28	0.14	0.32	0.32
Sat Flow, veh/h	1660	1743	1482	1660	1743	1482	3221	3486	1482	1660	3486	1482
Grp Volume(v), veh/h	211	1084	332	326	726	474	289	1253	389	463	1537	174
Grp Sat Flow(s),veh/h/ln	1660	1743	1482	1660	1743	1482	1610	1743	1482	1660	1743	1482
Q Serve(g_s), s	10.8	36.5	20.9	11.9	36.7	31.4	7.5	33.0	26.7	16.6	38.5	9.3
Cycle Q Clear(g_c), s	10.8	36.5	20.9	11.9	36.7	31.4	7.5	33.0	26.7	16.6	38.5	9.3
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	222	530	588	225	533	658	418	959	554	290	1119	620
V/C Ratio(X)	0.95	2.04	0.56	1.45	1.36	0.72	0.69	1.31	0.70	1.60	1.37	0.28
Avail Cap(c_a), veh/h	222	530	588	225	533	658	418	959	554	290	1119	620
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	31.8	41.8	28.1	33.3	41.7	27.3	30.9	43.5	31.9	35.8	40.8	23.0
Incr Delay (d2), s/veh	46.7	476.6	1.3	226.2	174.7	3.8	4.8	145.7	3.9	285.0	174.1	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(-26165%),veh/ln	9.8	87.7	8.7	21.5	43.5	13.4	3.6	35.2	11.5	32.5	45.5	3.9
LnGrp Delay(d),s/veh	78.5	518.3	29.4	259.5	216.3	31.1	35.7	189.2	35.8	320.8	214.8	23.2
LnGrp LOS	E	F	C	F	F	C	D	F	D	F	F	C
Approach Vol, veh/h		1627			1526			1931			2174	
Approach Delay, s/veh		361.5			168.0			135.3			222.1	
Approach LOS		F			F			F			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.6	44.0	17.2	42.2	22.1	38.5	17.4	42.0				
Change Period (Y+Rc), s	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5				
Max Green Setting (Gmax), s	9.1	36.5	9.7	34.7	14.6	31.0	9.9	34.5				
Max Q Clear Time (g_c+I1), s	9.5	40.5	12.8	38.7	18.6	35.0	13.9	38.5				
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 2010 Ctrl Delay			218.9									
HCM 2010 LOS			F									

HCM 2010 Signalized Intersection Summary
 3: County Line Rd & US 92

























2/13/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	165	690	275	370	1030	440	315	1460	310	450	1190	200
Number	3	8	18	7	4	14	1	6	16	5	2	12
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
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810
Adj Flow Rate, veh/h	174	726	289	389	1084	463	332	1537	326	474	1253	211
Adj No. of Lanes	1	1	1	1	1	1	2	2	1	1	2	1
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, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	196	418	512	314	541	672	462	1089	690	297	1216	639
Arrive On Green	0.08	0.23	0.23	0.15	0.30	0.30	0.10	0.30	0.30	0.14	0.34	0.34
Sat Flow, veh/h	1723	1810	1538	1723	1810	1538	3343	3619	1538	1723	3619	1538
Grp Volume(v), veh/h	174	726	289	389	1084	463	332	1537	326	474	1253	211
Grp Sat Flow(s),veh/h/ln	1723	1810	1538	1723	1810	1538	1672	1810	1538	1723	1810	1538
Q Serve(g_s), s	9.3	27.7	18.5	17.7	35.9	29.1	7.9	36.1	17.8	16.5	40.3	11.2
Cycle Q Clear(g_c), s	9.3	27.7	18.5	17.7	35.9	29.1	7.9	36.1	17.8	16.5	40.3	11.2
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	196	418	512	314	541	672	462	1089	690	297	1216	639
V/C Ratio(X)	0.89	1.74	0.56	1.24	2.00	0.69	0.72	1.41	0.47	1.60	1.03	0.33
Avail Cap(c_a), veh/h	196	418	512	314	541	672	541	1089	690	297	1216	639
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	35.0	46.2	32.9	35.6	42.1	27.2	29.2	42.0	23.2	36.6	39.8	23.8
Incr Delay (d2), s/veh	34.8	342.0	1.4	131.4	457.6	3.0	3.8	190.8	0.5	283.6	33.8	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(-26165%),veh/ln	6.3	53.5	8.1	19.2	86.7	12.9	3.8	46.8	7.6	33.2	25.8	4.8
LnGrp Delay(d),s/veh	69.8	388.1	34.3	167.0	499.7	30.2	33.0	232.7	23.7	320.2	73.6	24.1
LnGrp LOS	E	F	C	F	F	C	C	F	C	F	F	C
Approach Vol, veh/h		1189			1936			2195			1938	
Approach Delay, s/veh		255.5			320.6			171.5			128.6	
Approach LOS		F			F			F			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.8	45.8	15.0	41.4	22.0	41.6	23.2	33.2				
Change Period (Y+Rc), s	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5				
Max Green Setting (Gmax), s	13.1	35.5	7.5	33.9	14.5	34.1	15.7	25.7				
Max Q Clear Time (g_c+I1), s	9.9	42.3	11.3	37.9	18.5	38.1	19.7	29.7				
Green Ext Time (p_c), s	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			213.6									
HCM 2010 LOS			F									

HCM 2010 Signalized Intersection Summary

3: County Line Rd & US 92

























2/13/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	200	1030	315	310	690	450	275	1190	370	440	1460	165
Number	3	8	18	7	4	14	1	6	16	5	2	12
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
Adj Sat Flow, veh/h/ln	1743	1743	1743	1743	1743	1743	1743	1743	1743	1743	1743	1743
Adj Flow Rate, veh/h	211	1084	332	326	726	474	289	1253	389	463	1537	174
Adj No. of Lanes	2	2	1	2	2	1	2	3	1	2	3	1
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, %	9	9	9	9	9	9	9	9	9	9	9	9
Cap, veh/h	312	1072	593	340	1037	669	298	1309	559	459	1678	619
Arrive On Green	0.10	0.31	0.31	0.10	0.31	0.31	0.09	0.28	0.28	0.14	0.32	0.32
Sat Flow, veh/h	3221	3486	1482	3320	3312	1482	3221	4759	1482	3320	5229	1482
Grp Volume(v), veh/h	211	1084	332	326	726	474	289	1253	389	463	1537	174
Grp Sat Flow(s),veh/h/ln	1610	1743	1482	1660	1656	1482	1610	1586	1482	1660	1743	1482
Q Serve(g_s), s	7.6	36.9	20.8	11.7	23.1	31.0	10.7	31.1	26.6	16.6	33.9	9.3
Cycle Q Clear(g_c), s	7.6	36.9	20.8	11.7	23.1	31.0	10.7	31.1	26.6	16.6	33.9	9.3
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	312	1072	593	340	1037	669	298	1309	559	459	1678	619
V/C Ratio(X)	0.68	1.01	0.56	0.96	0.70	0.71	0.97	0.96	0.70	1.01	0.92	0.28
Avail Cap(c_a), veh/h	325	1072	593	340	1037	669	298	1309	559	459	1678	619
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	52.4	41.5	27.8	53.6	36.3	26.5	54.3	42.8	31.5	51.7	39.2	23.1
Incr Delay (d2), s/veh	5.2	30.3	1.2	37.6	2.1	3.5	43.9	15.8	3.7	44.0	8.3	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(85%),veh/ln	5.6	40.0	11.7	10.0	14.3	17.0	9.3	19.6	15.0	18.7	22.0	5.9
LnGrp Delay(d),s/veh	57.6	71.8	29.0	91.2	38.4	30.0	98.1	58.6	35.3	95.7	47.5	23.3
LnGrp LOS	E	F	C	F	D	C	F	E	D	F	D	C
Approach Vol, veh/h		1627			1526			1931			2174	
Approach Delay, s/veh		61.2			47.1			59.8			55.9	
Approach LOS		E			D			E			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.6	44.0	16.7	42.7	22.1	38.5	17.4	42.0				
Change Period (Y+Rc), s	7.5	7.5	7.1	7.1	7.5	7.5	7.1	7.1				
Max Green Setting (Gmax), s	9.1	36.5	10.1	35.1	14.6	31.0	10.3	34.9				
Max Q Clear Time (g_c+I1), s	12.7	35.9	9.6	33.0	18.6	33.1	13.7	38.9				
Green Ext Time (p_c), s	0.0	0.6	0.0	2.0	0.0	0.0	0.0	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			56.3									
HCM 2010 LOS			E									

HCM 2010 Signalized Intersection Summary

3: County Line Rd & US 92

2/13/2016
























												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	165	690	275	370	1030	440	315	1460	310	450	1190	200
Number	3	8	18	7	4	14	1	6	16	5	2	12
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
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810
Adj Flow Rate, veh/h	174	726	289	389	1084	463	332	1537	326	474	1253	211
Adj No. of Lanes	2	2	1	2	2	1	2	3	1	2	3	1
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, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	276	874	565	495	1040	677	421	1486	684	474	1696	608
Arrive On Green	0.08	0.24	0.24	0.14	0.30	0.30	0.13	0.30	0.30	0.14	0.31	0.31
Sat Flow, veh/h	3343	3619	1538	3447	3438	1538	3343	4940	1538	3447	5429	1538
Grp Volume(v), veh/h	174	726	289	389	1084	463	332	1537	326	474	1253	211
Grp Sat Flow(s),veh/h/ln	1672	1810	1538	1723	1719	1538	1672	1647	1538	1723	1810	1538
Q Serve(g_s), s	6.0	22.8	17.6	13.1	36.3	28.9	11.6	36.1	17.9	16.5	24.8	11.5
Cycle Q Clear(g_c), s	6.0	22.8	17.6	13.1	36.3	28.9	11.6	36.1	17.9	16.5	24.8	11.5
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	276	874	565	495	1040	677	421	1486	684	474	1696	608
V/C Ratio(X)	0.63	0.83	0.51	0.79	1.04	0.68	0.79	1.03	0.48	1.00	0.74	0.35
Avail Cap(c_a), veh/h	276	874	565	520	1040	677	421	1486	684	474	1696	608
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	53.3	43.2	29.6	49.6	41.8	26.9	50.9	42.0	23.5	51.8	36.9	25.5
Incr Delay (d2), s/veh	4.6	6.8	0.8	7.5	39.6	2.9	9.7	32.7	0.5	41.4	1.7	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(85%),veh/ln	4.8	15.9	10.4	9.4	41.2	16.5	8.4	37.6	10.6	19.0	16.3	7.3
LnGrp Delay(d),s/veh	57.9	50.0	30.4	57.1	81.4	29.8	60.6	74.6	24.0	93.1	38.6	25.8
LnGrp LOS	E	D	C	E	F	C	E	F	C	F	D	C
Approach Vol, veh/h		1189			1936			2195			1938	
Approach Delay, s/veh		46.4			64.2			65.0			50.6	
Approach LOS		D			E			E			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.6	43.0	15.0	41.4	22.0	41.6	22.3	34.1				
Change Period (Y+Rc), s	7.5	7.5	7.1	7.1	7.5	7.5	7.1	7.1				
Max Green Setting (Gmax), s	13.1	35.5	7.9	34.3	14.5	34.1	16.1	26.1				
Max Q Clear Time (g_c+I1), s	13.6	26.8	8.0	38.3	18.5	38.1	15.1	24.8				
Green Ext Time (p_c), s	0.0	8.2	0.0	0.0	0.0	0.0	0.2	1.2				
Intersection Summary												
HCM 2010 Ctrl Delay			57.9									
HCM 2010 LOS			E									

APPENDIX K

Interim Year 2030 Build Level of Service

HCM 2010 Signalized Intersection Summary
 65: Falkenburg Rd & US 92

10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	7	490	585	392	1049	12	362	13	207	17	12	9
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	181.0	181.0	181.0	190.0	181.0	181.0	181.0	181.0	181.0	190.0
Adj Flow Rate, veh/h	7	516	616	413	1104	13	381	14	218	18	13	9
Adj No. of Lanes	1	3	2	2	2	0	3	1	1	1	1	0
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, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	197	1808	1230	479	1749	21	429	622	749	267	197	137
Arrive On Green	0.01	0.37	0.37	0.14	0.50	0.50	0.09	0.34	0.34	0.20	0.20	0.20
Sat Flow, veh/h	1723	4940	2707	3343	3480	41	4860	1810	1538	1111	997	690
Grp Volume(v), veh/h	7	516	616	413	545	572	381	14	218	18	0	22
Grp Sat Flow(s),veh/h/ln	1723	1647	1354	1672	1719	1802	1620	1810	1538	1111	0	1688
Q Serve(g_s), s	0.4	10.1	7.0	16.5	31.7	31.7	10.6	0.7	11.6	1.8	0.0	1.5
Cycle Q Clear(g_c), s	0.4	10.1	7.0	16.5	31.7	31.7	10.6	0.7	11.6	2.5	0.0	1.5
Prop In Lane	1.00		1.00	1.00		0.02	1.00		1.00	1.00		0.41
Lane Grp Cap(c), veh/h	197	1808	1230	479	864	906	429	622	749	267	0	334
V/C Ratio(X)	0.04	0.29	0.50	0.86	0.63	0.63	0.89	0.02	0.29	0.07	0.00	0.07
Avail Cap(c_a), veh/h	235	1808	1230	708	864	906	429	622	749	267	0	334
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	0.00	1.00
Uniform Delay (d), s/veh	27.7	30.7	8.4	57.3	24.8	24.8	61.7	29.7	21.0	45.3	0.0	44.6
Incr Delay (d2), s/veh	0.1	0.4	1.5	7.3	3.5	3.3	19.6	0.1	1.0	0.5	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	0.2	4.7	4.0	8.1	15.8	16.6	5.5	0.4	5.1	0.6	0.0	0.7
LnGrp Delay(d),s/veh	27.7	31.1	9.9	64.7	28.3	28.2	81.3	29.8	22.0	45.8	0.0	45.0
LnGrp LOS	C	C	A	E	C	C	F	C	C	D		D
Approach Vol, veh/h		1139			1530			613				40
Approach Delay, s/veh		19.6			38.1			59.0				45.4
Approach LOS		B			D			E				D
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	4.9	77.0		55.0	23.6	58.3	20.0	35.0				
Change Period (Y+Rc), s	4.0	8.2		7.9	4.0	19.999998	7.0	9.000001				
Max Green Setting (Gmax), s	4.0	68.8		47.1	29.0	3.800003	12.1	* 27.1				
Max Q Clear Time (g_c+I1), s	2.4	33.7		13.6	18.5	12.1	12.6	4.5				
Green Ext Time (p_c), s	0.0	24.6		2.8	1.1	22.8	0.0	0.2				
























Intersection Summary												
HCM 2010 Ctrl Delay				35.7								
HCM 2010 LOS				D								

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

























HCM 2010 Signalized Intersection Summary
65: Falkenburg Rd & US 92

10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	14	1307	275	200	600	26	802	21	402	11	11	9
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	181.0	181.0	181.0	190.0	186.3	186.3	186.3	190.0	190.0	190.0
Adj Flow Rate, veh/h	15	1376	289	211	632	27	844	22	423	12	12	9
Adj No. of Lanes	1	3	2	2	2	0	3	1	1	1	1	0
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, %	5	5	5	5	5	5	2	2	2	0	0	0
Cap, veh/h	339	2248	1773	263	1659	71	1001	591	627	101	55	42
Arrive On Green	0.01	0.45	0.45	0.08	0.49	0.49	0.20	0.32	0.32	0.05	0.05	0.05
Sat Flow, veh/h	1723	4940	2707	3343	3360	143	5003	1863	1583	960	1009	757
Grp Volume(v), veh/h	15	1376	289	211	323	336	844	22	423	12	0	21
Grp Sat Flow(s),veh/h/ln	1723	1647	1354	1672	1719	1784	1668	1863	1583	960	0	1766
Q Serve(g_s), s	0.0	26.8	1.7	7.9	14.9	15.0	20.7	1.0	28.1	1.5	0.0	1.4
Cycle Q Clear(g_c), s	0.0	26.8	1.7	7.9	14.9	15.0	20.7	1.0	28.1	2.6	0.0	1.4
Prop In Lane	1.00		1.00	1.00		0.08	1.00		1.00	1.00		0.43
Lane Grp Cap(c), veh/h	339	2248	1773	263	849	881	1001	591	627	101	0	97
V/C Ratio(X)	0.04	0.61	0.16	0.80	0.38	0.38	0.84	0.04	0.67	0.12	0.00	0.22
Avail Cap(c_a), veh/h	339	2248	1773	315	849	881	1103	921	908	252	0	374
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	0.00	1.00
Uniform Delay (d), s/veh	26.0	26.2	1.8	57.7	20.1	20.1	49.0	30.1	31.7	58.6	0.0	57.6
Incr Delay (d2), s/veh	0.1	0.6	0.1	11.8	1.3	1.3	5.6	0.0	1.8	0.7	0.0	1.6
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	12.2	1.1	4.1	7.4	7.7	10.1	0.5	12.5	0.4	0.0	0.7
LnGrp Delay(d),s/veh	26.0	26.8	1.9	69.5	21.4	21.4	54.7	30.1	33.5	59.3	0.0	59.1
LnGrp LOS	C	C	A	E	C	C	D	C	C	E		E
Approach Vol, veh/h		1680			870			1289				33
Approach Delay, s/veh		22.5			33.0			47.3				59.2
Approach LOS		C			C			D				E
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.0	71.1		48.3	14.0	65.1	33.4	14.9				
Change Period (Y+Rc), s	7.8	19.999998		7.9	4.0	7.1	7.9	9.000001				
Max Green Setting (Gmax), s	0.62	90.00002		63.0	12.0	56.0	28.1	* 27				
Max Q Clear Time (g_c+I1), s	2.0	17.0		30.1	9.9	28.8	22.7	4.6				
Green Ext Time (p_c), s	0.0	6.2		6.7	0.1	16.6	2.8	0.1				
Intersection Summary												
HCM 2010 Ctrl Delay			33.4									
HCM 2010 LOS			C									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

























HCM 2010 Signalized Intersection Summary
62: Williams Rd & US 92

10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	92	550	170	157	1014	205	203	227	161	275	351	236
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	181.0	181.0	181.0	181.0	188.1	188.1	188.1	186.3	186.3	186.3
Adj Flow Rate, veh/h	97	579	179	165	1067	216	214	239	169	289	369	248
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
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, %	5	5	5	5	5	5	1	1	1	2	2	2
Cap, veh/h	236	1516	826	407	1598	890	323	657	406	387	712	392
Arrive On Green	0.05	0.44	0.44	0.07	0.46	0.46	0.10	0.18	0.18	0.11	0.20	0.20
Sat Flow, veh/h	1723	3438	1538	1723	3438	1538	1792	3574	1599	1774	3539	1583
Grp Volume(v), veh/h	97	579	179	165	1067	216	214	239	169	289	369	248
Grp Sat Flow(s),veh/h/ln	1723	1719	1538	1723	1719	1538	1792	1787	1599	1774	1770	1583
Q Serve(g_s), s	3.5	12.9	7.0	5.8	27.5	7.9	11.0	6.7	10.1	13.0	10.6	16.0
Cycle Q Clear(g_c), s	3.5	12.9	7.0	5.8	27.5	7.9	11.0	6.7	10.1	13.0	10.6	16.0
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	236	1516	826	407	1598	890	323	657	406	387	712	392
V/C Ratio(X)	0.41	0.38	0.22	0.40	0.67	0.24	0.66	0.36	0.42	0.75	0.52	0.63
Avail Cap(c_a), veh/h	247	1516	826	483	1598	890	323	657	406	387	712	392
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	19.4	21.5	13.8	15.8	23.7	11.8	34.2	40.8	35.6	35.2	40.7	38.4
Incr Delay (d2), s/veh	1.2	0.7	0.6	0.6	2.2	0.6	5.0	1.6	3.1	7.8	2.7	7.6
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	6.3	3.1	2.8	13.5	3.5	5.9	3.4	4.8	3.0	5.4	7.8
LnGrp Delay(d),s/veh	20.6	22.2	14.4	16.5	26.0	12.5	39.1	42.3	38.7	43.0	43.4	46.0
LnGrp LOS	C	C	B	B	C	B	D	D	D	D	D	D
Approach Vol, veh/h		855			1448			622			906	
Approach Delay, s/veh		20.4			22.9			40.3			44.0	
Approach LOS		C			C			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.3	60.2	17.0	27.8	12.0	57.5	15.0	29.8				
Change Period (Y+Rc), s	4.0	7.1	4.0	6.8	4.0	7.1	4.0	6.8				
Max Green Setting (Gmax), s	6.0	53.1	13.0	21.0	13.0	46.1	11.0	23.0				
Max Q Clear Time (g_c+I1), s	5.5	29.5	15.0	12.1	7.8	14.9	13.0	18.0				
Green Ext Time (p_c), s	0.0	17.3	0.0	3.4	0.2	21.2	0.0	2.3				
Intersection Summary												
HCM 2010 Ctrl Delay			30.1									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary
 62: Williams Rd & US 92

10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	191	1200	258	200	592	141	79	313	71	133	472	59
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	181.0	181.0	181.0	181.0	188.1	188.1	188.1	184.5	184.5	184.5
Adj Flow Rate, veh/h	201	1263	272	211	623	148	83	329	75	140	497	62
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
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, %	5	5	5	5	5	5	1	1	1	3	3	3
Cap, veh/h	453	1702	839	262	1710	855	201	659	420	262	675	422
Arrive On Green	0.08	0.50	0.50	0.08	0.50	0.50	0.05	0.18	0.18	0.06	0.19	0.19
Sat Flow, veh/h	1723	3438	1538	1723	3438	1538	1792	3574	1599	1757	3505	1568
Grp Volume(v), veh/h	201	1263	272	211	623	148	83	329	75	140	497	62
Grp Sat Flow(s),veh/h/ln	1723	1719	1538	1723	1719	1538	1792	1787	1599	1757	1752	1568
Q Serve(g_s), s	6.8	35.0	11.7	7.1	13.3	5.6	4.4	9.9	4.3	7.0	15.9	3.6
Cycle Q Clear(g_c), s	6.8	35.0	11.7	7.1	13.3	5.6	4.4	9.9	4.3	7.0	15.9	3.6
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	453	1702	839	262	1710	855	201	659	420	262	675	422
V/C Ratio(X)	0.44	0.74	0.32	0.81	0.36	0.17	0.41	0.50	0.18	0.54	0.74	0.15
Avail Cap(c_a), veh/h	581	1702	839	343	1710	855	201	659	420	262	675	422
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	13.4	24.0	15.0	23.2	18.4	13.0	37.7	43.7	34.0	38.6	45.3	33.2
Incr Delay (d2), s/veh	0.7	3.0	1.0	10.2	0.6	0.4	1.4	2.7	0.9	2.1	7.0	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	3.2	17.2	5.2	4.2	6.5	2.5	2.2	5.1	2.0	1.0	8.4	1.6
LnGrp Delay(d),s/veh	14.1	27.0	16.0	33.4	19.0	13.5	39.1	46.4	35.0	40.7	52.3	34.0
LnGrp LOS	B	C	B	C	B	B	D	D	C	D	D	C
Approach Vol, veh/h		1736			982			487			699	
Approach Delay, s/veh		23.8			21.3			43.4			48.4	
Approach LOS		C			C			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.1	66.5	11.0	28.8	13.4	66.2	10.0	29.8				
Change Period (Y+Rc), s	4.0	7.1	4.0	6.8	4.0	7.1	4.0	6.8				
Max Green Setting (Gmax), s	18.0	56.1	7.0	22.0	15.0	59.1	6.0	23.0				
Max Q Clear Time (g_c+I1), s	8.8	15.3	9.0	11.9	9.1	37.0	6.4	17.9				
Green Ext Time (p_c), s	0.3	29.3	0.0	3.9	0.3	18.1	0.0	2.4				
Intersection Summary												
HCM 2010 Ctrl Delay			30.0									
HCM 2010 LOS			C									

























HCM 2010 Signalized Intersection Summary
59: CR 579/Mango Rd & US 92

10/6/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	291	472	170	145	560	758	161	551	69	442	395	539
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	181.0	181.0	181.0	181.0	186.3	186.3	186.3	182.7	182.7	182.7
Adj Flow Rate, veh/h	306	497	179	153	589	798	169	580	73	465	416	567
Adj No. of Lanes	3	2	1	1	3	2	2	2	1	3	3	2
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, %	5	5	5	5	5	5	2	2	2	4	4	4
Cap, veh/h	426	1191	636	384	1698	1277	231	642	422	627	1185	889
Arrive On Green	0.09	0.35	0.35	0.08	0.34	0.34	0.07	0.18	0.18	0.13	0.24	0.24
Sat Flow, veh/h	4860	3438	1538	1723	4940	2707	3442	3539	1583	4907	4988	2733
Grp Volume(v), veh/h	306	497	179	153	589	798	169	580	73	465	416	567
Grp Sat Flow(s),veh/h/ln	1620	1719	1538	1723	1647	1354	1721	1770	1583	1636	1663	1367
Q Serve(g_s), s	6.8	12.2	4.4	0.0	9.8	11.3	5.3	17.7	1.0	10.1	7.6	6.0
Cycle Q Clear(g_c), s	6.8	12.2	4.4	0.0	9.8	11.3	5.3	17.7	1.0	10.1	7.6	6.0
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	426	1191	636	384	1698	1277	231	642	422	627	1185	889
V/C Ratio(X)	0.72	0.42	0.28	0.40	0.35	0.63	0.73	0.90	0.17	0.74	0.35	0.64
Avail Cap(c_a), veh/h	621	1191	636	453	1698	1277	318	642	422	863	1298	951
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	49.0	27.5	7.1	32.3	27.0	6.6	50.5	44.2	12.0	46.3	35.0	14.4
Incr Delay (d2), s/veh	2.8	1.1	1.1	0.7	0.6	2.3	5.4	18.4	0.9	4.0	0.3	1.6
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	3.1	6.0	2.5	4.1	4.6	4.7	2.7	10.3	1.0	4.8	3.5	6.6
LnGrp Delay(d),s/veh	51.7	28.6	8.2	33.0	27.5	8.9	55.8	62.6	12.9	50.3	35.2	16.0
LnGrp LOS	D	C	A	C	C	A	E	E	B	D	D	B
Approach Vol, veh/h		982			1540			822			1448	
Approach Delay, s/veh		32.1			18.4			56.8			32.5	
Approach LOS		C			B			E			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	26.8	45.4	20.7	27.1	26.5	45.7	14.5	33.3				
Change Period (Y+Rc), s	7.4	* 7.6	6.000004	7.1000004	7.4	* 7.5	1.0000004	7.1000004				
Max Green Setting (Gmax), s	14.37	9.000002	* 19.4	* 20	13.88	2.000001	* 10.28	7.000001				
Max Q Clear Time (g_c+1), s	8.8	13.3	12.1	19.7	2.0	14.2	7.3	9.6				
Green Ext Time (p_c), s	0.9	11.4	2.0	0.3	1.4	5.3	0.1	11.9				
Intersection Summary												
HCM 2010 Ctrl Delay			32.1									
HCM 2010 LOS			C									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary
 59: CR 579/Mango Rd & US 92





















10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	454	720	203	160	425	464	78	402	110	776	709	290
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	181.0	181.0	181.0	181.0	186.3	186.3	186.3	186.3	186.3	186.3
Adj Flow Rate, veh/h	478	758	214	168	447	488	82	423	116	817	746	305
Adj No. of Lanes	3	2	1	1	3	2	2	2	1	3	3	2
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, %	5	5	5	5	5	5	2	2	2	2	2	2
Cap, veh/h	423	1208	596	276	1696	1463	125	623	401	987	1714	1182
Arrive On Green	0.09	0.35	0.35	0.08	0.34	0.34	0.04	0.18	0.18	0.20	0.34	0.34
Sat Flow, veh/h	4860	3438	1538	1723	4940	2707	3442	3539	1583	5003	5085	2787
Grp Volume(v), veh/h	478	758	214	168	447	488	82	423	116	817	746	305
Grp Sat Flow(s),veh/h/ln	1620	1719	1538	1723	1647	1354	1721	1770	1583	1668	1695	1393
Q Serve(g_s), s	12.8	27.0	14.6	9.2	9.6	4.4	3.5	16.5	4.7	23.1	16.8	10.4
Cycle Q Clear(g_c), s	12.8	27.0	14.6	9.2	9.6	4.4	3.5	16.5	4.7	23.1	16.8	10.4
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	423	1208	596	276	1696	1463	125	623	401	987	1714	1182
V/C Ratio(X)	1.13	0.63	0.36	0.61	0.26	0.33	0.66	0.68	0.29	0.83	0.44	0.26
Avail Cap(c_a), veh/h	423	1208	596	340	1696	1463	225	623	401	1085	1714	1182
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	67.2	39.7	32.0	30.6	34.9	6.2	70.0	56.7	17.6	56.7	37.9	27.4
Incr Delay (d2), s/veh	84.4	2.5	1.7	2.2	0.4	0.6	5.8	5.9	1.8	6.0	0.8	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	9.0	13.3	6.5	4.5	4.4	2.8	1.8	8.6	2.5	11.1	8.0	4.1
LnGrp Delay(d),s/veh	151.6	42.2	33.7	32.7	35.3	6.8	75.8	62.6	19.5	62.6	38.7	27.9
LnGrp LOS	F	D	C	C	D	A	E	E	B	E	D	C
Approach Vol, veh/h		1450			1103			621			1868	
Approach Delay, s/veh		77.0			22.3			56.3			47.4	
Approach LOS		E			C			E			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.0	60.9	36.1	33.0	18.8	62.1	12.4	56.7				
Change Period (Y+Rc), s	7.2	7.3	10.000007	10.000007	3.9999996	7.3	10.000007	10.000004				
Max Green Setting (Gmax), s	12.8	50.5	1.900002	* 25.06	7.999999	46.9	6.0000004	48.200001				
Max Q Clear Time (g_c+1), s	14.8	11.6	25.1	18.5	11.2	29.0	5.5	18.8				
Green Ext Time (p_c), s	0.0	21.3	4.0	2.3	0.2	12.5	0.1	18.7				
Intersection Summary												
HCM 2010 Ctrl Delay			51.5									
HCM 2010 LOS			D									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary

2: Peach Ave/School Entrance & US 92





















10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	222	762	7	2	1283	169	5	23	10	40	3	79
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	190.0	181.0	181.0	181.0	190.0	190.0	190.0	190.0	190.0	190.0
Adj Flow Rate, veh/h	234	802	7	2	1351	178	5	24	11	42	3	83
Adj No. of Lanes	1	2	0	1	2	1	0	1	0	0	1	1
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, %	5	5	5	5	5	5	0	0	0	0	0	0
Cap, veh/h	520	2825	25	411	2034	910	42	70	29	143	8	349
Arrive On Green	0.16	0.81	0.81	1.00	1.00	1.00	0.06	0.06	0.06	0.06	0.06	0.06
Sat Flow, veh/h	1723	3493	30	652	3438	1538	113	1167	486	1376	137	1615
Grp Volume(v), veh/h	234	395	414	2	1351	178	40	0	0	45	0	83
Grp Sat Flow(s),veh/h/ln	1723	1719	1804	652	1719	1538	1766	0	0	1514	0	1615
Q Serve(g_s), s	0.0	6.6	6.6	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0
Cycle Q Clear(g_c), s	0.0	6.6	6.6	6.6	0.0	0.0	2.5	0.0	0.0	3.1	0.0	0.0
Prop In Lane	1.00		0.02	1.00		1.00	0.12		0.27	0.93		1.00
Lane Grp Cap(c), veh/h	520	1390	1459	411	2034	910	141	0	0	151	0	349
V/C Ratio(X)	0.45	0.28	0.28	0.00	0.66	0.20	0.28	0.00	0.00	0.30	0.00	0.24
Avail Cap(c_a), veh/h	520	1390	1459	411	2034	910	201	0	0	200	0	405
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	1.00	0.72	0.72	0.72	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.4	2.8	2.8	0.3	0.0	0.0	52.4	0.0	0.0	52.6	0.0	37.6
Incr Delay (d2), s/veh	1.3	0.5	0.5	0.0	1.2	0.3	1.5	0.0	0.0	1.6	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	6.5	3.3	3.4	0.0	0.4	0.1	1.3	0.0	0.0	1.5	0.0	2.2
LnGrp Delay(d),s/veh	15.7	3.3	3.2	0.3	1.2	0.3	53.9	0.0	0.0	54.2	0.0	38.0
LnGrp LOS	B	A	A	A	A	A	D			D		D
Approach Vol, veh/h		1043			1531			40				128
Approach Delay, s/veh		6.0			1.1			53.9				43.7
Approach LOS		A			A			D				D
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	29.2	75.7		15.1		104.9		15.1				
Change Period (Y+Rc), s	7.1	7.1	* 8.1000004			7.1		* 8.1000004				
Max Green Setting (Gmax), s	18.1	68.6	* 11			93.8		* 11				
Max Q Clear Time (g_c+1), s	2.0	8.6		4.5		8.6		5.1				
Green Ext Time (p_c), s	7.2	23.2		0.5		11.3		0.4				
Intersection Summary												
HCM 2010 Ctrl Delay			5.8									
HCM 2010 LOS			A									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary






















2: Peach Ave/School Entrance & US 92

10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	93	1404	15	7	916	62	5	6	2	48	3	78
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	190.0	181.0	181.0	181.0	190.0	190.0	190.0	190.0	181.0	181.0
Adj Flow Rate, veh/h	98	1478	16	7	964	65	5	6	2	51	3	82
Adj No. of Lanes	1	2	0	1	2	1	0	1	0	0	1	1
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, %	5	5	5	5	5	5	0	0	0	5	5	5
Cap, veh/h	519	2739	30	221	2290	1024	64	69	18	158	8	285
Arrive On Green	0.07	0.79	0.79	1.00	1.00	1.00	0.11	0.11	0.11	0.11	0.11	0.11
Sat Flow, veh/h	1723	3484	38	340	3438	1538	270	615	161	990	71	1538
Grp Volume(v), veh/h	98	729	765	7	964	65	13	0	0	54	0	82
Grp Sat Flow(s),veh/h/ln	1723	1719	1803	340	1719	1538	1046	0	0	1061	0	1538
Q Serve(g_s), s	0.0	23.6	23.7	0.8	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	23.6	23.7	24.4	0.0	0.0	9.5	0.0	0.0	9.5	0.0	0.0
Prop In Lane	1.00		0.02	1.00		1.00	0.38		0.15	0.94		1.00
Lane Grp Cap(c), veh/h	519	1351	1417	221	2290	1024	151	0	0	166	0	285
V/C Ratio(X)	0.19	0.54	0.54	0.03	0.42	0.06	0.09	0.00	0.00	0.32	0.00	0.29
Avail Cap(c_a), veh/h	519	1351	1417	221	2290	1024	151	0	0	166	0	285
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	1.00	0.95	0.95	0.95	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.9	6.0	6.0	2.9	0.0	0.0	59.6	0.0	0.0	63.2	0.0	52.6
Incr Delay (d2), s/veh	0.4	1.5	1.5	0.3	0.5	0.1	1.1	0.0	0.0	5.1	0.0	2.5
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	1.4	11.5	12.3	0.1	0.2	0.0	0.5	0.0	0.0	2.4	0.0	3.1
LnGrp Delay(d),s/veh	7.3	7.5	7.4	3.1	0.5	0.1	60.7	0.0	0.0	68.3	0.0	55.1
LnGrp LOS	A	A	A	A	A	A	E			E		E
Approach Vol, veh/h		1592			1036			13				136
Approach Delay, s/veh		7.5			0.5			60.7				60.4
Approach LOS		A			A			E				E
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	18.0	107.0		25.0		125.0		25.0				
Change Period (Y+Rc), s	7.1	7.1		* 8.1000004		7.1		* 8.1000004				
Max Green Setting (Gmax), s	10.9	99.9		* 16.9		117.9		* 16.9				
Max Q Clear Time (g_c+I1), s	2.0	26.4		11.5		25.7		11.5				
Green Ext Time (p_c), s	7.1	13.1		0.3		28.2		0.3				
Intersection Summary												
HCM 2010 Ctrl Delay				7.7								
HCM 2010 LOS				A								
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												






















HCM 2010 Signalized Intersection Summary
 12: Pine St & US 92

10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	150	745	59	32	1192	138	35	42	15	15	10	35
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	190.0	181.0	181.0	181.0	184.5	184.5	190.0	158.3	158.3	190.0
Adj Flow Rate, veh/h	158	784	62	34	1255	145	37	44	16	16	11	37
Adj No. of Lanes	1	2	0	1	2	1	1	1	0	1	1	0
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, %	5	5	5	5	5	5	3	3	3	20	20	20
Cap, veh/h	287	1993	158	421	2033	910	248	218	79	220	54	182
Arrive On Green	0.05	0.62	0.62	0.03	0.59	0.59	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	1723	3228	255	1723	3438	1538	1339	1292	470	1137	319	1074
Grp Volume(v), veh/h	158	417	429	34	1255	145	37	0	60	16	0	48
Grp Sat Flow(s),veh/h/ln	1723	1719	1764	1723	1719	1538	1339	0	1762	1137	0	1394
Q Serve(g_s), s	4.2	14.5	14.5	0.9	27.8	5.0	2.9	0.0	3.5	1.5	0.0	3.5
Cycle Q Clear(g_c), s	4.2	14.5	14.5	0.9	27.8	5.0	6.4	0.0	3.5	4.9	0.0	3.5
Prop In Lane	1.00		0.14	1.00		1.00	1.00		0.27	1.00		0.77
Lane Grp Cap(c), veh/h	287	1061	1089	421	2033	910	248	0	298	220	0	236
V/C Ratio(X)	0.55	0.39	0.39	0.08	0.62	0.16	0.15	0.00	0.20	0.07	0.00	0.20
Avail Cap(c_a), veh/h	411	1061	1089	447	2033	910	248	0	298	220	0	236
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)	0.97	0.97	0.97	0.72	0.72	0.72	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.8	11.4	11.4	9.3	15.6	10.9	45.0	0.0	42.3	44.4	0.0	42.3
Incr Delay (d2), s/veh	1.6	1.1	1.0	0.1	1.0	0.3	1.3	0.0	1.5	0.6	0.0	1.9
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	2.2	7.2	7.3	0.4	13.4	2.2	1.2	0.0	1.8	0.5	0.0	1.5
LnGrp Delay(d),s/veh	15.4	12.5	12.5	9.4	16.6	11.2	46.3	0.0	43.8	45.0	0.0	44.2
LnGrp LOS	B	B	B	A	B	B	D		D	D		D
Approach Vol, veh/h		1004			1434			97				64
Approach Delay, s/veh		12.9			15.9			44.7				44.4
Approach LOS		B			B			D				D
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.5	78.8		27.7	10.5	81.8		27.7				
Change Period (Y+Rc), s	7.1	7.1	* 7.6999998		7.1	7.1		* 7.6999998				
Max Green Setting (Gmax), s	14.9	63.2		* 20	5.1	73.0		* 20				
Max Q Clear Time (g_c+I1), s	6.2	29.8		8.4	2.9	16.5		6.9				
Green Ext Time (p_c), s	0.2	25.1		0.7	0.0	36.3		0.8				
Intersection Summary												
HCM 2010 Ctrl Delay			16.5									
HCM 2010 LOS			B									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary
 12: Pine St & US 92

10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	1392	57	43	868	12	24	2	43	29	19	43
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	190.0	181.0	181.0	181.0	190.0	190.0	190.0	190.0	190.0	190.0
Adj Flow Rate, veh/h	5	1465	60	45	914	13	25	2	45	31	20	45
Adj No. of Lanes	1	2	0	1	2	1	1	1	0	1	1	0
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, %	5	5	5	5	5	5	0	0	0	0	0	0
Cap, veh/h	450	2466	101	272	2563	1146	122	6	141	136	47	106
Arrive On Green	0.02	0.73	0.73	0.03	0.75	0.75	0.09	0.09	0.09	0.09	0.09	0.09
Sat Flow, veh/h	1723	3367	138	1723	3438	1538	1358	69	1556	1380	521	1172
Grp Volume(v), veh/h	5	746	779	45	914	13	25	0	47	31	0	65
Grp Sat Flow(s),veh/h/ln	1723	1719	1785	1723	1719	1538	1358	0	1625	1380	0	1693
Q Serve(g_s), s	0.0	30.2	30.5	0.0	13.6	0.3	2.6	0.0	4.0	3.2	0.0	5.3
Cycle Q Clear(g_c), s	0.0	30.2	30.5	0.0	13.6	0.3	8.0	0.0	4.0	7.2	0.0	5.3
Prop In Lane	1.00		0.08	1.00		1.00	1.00		0.96	1.00		0.69
Lane Grp Cap(c), veh/h	450	1259	1308	272	2563	1146	122	0	147	136	0	153
V/C Ratio(X)	0.01	0.59	0.60	0.17	0.36	0.01	0.20	0.00	0.32	0.23	0.00	0.43
Avail Cap(c_a), veh/h	481	1259	1308	303	2563	1146	122	0	147	136	0	153
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)	0.80	0.80	0.80	0.94	0.94	0.94	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.8	9.3	9.3	16.9	6.5	4.8	67.2	0.0	62.8	66.1	0.0	63.4
Incr Delay (d2), s/veh	0.0	1.6	1.6	0.3	0.4	0.0	3.8	0.0	5.7	3.9	0.0	8.4
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	0.1	14.9	15.5	1.0	6.5	0.1	1.1	0.0	2.0	1.4	0.0	2.9
LnGrp Delay(d),s/veh	8.8	11.0	10.9	17.2	6.9	4.8	70.9	0.0	68.4	70.0	0.0	71.8
LnGrp LOS	A	B	B	B	A	A	E		E	E		E
Approach Vol, veh/h		1530			972			72				96
Approach Delay, s/veh		10.9			7.3			69.3				71.2
Approach LOS		B			A			E				E
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.1	116.9		21.0	14.0	115.0		21.0				
Change Period (Y+Rc), s	7.1	7.1	* 7.6999998		7.1	7.1	* 7.6999998					
Max Green Setting (Gmax), s	5.0	109.8		* 13.3	6.9	107.9		* 13.3				
Max Q Clear Time (g_c+I1), s	2.0	15.6		10.0	2.0	32.5		9.2				
Green Ext Time (p_c), s	0.0	11.4		0.3	0.0	26.1		0.3				

Intersection Summary

HCM 2010 Ctrl Delay	13.4
HCM 2010 LOS	B





















Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

HCM 2010 Signalized Intersection Summary

56: Parsons Ave & US 92





















10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	23	629	272	186	1027	17	337	19	150	21	24	24
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	181.0	181.0	181.0	190.0	182.7	182.7	190.0	190.0	177.6	190.0
Adj Flow Rate, veh/h	24	662	286	196	1081	18	355	20	158	22	25	25
Adj No. of Lanes	1	2	1	1	2	0	1	1	0	0	1	0
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, %	5	5	5	5	5	5	4	4	4	7	7	7
Cap, veh/h	257	1659	742	396	1864	31	390	49	387	65	52	41
Arrive On Green	0.02	0.48	0.48	0.07	0.54	0.54	0.16	0.28	0.28	0.08	0.08	0.08
Sat Flow, veh/h	1723	3438	1538	1723	3461	58	1740	177	1402	318	666	524
Grp Volume(v), veh/h	24	662	286	196	537	562	355	0	178	72	0	0
Grp Sat Flow(s),veh/h/ln	1723	1719	1538	1723	1719	1799	1740	0	1580	1508	0	0
Q Serve(g_s), s	0.8	14.3	13.7	6.3	24.4	24.4	19.0	0.0	10.7	2.7	0.0	0.0
Cycle Q Clear(g_c), s	0.8	14.3	13.7	6.3	24.4	24.4	19.0	0.0	10.7	5.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.03	1.00		0.89	0.31		0.35
Lane Grp Cap(c), veh/h	257	1659	742	396	926	969	390	0	436	158	0	0
V/C Ratio(X)	0.09	0.40	0.39	0.49	0.58	0.58	0.91	0.00	0.41	0.46	0.00	0.00
Avail Cap(c_a), veh/h	285	1659	742	534	926	969	390	0	680	381	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)	0.93	0.93	0.93	0.70	0.70	0.70	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	16.1	19.3	19.1	13.6	18.0	18.0	41.4	0.0	34.3	51.7	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.2	0.4	0.7	1.8	1.8	24.7	0.0	0.9	2.9	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	0.4	6.9	5.9	3.0	12.0	12.5	5.0	0.0	4.8	2.4	0.0	0.0
LnGrp Delay(d),s/veh	16.2	19.5	19.5	14.3	19.8	19.8	66.1	0.0	35.2	54.6	0.0	0.0
LnGrp LOS	B	B	B	B	B	B	E		D	D		
Approach Vol, veh/h		972			1295			533			72	
Approach Delay, s/veh		19.4			19.0			55.8			54.6	
Approach LOS		B			B			E			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.2	89.9		40.0	12.7	83.4	23.0	17.0				
Change Period (Y+Rc), s	4.0	7.5		7.9	4.0	7.5	4.0	7.9				
Max Green Setting (Gmax), s	4.0	62.6		50.0	18.0	48.6	19.0	27.0				
Max Q Clear Time (g_c+I1), s	2.8	26.4		12.7	8.3	16.3	21.0	7.2				
Green Ext Time (p_c), s	0.0	23.4		2.2	0.3	21.6	0.0	1.9				
Intersection Summary												
HCM 2010 Ctrl Delay			26.8									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary

56: Parsons Ave & US 92























10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	17	1075	330	150	619	12	176	21	159	21	26	19
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	181.0	181.0	181.0	190.0	186.3	186.3	190.0	190.0	190.0	190.0
Adj Flow Rate, veh/h	18	1132	347	158	652	13	185	22	167	22	27	20
Adj No. of Lanes	1	2	1	1	2	0	1	1	0	0	1	0
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, %	5	5	5	5	5	5	2	2	2	0	0	0
Cap, veh/h	465	1750	783	354	2108	42	326	46	353	93	112	72
Arrive On Green	0.02	0.51	0.51	0.13	0.61	0.61	0.07	0.25	0.25	0.16	0.16	0.16
Sat Flow, veh/h	1723	3438	1538	1723	3448	69	1774	188	1424	412	714	460
Grp Volume(v), veh/h	18	1132	347	158	325	340	185	0	189	69	0	0
Grp Sat Flow(s),veh/h/ln	1723	1719	1538	1723	1719	1797	1774	0	1611	1586	0	0
Q Serve(g_s), s	0.8	40.0	23.7	5.9	15.0	15.0	11.0	0.0	16.6	1.5	0.0	0.0
Cycle Q Clear(g_c), s	0.8	40.0	23.7	5.9	15.0	15.0	11.0	0.0	16.6	5.8	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.04	1.00		0.88	0.32		0.29
Lane Grp Cap(c), veh/h	465	1750	783	354	1051	1099	326	0	399	278	0	0
V/C Ratio(X)	0.04	0.65	0.44	0.45	0.31	0.31	0.57	0.00	0.47	0.25	0.00	0.00
Avail Cap(c_a), veh/h	465	1750	783	354	1051	1099	326	0	399	278	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	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	18.3	29.8	25.8	21.1	15.5	15.5	56.3	0.0	53.2	61.3	0.0	0.0
Incr Delay (d2), s/veh	0.2	1.9	1.8	4.0	0.8	0.7	7.0	0.0	4.0	2.1	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	0.4	19.5	10.5	3.7	7.4	7.7	3.0	0.0	7.8	2.9	0.0	0.0
LnGrp Delay(d),s/veh	18.4	31.7	27.7	25.2	16.2	16.2	63.2	0.0	57.2	63.4	0.0	0.0
LnGrp LOS	B	C	C	C	B	B	E		E	E		
Approach Vol, veh/h		1497			823			374			69	
Approach Delay, s/veh		30.6			17.9			60.2			63.4	
Approach LOS		C			B			E			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.0	109.0		49.0	25.0	92.0	15.0	34.0				
Change Period (Y+Rc), s	4.0	7.5		7.9	4.0	7.5	4.0	7.9				
Max Green Setting (Gmax), s	4.0	101.5		41.1	21.0	84.5	11.0	26.1				
Max Q Clear Time (g_c+I1), s	2.8	17.0		18.6	7.9	42.0	13.0	7.8				
Green Ext Time (p_c), s	0.0	39.2		2.0	0.3	27.4	0.0	1.9				
Intersection Summary												
HCM 2010 Ctrl Delay			31.6									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary























53: Kingsway Rd & US 92

10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	163	502	169	95	791	71	159	170	85	45	149	280
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	181.0	181.0	181.0	190.0	184.5	184.5	190.0	186.3	186.3	186.3
Adj Flow Rate, veh/h	172	528	178	100	833	75	167	179	89	47	157	295
Adj No. of Lanes	1	2	1	1	2	0	1	1	0	1	1	1
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, %	5	5	5	5	5	5	3	3	3	2	2	2
Cap, veh/h	281	1277	633	351	1094	99	374	364	181	351	582	626
Arrive On Green	0.08	0.37	0.37	0.05	0.34	0.34	0.04	0.31	0.31	0.04	0.31	0.31
Sat Flow, veh/h	1723	3438	1538	1723	3191	287	1757	1164	579	1774	1863	1583
Grp Volume(v), veh/h	172	528	178	100	449	459	167	0	268	47	157	295
Grp Sat Flow(s),veh/h/ln	1723	1719	1538	1723	1719	1759	1757	0	1743	1774	1863	1583
Q Serve(g_s), s	6.2	11.3	2.2	3.7	23.0	23.0	0.0	0.0	12.4	0.0	6.3	9.5
Cycle Q Clear(g_c), s	6.2	11.3	2.2	3.7	23.0	23.0	0.0	0.0	12.4	0.0	6.3	9.5
Prop In Lane	1.00		1.00	1.00		0.16	1.00		0.33	1.00		1.00
Lane Grp Cap(c), veh/h	281	1277	633	351	590	603	374	0	545	351	582	626
V/C Ratio(X)	0.61	0.41	0.28	0.29	0.76	0.76	0.45	0.00	0.49	0.13	0.27	0.47
Avail Cap(c_a), veh/h	295	1277	633	396	590	603	374	0	545	352	582	626
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)	0.93	0.93	0.93	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.7	23.1	9.3	19.6	29.0	29.0	30.5	0.0	27.7	30.9	25.6	11.1
Incr Delay (d2), s/veh	3.2	0.9	1.0	0.4	9.0	8.8	0.8	0.0	3.2	0.2	1.1	2.5
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	3.2	5.5	3.2	1.8	12.3	12.6	4.0	0.0	6.4	1.0	3.4	4.6
LnGrp Delay(d),s/veh	24.9	24.1	10.3	20.0	37.9	37.8	31.4	0.0	30.8	31.1	26.7	13.6
LnGrp LOS	C	C	B	B	D	D	C		C	C	C	B
Approach Vol, veh/h		878			1008			435			499	
Approach Delay, s/veh		21.4			36.1			31.0			19.4	
Approach LOS		C			D			C			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.2	42.4	8.0	37.5	9.4	45.2	8.0	37.5				
Change Period (Y+Rc), s	4.0	7.5	4.0	6.5	4.0	7.5	4.0	6.5				
Max Green Setting (Gmax), s	9.0	34.0	4.0	31.0	8.0	35.0	4.0	31.0				
Max Q Clear Time (g_c+I1), s	8.2	25.0	2.0	14.4	5.7	13.3	2.0	11.5				
Green Ext Time (p_c), s	0.0	6.8	0.1	1.8	0.0	13.2	0.1	2.6				
Intersection Summary												
HCM 2010 Ctrl Delay			27.8									
HCM 2010 LOS			C									
























HCM 2010 Signalized Intersection Summary
53: Kingsway Rd & US 92

10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	165	787	279	150	527	23	90	111	67	52	285	150
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	181.0	181.0	181.0	190.0	182.7	182.7	190.0	181.0	181.0	181.0
Adj Flow Rate, veh/h	174	828	294	158	555	24	95	117	71	55	300	158
Adj No. of Lanes	1	2	1	1	2	0	1	1	0	1	1	1
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, %	5	5	5	5	5	5	4	4	4	5	5	5
Cap, veh/h	337	1095	570	331	1268	55	259	267	162	338	424	436
Arrive On Green	0.05	0.32	0.32	0.11	0.38	0.38	0.05	0.25	0.25	0.04	0.23	0.23
Sat Flow, veh/h	1723	3438	1538	1723	3358	145	1740	1066	647	1723	1810	1538
Grp Volume(v), veh/h	174	828	294	158	284	295	95	0	188	55	300	158
Grp Sat Flow(s),veh/h/ln	1723	1719	1538	1723	1719	1784	1740	0	1713	1723	1810	1538
Q Serve(g_s), s	0.0	16.6	5.8	0.0	9.4	9.5	3.2	0.0	7.1	1.8	11.7	1.3
Cycle Q Clear(g_c), s	0.0	16.6	5.8	0.0	9.4	9.5	3.2	0.0	7.1	1.8	11.7	1.3
Prop In Lane	1.00		1.00	1.00		0.08	1.00		0.38	1.00		1.00
Lane Grp Cap(c), veh/h	337	1095	570	331	649	674	259	0	429	338	424	436
V/C Ratio(X)	0.52	0.76	0.52	0.48	0.44	0.44	0.37	0.00	0.44	0.16	0.71	0.36
Avail Cap(c_a), veh/h	341	1299	661	331	649	674	259	0	692	366	731	697
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)	0.69	0.69	0.69	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.9	23.5	6.1	29.3	17.8	17.8	21.7	0.0	24.2	21.4	27.0	10.5
Incr Delay (d2), s/veh	0.9	1.7	0.7	1.1	2.1	2.1	0.9	0.0	1.0	0.2	3.1	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	3.6	8.1	3.0	3.1	4.9	5.1	1.5	0.0	3.5	0.9	6.2	2.6
LnGrp Delay(d),s/veh	28.8	25.2	6.8	30.3	19.9	19.9	22.5	0.0	25.2	21.6	30.1	11.2
LnGrp LOS	C	C	A	C	B	B	C		C	C	C	B
Approach Vol, veh/h		1296			737			283			513	
Approach Delay, s/veh		21.5			22.1			24.3			23.4	
Approach LOS		C			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.0	36.5	6.8	25.7	25.6	31.9	8.0	24.5				
Change Period (Y+Rc), s	4.0	7.5	4.0	6.5	4.0	7.5	4.0	6.5				
Max Green Setting (Gmax), s	4.0	29.0	4.0	31.0	4.0	29.0	4.0	31.0				
Max Q Clear Time (g_c+I1), s	2.0	11.5	3.8	9.1	2.0	18.6	5.2	13.7				
Green Ext Time (p_c), s	0.1	4.1	0.0	4.7	0.2	5.8	0.0	4.3				
Intersection Summary												
HCM 2010 Ctrl Delay			22.3									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary
 50: McIntosh Rd & US 92

10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	266	413	46	129	340	513	90	616	114	394	371	300
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	190.0	181.0	181.0	181.0	184.5	184.5	184.5	181.0	181.0	181.0
Adj Flow Rate, veh/h	280	435	48	136	358	540	95	648	120	415	391	316
Adj No. of Lanes	1	2	0	1	2	2	1	2	1	2	2	1
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, %	5	5	5	5	5	5	3	3	3	5	5	5
Cap, veh/h	333	1000	110	329	950	1134	183	813	435	477	1253	696
Arrive On Green	0.09	0.32	0.32	0.05	0.28	0.28	0.01	0.23	0.23	0.14	0.36	0.36
Sat Flow, veh/h	1723	3125	343	1723	3438	2707	1757	3505	1568	3343	3438	1538
Grp Volume(v), veh/h	280	238	245	136	358	540	95	648	120	415	391	316
Grp Sat Flow(s),veh/h/ln	1723	1719	1749	1723	1719	1354	1757	1752	1568	1672	1719	1538
Q Serve(g_s), s	9.7	12.0	12.2	5.0	9.3	15.9	0.0	19.2	6.6	13.4	9.0	9.8
Cycle Q Clear(g_c), s	9.7	12.0	12.2	5.0	9.3	15.9	0.0	19.2	6.6	13.4	9.0	9.8
Prop In Lane	1.00		0.20	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	333	550	560	329	950	1134	183	813	435	477	1253	696
V/C Ratio(X)	0.84	0.43	0.44	0.41	0.38	0.48	0.52	0.80	0.28	0.87	0.31	0.45
Avail Cap(c_a), veh/h	333	550	560	329	950	1134	183	813	435	526	1253	696
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	31.5	29.5	29.6	29.2	32.1	23.2	45.8	39.8	31.1	46.2	25.1	8.6
Incr Delay (d2), s/veh	17.4	2.5	2.5	0.8	1.1	1.4	2.6	8.0	1.6	13.7	0.6	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	7.7	6.1	6.2	1.1	4.5	6.1	3.0	10.2	3.0	7.1	4.3	4.9
LnGrp Delay(d),s/veh	48.9	32.0	32.0	30.0	33.3	24.6	48.3	47.8	32.7	59.9	25.7	10.8
LnGrp LOS	D	C	C	C	C	C	D	D	C	E	C	B
Approach Vol, veh/h		763			1034			863			1122	
Approach Delay, s/veh		38.2			28.3			45.8			34.1	
Approach LOS		D			C			D			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.8	38.0	22.6	32.6	12.0	42.8	8.0	47.2				
Change Period (Y+Rc), s	7.100000	7.600000	6.710000	6.710000	7.600000	7.100000	7.100000	7.100000				
Max Green Setting (Gmax), s	9.999998	30.4	17.3	23.9	35.200000	9.999998	9.999998	9.999998				
Max Q Clear Time (g_c+I1), s	11.7	17.9	15.4	21.2	7.0	14.2	2.0	11.8				
Green Ext Time (p_c), s	0.0	5.6	0.3	1.5	0.0	7.1	0.0	5.6				

Intersection Summary												
HCM 2010 Ctrl Delay			36.0									
HCM 2010 LOS			D									
























Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

HCM 2010 Signalized Intersection Summary

50: McIntosh Rd & US 92






















10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	275	600	80	99	311	255	60	396	65	375	773	260
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	190.0	181.0	181.0	181.0	182.7	182.7	182.7	182.7	182.7	182.7
Adj Flow Rate, veh/h	289	632	84	104	327	268	63	417	68	395	814	274
Adj No. of Lanes	1	2	0	1	2	2	1	2	1	2	2	1
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, %	5	5	5	5	5	5	4	4	4	4	4	4
Cap, veh/h	435	1063	141	274	930	1334	109	605	359	751	1331	804
Arrive On Green	0.13	0.35	0.35	0.06	0.27	0.27	0.03	0.17	0.17	0.22	0.38	0.38
Sat Flow, veh/h	1723	3052	405	1723	3438	2707	1740	3471	1553	3375	3471	1553
Grp Volume(v), veh/h	289	356	360	104	327	268	63	417	68	395	814	274
Grp Sat Flow(s),veh/h/ln	1723	1719	1738	1723	1719	1354	1740	1736	1553	1688	1736	1553
Q Serve(g_s), s	17.0	24.7	24.8	6.3	11.1	2.9	4.6	16.4	2.7	15.0	27.4	15.0
Cycle Q Clear(g_c), s	17.0	24.7	24.8	6.3	11.1	2.9	4.6	16.4	2.7	15.0	27.4	15.0
Prop In Lane	1.00		0.23	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	435	599	606	274	930	1334	109	605	359	751	1331	804
V/C Ratio(X)	0.67	0.59	0.60	0.38	0.35	0.20	0.58	0.69	0.19	0.53	0.61	0.34
Avail Cap(c_a), veh/h	500	599	606	330	930	1334	109	605	359	751	1331	804
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	30.5	38.9	38.9	35.7	42.7	6.7	54.3	56.3	17.8	49.7	36.1	20.5
Incr Delay (d2), s/veh	2.7	4.3	4.3	0.9	1.0	0.3	7.2	6.3	1.2	0.7	2.1	1.2
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	8.4	12.5	12.6	3.0	5.4	1.6	2.4	8.4	1.5	7.0	13.5	6.7
LnGrp Delay(d),s/veh	33.2	43.2	43.2	36.6	43.8	7.0	61.4	62.6	19.0	50.4	38.2	21.7
LnGrp LOS	C	D	D	D	D	A	E	E	B	D	D	C
Approach Vol, veh/h		1005			699			548			1483	
Approach Delay, s/veh		40.3			28.6			57.1			38.4	
Approach LOS		D			C			E			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	26.5	46.9	39.4	32.4	15.2	58.2	9.0	62.8				
Change Period (Y+Rc), s	7.100000	7.600000	7.100000	7.100000	* 7.600000	4.0	7.100000	4.0				
Max Green Setting (Gmax), s	* 25	* 38.5	32.299999	25.299999	* 15.0	59.9998	5.0	65.700001				
Max Q Clear Time (g_c+I1), s	19.0	13.1	17.0	18.4	8.3	26.8	6.6	29.4				
Green Ext Time (p_c), s	0.4	7.6	8.7	2.0	0.1	7.4	0.0	11.8				
Intersection Summary												
HCM 2010 Ctrl Delay			39.8									
HCM 2010 LOS			D									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary

9: Gallagher Rd & US 92

10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	454	410	31	34	490	388	38	123	9	100	41	110
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	181.0	181.0	181.0	181.0	181.0	181.0	190.0	188.1	190.0	182.7	182.7	190.0
Adj Flow Rate, veh/h	478	432	33	36	516	408	40	129	9	105	43	116
Adj No. of Lanes	2	2	1	1	2	1	0	1	0	1	1	0
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, %	5	5	5	5	5	5	1	1	1	4	4	4
Cap, veh/h	538	1584	709	392	1122	592	108	331	22	359	157	423
Arrive On Green	0.16	0.46	0.46	0.03	0.33	0.33	0.25	0.25	0.25	0.06	0.36	0.36
Sat Flow, veh/h	3343	3438	1538	1723	3438	1538	301	1320	86	1740	438	1181
Grp Volume(v), veh/h	478	432	33	36	516	408	178	0	0	105	0	159
Grp Sat Flow(s),veh/h/ln	1672	1719	1538	1723	1719	1538	1708	0	0	1740	0	1619
Q Serve(g_s), s	19.4	10.7	1.6	1.9	16.4	30.7	4.7	0.0	0.0	6.0	0.0	9.7
Cycle Q Clear(g_c), s	19.4	10.7	1.6	1.9	16.4	30.7	11.5	0.0	0.0	6.0	0.0	9.7
Prop In Lane	1.00		1.00	1.00		1.00	0.22		0.05	1.00		0.73
Lane Grp Cap(c), veh/h	538	1584	709	392	1122	592	460	0	0	359	0	580
V/C Ratio(X)	0.89	0.27	0.05	0.09	0.46	0.69	0.39	0.00	0.00	0.29	0.00	0.27
Avail Cap(c_a), veh/h	655	1584	709	413	1122	592	460	0	0	500	0	580
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	1.00
Uniform Delay (d), s/veh	56.8	23.0	20.5	29.5	36.9	35.6	43.0	0.0	0.0	34.3	0.0	31.6
Incr Delay (d2), s/veh	12.3	0.4	0.1	0.1	1.4	6.4	2.4	0.0	0.0	0.6	0.0	1.2
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	9.9	5.2	0.7	0.9	8.0	14.1	5.9	0.0	0.0	3.0	0.0	4.5
LnGrp Delay(d),s/veh	69.1	23.4	20.7	29.6	38.3	42.0	45.4	0.0	0.0	35.0	0.0	32.8
LnGrp LOS	E	C	C	C	D	D	D			C		C
Approach Vol, veh/h		943			960			178			264	
Approach Delay, s/veh		46.5			39.5			45.4			33.6	
Approach LOS		D			D			D			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.5	70.7		57.0	29.1	52.1	14.8	42.2				
Change Period (Y+Rc), s	6.8	* 7		7.5	6.9	* 6.6999998	7.5					
Max Green Setting (Gmax), s	5.53.700001			49.5	27.1	**429.299999	23.5					
Max Q Clear Time (g_c+1), s	3.9	12.7		11.7	21.4	32.7	8.0	13.5				
Green Ext Time (p_c), s	0.0	14.8		2.6	0.9	6.1	0.3	1.6				

Intersection Summary

HCM 2010 Ctrl Delay	42.1
HCM 2010 LOS	D






















Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

HCM 2010 Signalized Intersection Summary























9: Gallagher Rd & US 92

10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	139	776	67	40	504	74	55	123	9	100	41	110
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	181.0	181.0	181.0	181.0	181.0	181.0	190.0	182.7	190.0	181.0	181.0	190.0
Adj Flow Rate, veh/h	146	817	71	42	531	78	58	129	9	105	43	116
Adj No. of Lanes	2	2	1	1	2	1	0	1	0	1	1	0
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, %	5	5	5	5	5	5	4	4	4	5	5	5
Cap, veh/h	388	1428	639	158	1139	602	110	223	14	243	150	403
Arrive On Green	0.12	0.42	0.42	0.03	0.33	0.33	0.21	0.21	0.21	0.06	0.34	0.34
Sat Flow, veh/h	3343	3438	1538	1723	3438	1538	307	1049	65	1723	434	1170
Grp Volume(v), veh/h	146	817	71	42	531	78	196	0	0	105	0	159
Grp Sat Flow(s),veh/h/ln	1672	1719	1538	1723	1719	1538	1421	0	0	1723	0	1603
Q Serve(g_s), s	4.2	18.9	2.9	1.8	12.6	0.0	6.5	0.0	0.0	0.0	0.0	7.5
Cycle Q Clear(g_c), s	4.2	18.9	2.9	1.8	12.6	0.0	14.0	0.0	0.0	0.0	0.0	7.5
Prop In Lane	1.00		1.00	1.00		1.00	0.30		0.05	1.00		0.73
Lane Grp Cap(c), veh/h	388	1428	639	158	1139	602	347	0	0	243	0	553
V/C Ratio(X)	0.38	0.57	0.11	0.27	0.47	0.13	0.56	0.00	0.00	0.43	0.00	0.29
Avail Cap(c_a), veh/h	436	1428	639	183	1139	602	347	0	0	243	0	553
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	1.00
Uniform Delay (d), s/veh	42.3	23.2	18.5	29.4	27.4	20.2	37.6	0.0	0.0	43.7	0.0	24.7
Incr Delay (d2), s/veh	0.6	1.7	0.4	0.9	1.4	0.4	6.5	0.0	0.0	1.7	0.0	1.3
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	9.3	1.3	0.9	6.2	1.5	5.8	0.0	0.0	2.9	0.0	3.5
LnGrp Delay(d),s/veh	42.9	24.9	18.9	30.3	28.7	20.6	44.1	0.0	0.0	45.5	0.0	26.0
LnGrp LOS	D	C	B	C	C	C	D			D		C
Approach Vol, veh/h		1034			651			196			264	
Approach Delay, s/veh		27.0			27.9			44.1			33.7	
Approach LOS		C			C			D			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.3	50.0		43.2	19.0	41.3	13.7	29.5				
Change Period (Y+Rc), s	6.8	* 7		7.5	* 7	* 7	7.5	* 7.5				
Max Green Setting (Gmax), s	5.0	* 43		35.7	* 13.54	29.99999	6.2	* 22				
Max Q Clear Time (g_c+I1), s	3.8	20.9		9.5	6.2	14.6	2.0	16.0				
Green Ext Time (p_c), s	0.0	8.1		1.9	4.1	4.6	0.6	0.5				
Intersection Summary												
HCM 2010 Ctrl Delay			29.6									
HCM 2010 LOS			C									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												























HCM 2010 Signalized Intersection Summary
 45: Forbes Rd/Branch Forbes Rd & US 92

10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	141	402	74	36	606	523	47	406	23	168	332	234
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	190.0	181.0	181.0	181.0	184.5	184.5	190.0	179.2	179.2	179.2
Adj Flow Rate, veh/h	148	423	78	38	638	551	49	427	24	177	349	246
Adj No. of Lanes	1	2	0	1	2	1	1	1	0	2	1	1
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, %	5	5	5	5	5	5	3	3	3	6	6	6
Cap, veh/h	285	1106	202	367	1171	638	259	474	27	245	567	585
Arrive On Green	0.07	0.38	0.38	0.03	0.34	0.34	0.03	0.27	0.27	0.07	0.32	0.32
Sat Flow, veh/h	1723	2903	531	1723	3438	1538	1757	1730	97	3312	1792	1524
Grp Volume(v), veh/h	148	249	252	38	638	551	49	0	451	177	349	246
Grp Sat Flow(s),veh/h/ln	1723	1719	1716	1723	1719	1538	1757	0	1827	1656	1792	1524
Q Serve(g_s), s	4.8	9.3	9.4	1.3	13.3	29.0	1.8	0.0	21.1	4.6	14.7	10.5
Cycle Q Clear(g_c), s	4.8	9.3	9.4	1.3	13.3	29.0	1.8	0.0	21.1	4.6	14.7	10.5
Prop In Lane	1.00		0.31	1.00		1.00	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	285	655	654	367	1171	638	259	0	500	245	567	585
V/C Ratio(X)	0.52	0.38	0.39	0.10	0.54	0.86	0.19	0.00	0.90	0.72	0.62	0.42
Avail Cap(c_a), veh/h	285	655	654	397	1171	638	283	0	520	262	570	588
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	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.8	19.9	19.9	18.3	23.7	23.6	22.7	0.0	31.0	40.1	25.7	20.1
Incr Delay (d2), s/veh	1.7	0.4	0.4	0.1	1.8	14.5	0.3	0.0	18.4	8.7	2.0	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	2.4	4.5	4.6	0.6	6.6	14.8	0.9	0.0	13.2	2.4	7.6	4.5
LnGrp Delay(d),s/veh	19.5	20.3	20.4	18.4	25.5	38.1	23.1	0.0	49.5	48.9	27.7	20.5
LnGrp LOS	B	C	C	B	C	D	C		D	D	C	C
Approach Vol, veh/h		649			1227			500			772	
Approach Delay, s/veh		20.1			30.9			46.9			30.3	
Approach LOS		C			C			D			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.0	37.0	10.6	31.1	6.4	40.6	6.8	34.8				
Change Period (Y+Rc), s	4.0	6.8	4.0	6.8	4.0	6.8	4.0	6.8				
Max Green Setting (Gmax), s	6.0	30.2	7.0	25.2	4.0	32.2	4.0	28.2				
Max Q Clear Time (g_c+I1), s	6.8	31.0	6.6	23.1	3.3	11.4	3.8	16.7				
Green Ext Time (p_c), s	0.0	0.0	0.0	1.2	0.0	10.9	0.0	4.3				
Intersection Summary												
HCM 2010 Ctrl Delay			31.1									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary
 45: Forbes Rd/Branch Forbes Rd & US 92







10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	154	687	71	51	425	270	29	249	36	400	499	150
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	190.0	181.0	181.0	181.0	184.5	184.5	190.0	182.7	182.7	182.7
Adj Flow Rate, veh/h	162	723	75	54	447	284	31	262	38	421	525	158
Adj No. of Lanes	1	2	0	1	2	1	1	1	0	2	1	1
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, %	5	5	5	5	5	5	3	3	3	4	4	4
Cap, veh/h	375	1199	124	258	1145	737	172	346	50	493	625	655
Arrive On Green	0.08	0.38	0.38	0.03	0.33	0.33	0.02	0.22	0.22	0.15	0.34	0.34
Sat Flow, veh/h	1723	3145	326	1723	3438	1538	1757	1576	229	3375	1827	1553
Grp Volume(v), veh/h	162	395	403	54	447	284	31	0	300	421	525	158
Grp Sat Flow(s),veh/h/ln	1723	1719	1752	1723	1719	1538	1757	0	1804	1688	1827	1553
Q Serve(g_s), s	5.7	18.0	18.0	2.0	9.7	11.5	1.3	0.0	15.2	11.8	25.8	6.4
Cycle Q Clear(g_c), s	5.7	18.0	18.0	2.0	9.7	11.5	1.3	0.0	15.2	11.8	25.8	6.4
Prop In Lane	1.00		0.19	1.00		1.00	1.00		0.13	1.00		1.00
Lane Grp Cap(c), veh/h	375	655	668	258	1145	737	172	0	396	493	625	655
V/C Ratio(X)	0.43	0.60	0.60	0.21	0.39	0.39	0.18	0.00	0.76	0.85	0.84	0.24
Avail Cap(c_a), veh/h	432	655	668	274	1145	737	204	0	396	555	625	655
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	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.2	24.2	24.2	21.3	24.9	16.2	29.4	0.0	35.6	40.6	29.6	18.1
Incr Delay (d2), s/veh	0.8	4.1	4.0	0.4	1.0	1.5	0.5	0.0	12.7	11.3	12.8	0.9
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	2.8	9.2	9.5	1.0	4.8	5.2	0.7	0.0	8.9	6.3	15.2	2.9
LnGrp Delay(d),s/veh	19.0	28.3	28.2	21.7	25.9	17.7	29.9	0.0	48.3	51.9	42.4	19.0
LnGrp LOS	B	C	C	C	C	B	C		D	D	D	B
Approach Vol, veh/h		960			785			331			1104	
Approach Delay, s/veh		26.7			22.6			46.6			42.7	
Approach LOS		C			C			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.7	39.2	18.2	28.2	7.1	43.9	6.3	40.1				
Change Period (Y+Rc), s	4.0	6.8	4.0	6.8	4.0	6.8	4.0	6.8				
Max Green Setting (Gmax), s	11.0	30.1	16.0	21.3	4.0	37.1	4.0	33.3				
Max Q Clear Time (g_c+I1), s	7.7	13.5	13.8	17.2	4.0	20.0	3.3	27.8				
Green Ext Time (p_c), s	0.1	8.9	0.4	2.1	0.0	9.0	0.0	2.6				
Intersection Summary												
HCM 2010 Ctrl Delay			33.3									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary

43: Turkey Creek Rd & US 92

10/6/2015

								
Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	↑↑	↑	↑	↑↑	↑	↑		
Volume (veh/h)	403	294	196	627	538	155		
Number	6	16	5	2	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	181.0	181.0	181.0	181.0	175.9	175.9		
Adj Flow Rate, veh/h	424	309	206	660	566	163		
Adj No. of Lanes	2	1	1	2	1	1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	5	5	5	5	8	8		
Cap, veh/h	1496	1248	342	1496	631	563		
Arrive On Green	0.44	0.44	0.44	0.44	0.38	0.38		
Sat Flow, veh/h	3529	1538	700	3529	1675	1495		
Grp Volume(v), veh/h	424	309	206	660	566	163		
Grp Sat Flow(s),veh/h/ln	1719	1538	700	1719	1675	1495		
Q Serve(g_s), s	6.1	3.6	20.7	10.3	24.5	5.9		
Cycle Q Clear(g_c), s	6.1	3.6	26.8	10.3	24.5	5.9		
Prop In Lane		1.00	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	1496	1248	342	1496	631	563		
V/C Ratio(X)	0.28	0.25	0.60	0.44	0.90	0.29		
Avail Cap(c_a), veh/h	1496	1248	342	1496	696	621		
HCM Platoon Ratio	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		
Uniform Delay (d), s/veh	14.0	1.7	22.6	15.2	22.6	16.8		
Incr Delay (d2), s/veh	0.1	0.1	7.6	0.9	15.0	0.6		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	2.9	4.7	4.7	5.1	13.8	2.5		
LnGrp Delay(d),s/veh	14.1	1.8	30.3	16.2	37.6	17.4		
LnGrp LOS	B	A	C	B	D	B		
Approach Vol, veh/h	733			866	729			
Approach Delay, s/veh	8.9			19.5	33.1			
Approach LOS	A			B	C			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		41.0		36.0		41.0		
Change Period (Y+Rc), s		7.5		* 7		7.5		
Max Green Setting (Gmax), s		33.5		* 32		33.5		
Max Q Clear Time (g_c+I1), s		28.8		26.5		8.1		
Green Ext Time (p_c), s		3.3		2.5		10.6		
Intersection Summary								
HCM 2010 Ctrl Delay			20.4					
HCM 2010 LOS			C					
Notes								
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.								

HCM 2010 Signalized Intersection Summary

43: Turkey Creek Rd & US 92

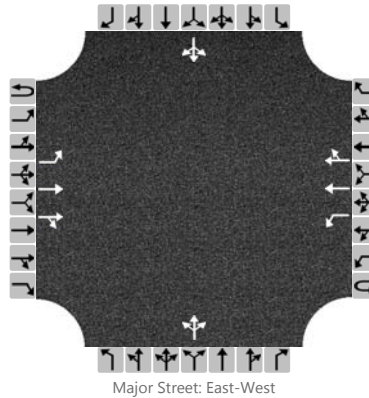
10/6/2015

	→	↘	↙	←	↖	↗		
Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	↑↑	↑	↑	↑↑	↑	↑		
Volume (veh/h)	762	450	175	383	331	161		
Number	6	16	5	2	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	181.0	181.0	181.0	181.0	184.5	184.5		
Adj Flow Rate, veh/h	802	474	184	403	348	169		
Adj No. of Lanes	2	1	1	2	1	1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	5	5	5	5	3	3		
Cap, veh/h	2093	1284	287	2093	398	355		
Arrive On Green	0.61	0.61	0.61	0.61	0.23	0.23		
Sat Flow, veh/h	3529	1538	420	3529	1757	1568		
Grp Volume(v), veh/h	802	474	184	403	348	169		
Grp Sat Flow(s),veh/h/ln	1719	1538	420	1719	1757	1568		
Q Serve(g_s), s	10.5	6.5	35.0	4.6	16.8	8.2		
Cycle Q Clear(g_c), s	10.5	6.5	45.5	4.6	16.8	8.2		
Prop In Lane		1.00	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	2093	1284	287	2093	398	355		
V/C Ratio(X)	0.38	0.37	0.64	0.19	0.88	0.48		
Avail Cap(c_a), veh/h	2093	1284	287	2093	440	392		
HCM Platoon Ratio	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		
Uniform Delay (d), s/veh	8.8	1.7	20.4	7.6	32.8	29.5		
Incr Delay (d2), s/veh	0.1	0.2	10.5	0.2	18.5	2.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	4.9	6.5	4.9	2.2	10.2	3.8		
LnGrp Delay(d),s/veh	8.9	1.9	30.9	7.8	51.3	31.6		
LnGrp LOS	A	A	C	A	D	C		
Approach Vol, veh/h	1276			587	517			
Approach Delay, s/veh	6.3			15.0	44.9			
Approach LOS	A			B	D			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		61.0		26.9		61.0		
Change Period (Y+Rc), s		7.5		* 7		7.5		
Max Green Setting (Gmax), s		53.5		* 22		53.5		
Max Q Clear Time (g_c+I1), s		47.5		18.8		12.5		
Green Ext Time (p_c), s		4.7		1.1		17.4		
Intersection Summary								
HCM 2010 Ctrl Delay			16.8					
HCM 2010 LOS			B					
Notes								
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.								

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	AH	Intersection	US 92 @ Whitehurst Rd/Walter Dr
Agency/Co.		Jurisdiction	FDOT D7
Date Performed	6/23/2015	East/West Street	US 92
Analysis Year	2030 Build	North/South Street	Whitehurst Rd/Walter Dr
Time Analyzed	AM Peak	Peak Hour Factor	0.95
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	US 92 PD&E Reevaluation		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)		17	520	21		52	771	48		29	17	66		44	29	23
Percent Heavy Vehicles		5				5				0	0	0		2	2	2
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

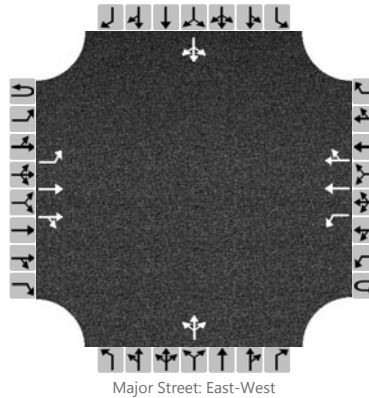
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		18				55					118					101	
Capacity		757				979					216					122	
v/c Ratio		0.02				0.06					0.55					0.83	
95% Queue Length		0.1				0.2					2.9					5.0	
Control Delay (s/veh)		9.9				8.9					40.0					107.7	
Level of Service (LOS)		A				A					E					F	
Approach Delay (s/veh)		0.3				0.5				40.0				107.7			
Approach LOS		A				A				E				F			

HCS 2010 Two-Way Stop Control Summary Report

General Information				Site Information			
Analyst	AH			Intersection	US 92 @ Whitehurst Rd/Walter Dr		
Agency/Co.				Jurisdiction	FDOT D7		
Date Performed	6/23/2015			East/West Street	US 92		
Analysis Year	2030 Build			North/South Street	Whitehurst Rd/Walter Dr		
Time Analyzed	PM Peak			Peak Hour Factor	0.95		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	US 92 PD&E Reevaluation						

Lanes



Vehicle Volumes and Adjustments






















Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)		35	821	67		50	486	52		39	12	36		29	15	33
Percent Heavy Vehicles		5				5				0	0	0		0	0	0
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		37				53					92					82	
Capacity		981				710					131					165	
v/c Ratio		0.04				0.07					0.70					0.50	
95% Queue Length		0.1				0.2					3.9					2.4	
Control Delay (s/veh)		8.8				10.5					79.9					46.4	
Level of Service (LOS)		A				B					F					E	
Approach Delay (s/veh)		0.3				0.9				79.9				46.4			
Approach LOS		A				A				F				E			


























HCM 2010 Signalized Intersection Summary
 41: Lemon St/SR 566/Thonotosassa Rd & US 92

10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	126	440	68	66	619	900	65	117	26	778	129	65
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	190.0	181.0	181.0	181.0	174.3	174.3	190.0	184.5	184.5	190.0
Adj Flow Rate, veh/h	133	463	72	69	652	0	68	123	27	819	136	68
Adj No. of Lanes	1	2	0	1	2	1	1	1	0	2	1	0
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, %	5	5	5	5	5	5	9	9	9	3	3	3
Cap, veh/h	314	1161	180	358	1325	593	172	143	31	917	313	156
Arrive On Green	0.04	0.39	0.39	0.04	0.39	0.00	0.10	0.10	0.10	0.27	0.27	0.27
Sat Flow, veh/h	1723	2985	462	1723	3438	1538	1660	1385	304	3408	1161	581
Grp Volume(v), veh/h	133	266	269	69	652	0	68	0	150	819	0	204
Grp Sat Flow(s),veh/h/ln	1723	1719	1728	1723	1719	1538	1660	0	1689	1704	0	1742
Q Serve(g_s), s	5.5	14.2	14.3	3.0	18.3	0.0	4.9	0.0	11.1	29.3	0.0	12.3
Cycle Q Clear(g_c), s	5.5	14.2	14.3	3.0	18.3	0.0	4.9	0.0	11.1	29.3	0.0	12.3
Prop In Lane	1.00		0.27	1.00		1.00	1.00		0.18	1.00		0.33
Lane Grp Cap(c), veh/h	314	668	672	358	1325	593	172	0	175	917	0	469
V/C Ratio(X)	0.42	0.40	0.40	0.19	0.49	0.00	0.40	0.00	0.86	0.89	0.00	0.43
Avail Cap(c_a), veh/h	314	668	672	374	1325	593	179	0	182	986	0	504
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	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.2	28.0	28.1	22.7	29.6	0.0	53.2	0.0	56.0	44.6	0.0	38.4
Incr Delay (d2), s/veh	0.9	0.5	0.6	0.3	1.3	0.0	1.5	0.0	30.3	10.3	0.0	0.9
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	2.9	6.8	6.9	1.5	8.9	0.0	2.3	0.0	6.6	15.1	0.0	6.0
LnGrp Delay(d),s/veh	26.1	28.6	28.6	22.9	30.9	0.0	54.6	0.0	86.3	54.9	0.0	39.3
LnGrp LOS	C	C	C	C	C		D		F	D		D
Approach Vol, veh/h		668			721			218			1023	
Approach Delay, s/veh		28.1			30.1			76.4			51.8	
Approach LOS		C			C			E			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.8	55.2		19.4	11.4	55.6		40.5				
Change Period (Y+Rc), s	6.3	6.3		6.3	6.3	6.3		6.3				
Max Green Setting (Gmax), s	5.5	48.9		13.7	6.3	48.1		36.7				
Max Q Clear Time (g_c+1), s	7.5	20.3		13.1	5.0	16.3		31.3				
Green Ext Time (p_c), s	0.0	11.6		0.1	0.0	12.1		2.8				
Intersection Summary												
HCM 2010 Ctrl Delay			41.9									
HCM 2010 LOS			D									

HCM 2010 Signalized Intersection Summary
 41: Lemon St/SR 566/Thonotosassa Rd & US 92




















10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 					 		
Volume (veh/h)	203	698	35	42	442	591	22	179	23	682	115	66
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	190.0	181.0	181.0	181.0	186.3	186.3	190.0	188.1	188.1	190.0
Adj Flow Rate, veh/h	214	735	37	44	465	0	23	188	24	718	121	69
Adj No. of Lanes	1	2	0	1	2	1	1	1	0	2	1	0
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, %	5	5	5	5	5	5	2	2	2	1	1	1
Cap, veh/h	373	1034	52	217	807	744	241	220	28	865	280	160
Arrive On Green	0.11	0.31	0.31	0.04	0.23	0.00	0.14	0.14	0.14	0.25	0.25	0.25
Sat Flow, veh/h	1723	3331	168	1723	3438	1538	1774	1620	207	3476	1126	642
Grp Volume(v), veh/h	214	379	393	44	465	0	23	0	212	718	0	190
Grp Sat Flow(s),veh/h/ln	1723	1719	1780	1723	1719	1538	1774	0	1826	1738	0	1768
Q Serve(g_s), s	8.4	18.3	18.3	1.8	11.2	0.0	1.1	0.0	10.6	18.3	0.0	8.5
Cycle Q Clear(g_c), s	8.4	18.3	18.3	1.8	11.2	0.0	1.1	0.0	10.6	18.3	0.0	8.5
Prop In Lane	1.00		0.09	1.00		1.00	1.00		0.11	1.00		0.36
Lane Grp Cap(c), veh/h	373	533	552	217	807	744	241	0	248	865	0	440
V/C Ratio(X)	0.57	0.71	0.71	0.20	0.58	0.00	0.10	0.00	0.85	0.83	0.00	0.43
Avail Cap(c_a), veh/h	413	533	552	246	807	744	259	0	267	1001	0	509
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	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.6	28.6	28.6	26.3	31.8	0.0	35.5	0.0	39.6	33.3	0.0	29.6
Incr Delay (d2), s/veh	1.6	7.8	7.6	0.5	3.0	0.0	0.2	0.0	21.7	5.8	0.0	1.0
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	4.1	9.8	10.1	0.9	5.6	0.0	0.5	0.0	6.9	9.5	0.0	4.2
LnGrp Delay(d),s/veh	24.2	36.4	36.2	26.7	34.7	0.0	35.6	0.0	61.3	39.1	0.0	30.6
LnGrp LOS	C	D	D	C	C		D		E	D		C
Approach Vol, veh/h		986			509			235			908	
Approach Delay, s/veh		33.7			34.0			58.8			37.3	
Approach LOS		C			C			E			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.8	28.3		19.0	9.7	35.4		29.6				
Change Period (Y+Rc), s	6.3	6.3		6.3	6.3	6.3		6.3				
Max Green Setting (Gmax), s	12.7	21.4		13.7	5.0	29.1		27.0				
Max Q Clear Time (g_c+I1), s	10.4	13.2		12.6	3.8	20.3		20.3				
Green Ext Time (p_c), s	0.1	5.3		0.1	0.0	5.6		3.0				
Intersection Summary												
HCM 2010 Ctrl Delay				37.3								
HCM 2010 LOS				D								

HCM 2010 Signalized Intersection Summary




















36: Maryland Ave & US 92

10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	87	693	84	135	910	76	92	71	55	15	41	63
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	181.0	181.0	181.0	190.0	190.0	182.7	190.0	190.0	184.5	190.0
Adj Flow Rate, veh/h	92	729	88	142	958	80	97	75	58	16	43	66
Adj No. of Lanes	1	2	1	1	2	0	0	1	0	0	1	0
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, %	5	5	5	5	5	5	4	4	4	3	3	3
Cap, veh/h	256	1913	856	346	1788	149	241	183	128	82	214	292
Arrive On Green	0.56	0.56	0.56	0.56	0.56	0.56	0.34	0.34	0.34	0.34	0.34	0.34
Sat Flow, veh/h	526	3438	1538	647	3213	268	578	539	377	139	631	861
Grp Volume(v), veh/h	92	729	88	142	513	525	230	0	0	125	0	0
Grp Sat Flow(s),veh/h/ln	526	1719	1538	647	1719	1762	1495	0	0	1631	0	0
Q Serve(g_s), s	15.4	13.7	3.1	18.2	21.7	21.7	7.4	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	37.1	13.7	3.1	31.9	21.7	21.7	13.5	0.0	0.0	6.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.15	0.42		0.25	0.13		0.53
Lane Grp Cap(c), veh/h	256	1913	856	346	957	981	551	0	0	588	0	0
V/C Ratio(X)	0.36	0.38	0.10	0.41	0.54	0.54	0.42	0.00	0.00	0.21	0.00	0.00
Avail Cap(c_a), veh/h	256	1913	856	346	957	981	551	0	0	588	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	27.8	14.4	12.0	23.3	16.1	16.1	29.4	0.0	0.0	27.1	0.0	0.0
Incr Delay (d2), s/veh	3.9	0.6	0.2	3.6	2.1	2.1	2.3	0.0	0.0	0.8	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	2.5	6.6	1.4	3.6	10.8	11.1	6.0	0.0	0.0	3.0	0.0	0.0
LnGrp Delay(d),s/veh	31.7	14.9	12.2	26.9	18.3	18.2	31.7	0.0	0.0	27.9	0.0	0.0
LnGrp LOS	C	B	B	C	B	B	C			C		
Approach Vol, veh/h		909			1180			230			125	
Approach Delay, s/veh		16.4			19.3			31.7			27.9	
Approach LOS		B			B			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		70.0		45.0		70.0		45.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		64.0		39.0		64.0		39.0				
Max Q Clear Time (g_c+I1), s		33.9		15.5		39.1		8.1				
Green Ext Time (p_c), s		22.3		3.1		19.3		3.4				
Intersection Summary												
HCM 2010 Ctrl Delay			19.8									
HCM 2010 LOS			B									

























HCM 2010 Signalized Intersection Summary
 36: Maryland Ave & US 92

10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	183	1181	107	95	780	84	53	76	56	32	33	35
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	181.0	181.0	181.0	190.0	190.0	188.1	190.0	190.0	188.1	190.0
Adj Flow Rate, veh/h	193	1243	113	100	821	88	56	80	59	34	35	37
Adj No. of Lanes	1	2	1	1	2	0	0	1	0	0	1	0
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, %	5	5	5	5	5	5	1	1	1	1	1	1
Cap, veh/h	429	2345	1049	286	2137	229	119	133	84	117	115	92
Arrive On Green	0.68	0.68	0.68	0.68	0.68	0.68	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	594	3438	1538	389	3133	336	366	802	507	340	691	553
Grp Volume(v), veh/h	193	1243	113	100	450	459	195	0	0	106	0	0
Grp Sat Flow(s),veh/h/ln	594	1719	1538	389	1719	1750	1674	0	0	1584	0	0
Q Serve(g_s), s	16.4	14.3	2.0	13.7	8.9	8.9	4.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	25.4	14.3	2.0	27.9	8.9	8.9	8.5	0.0	0.0	4.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.19	0.29		0.30	0.32		0.35
Lane Grp Cap(c), veh/h	429	2345	1049	286	1172	1194	337	0	0	324	0	0
V/C Ratio(X)	0.45	0.53	0.11	0.35	0.38	0.38	0.58	0.00	0.00	0.33	0.00	0.00
Avail Cap(c_a), veh/h	429	2345	1049	286	1172	1194	861	0	0	826	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	10.9	6.3	4.3	13.2	5.4	5.4	30.9	0.0	0.0	29.3	0.0	0.0
Incr Delay (d2), s/veh	1.1	0.3	0.1	3.3	1.0	0.9	2.2	0.0	0.0	0.8	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	2.8	6.7	0.9	1.7	4.4	4.5	4.2	0.0	0.0	2.1	0.0	0.0
LnGrp Delay(d),s/veh	11.9	6.6	4.4	16.6	6.4	6.4	33.2	0.0	0.0	30.1	0.0	0.0
LnGrp LOS	B	A	A	B	A	A	C			C		
Approach Vol, veh/h		1549			1009			195				106
Approach Delay, s/veh		7.1			7.4			33.2				30.1
Approach LOS		A			A			C				C
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		85.8		19.2		85.8		19.2				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		54.0		39.0		54.0		39.0				
Max Q Clear Time (g_c+I1), s		29.9		10.5		27.4		6.3				
Green Ext Time (p_c), s		21.5		2.7		23.6		2.8				
Intersection Summary												
HCM 2010 Ctrl Delay			9.8									
HCM 2010 LOS			A									

























HCM 2010 Signalized Intersection Summary
 27: Park Rd & US 92

10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	273	413	175	481	599	138	175	1072	251	119	1215	290
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	181.0	181.0	181.0	181.0	179.2	179.2	179.2	174.3	174.3	174.3
Adj Flow Rate, veh/h	287	435	184	506	631	145	184	1128	264	125	1279	305
Adj No. of Lanes	2	3	1	3	2	1	2	3	1	2	3	1
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, %	5	5	5	5	5	5	6	6	6	9	9	9
Cap, veh/h	302	1118	447	624	849	464	213	1766	745	176	1589	629
Arrive On Green	0.09	0.23	0.23	0.13	0.25	0.25	0.06	0.36	0.36	0.05	0.33	0.33
Sat Flow, veh/h	3343	4940	1538	4860	3438	1538	3312	4893	1524	3221	4759	1482
Grp Volume(v), veh/h	287	435	184	506	631	145	184	1128	264	125	1279	305
Grp Sat Flow(s),veh/h/ln	1672	1647	1538	1620	1719	1538	1656	1631	1524	1610	1586	1482
Q Serve(g_s), s	9.8	8.6	2.8	11.6	19.5	5.1	6.3	22.0	12.3	4.4	28.2	6.8
Cycle Q Clear(g_c), s	9.8	8.6	2.8	11.6	19.5	5.1	6.3	22.0	12.3	4.4	28.2	6.8
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	302	1118	447	624	849	464	213	1766	745	176	1589	629
V/C Ratio(X)	0.95	0.39	0.41	0.81	0.74	0.31	0.86	0.64	0.35	0.71	0.80	0.49
Avail Cap(c_a), veh/h	302	1118	447	862	849	464	213	1766	745	207	1589	629
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	52.0	37.7	12.5	48.8	39.9	13.1	53.3	30.5	18.1	53.4	34.9	24.0
Incr Delay (d2), s/veh	38.3	1.0	2.8	4.2	5.8	1.8	28.6	1.8	1.3	8.8	4.4	2.7
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	6.2	4.0	3.0	5.4	9.9	2.7	3.7	10.2	5.5	2.2	13.0	6.8
LnGrp Delay(d),s/veh	90.3	38.8	15.3	52.9	45.8	14.9	81.9	32.3	19.5	62.2	39.3	26.7
LnGrp LOS	F	D	B	D	D	B	F	C	B	E	D	C
Approach Vol, veh/h		906			1282			1576			1709	
Approach Delay, s/veh		50.3			45.1			36.0			38.7	
Approach LOS		D			D			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.0	36.0	11.9	49.1	20.4	33.6	15.0	46.0				
Change Period (Y+Rc), s	7.75999999		5.6	7.6	5.6	7.6	7.75999999					
Max Green Setting (Gmax), s	10.4	* 28.4	7.4	40.4	20.4	20.4	7.48400002					
Max Q Clear Time (g_c+I1), s	11.8	21.5	6.4	24.0	13.6	10.6	8.3	30.2				
Green Ext Time (p_c), s	0.0	3.2	0.0	10.3	1.1	3.9	0.0	6.3				
Intersection Summary												
HCM 2010 Ctrl Delay			41.3									
HCM 2010 LOS			D									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary
27: Park Rd & US 92

10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	403	683	183	250	350	111	109	864	353	148	1078	514
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	181.0	181.0	181.0	181.0	179.2	179.2	179.2	177.6	177.6	177.6
Adj Flow Rate, veh/h	424	719	193	263	368	117	115	909	372	156	1135	541
Adj No. of Lanes	2	3	1	3	2	1	2	3	1	2	3	1
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, %	5	5	5	5	5	5	6	6	6	7	7	7
Cap, veh/h	489	1659	596	381	855	462	171	1273	516	171	1357	643
Arrive On Green	0.15	0.34	0.34	0.08	0.25	0.25	0.05	0.26	0.26	0.05	0.28	0.28
Sat Flow, veh/h	3343	4940	1538	4860	3438	1538	3312	4893	1524	3281	4848	1509
Grp Volume(v), veh/h	424	719	193	263	368	117	115	909	372	156	1135	541
Grp Sat Flow(s),veh/h/ln	1672	1647	1538	1620	1719	1538	1656	1631	1524	1640	1616	1509
Q Serve(g_s), s	12.9	11.7	9.1	5.5	9.3	0.6	3.5	17.5	13.7	4.9	22.9	9.6
Cycle Q Clear(g_c), s	12.9	11.7	9.1	5.5	9.3	0.6	3.5	17.5	13.7	4.9	22.9	9.6
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	489	1659	596	381	855	462	171	1273	516	171	1357	643
V/C Ratio(X)	0.87	0.43	0.32	0.69	0.43	0.25	0.67	0.71	0.72	0.91	0.84	0.84
Avail Cap(c_a), veh/h	528	1659	596	862	855	462	191	1273	516	171	1357	643
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	43.3	26.8	22.3	46.6	32.8	27.5	48.4	34.9	12.6	49.0	35.1	10.3
Incr Delay (d2), s/veh	13.5	0.8	1.4	2.2	1.6	1.3	7.7	3.4	8.5	44.9	6.3	12.6
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	6.9	5.5	4.1	2.5	4.6	2.7	1.8	8.3	6.9	3.3	11.0	13.2
LnGrp Delay(d),s/veh	56.8	27.6	23.7	48.8	34.4	28.8	56.1	38.3	21.0	93.8	41.4	22.9
LnGrp LOS	E	C	C	D	C	C	E	D	C	F	D	C
Approach Vol, veh/h		1336			748			1396			1832	
Approach Delay, s/veh		36.3			38.6			35.2			40.4	
Approach LOS		D			D			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	24.0	33.4	13.0	34.6	13.7	43.7	11.0	36.6				
Change Period (Y+Rc), s	7.75999999		7.75999999		5.6	7.6	5.6	7.6				
Max Green Setting (Gmax), s	16.25799999		5.4	* 27	18.4	25.8	6.0	28.4				
Max Q Clear Time (g_c+1), s	14.9	11.3	6.9	19.5	7.5	13.7	5.5	24.9				
Green Ext Time (p_c), s	0.3	2.2	0.0	4.1	0.7	5.3	0.0	2.7				
Intersection Summary												
HCM 2010 Ctrl Delay			37.7									
HCM 2010 LOS			D									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Arterial Level of Service

10/6/2015

Arterial Level of Service: EB US 92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Falkenburg Rd	I	45	51.2	33.9	85.1	0.64	27.0	C
Williams Rd	I	45	82.4	24.8	107.2	1.03	34.6	B
CR 579/Mango Rd	I	45	80.8	34.6	115.4	1.01	31.5	C
Peach Ave	I	45	33.3	1.6	34.9	0.34	35.4	B
Pine St	I	45	17.6	8.2	25.8	0.17	23.6	D
Parsons Ave	I	45	44.1	21.5	65.6	0.50	27.5	C
Kingsway Rd	I	45	43.6	25.3	68.9	0.50	25.9	D
McIntosh Rd	I	49	153.8	31.3	185.1	2.08	40.4	B
Gallagher Rd	I	50	39.5	23.6	63.1	0.51	28.9	C
Forbes Rd	I	50	232.8	21.0	253.8	3.23	45.9	A
Turkey Creek Rd	I	50	56.5	15.7	72.2	0.78	39.1	B
Lemon St	I	50	151.6	30.5	182.1	2.09	41.3	B
Total	I		987.2	272.0	1259.2	12.88	36.8	B

Arterial Level of Service: WB US 92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 566/Thonotosassa	I	35	230.7	32.2	262.9	2.27	31.1	C
Turkey Creek Rd	I	50	151.6	17.5	169.1	2.09	44.5	A
Branch Forbes Rd	I	50	56.5	26.2	82.7	0.78	34.1	B
Gallagher Rd	I	50	232.8	40.6	273.4	3.23	42.6	A
McIntosh Rd	I	50	39.5	33.6	73.1	0.51	25.0	D
Kingsway Rd	I	49	153.8	36.7	190.5	2.08	39.3	B
Parsons Ave	I	45	43.6	20.2	63.8	0.50	28.0	C
Pine St	I	45	44.1	20.1	64.2	0.50	28.1	C
School Entrance	I	45	17.6	6.8	24.4	0.17	25.0	D
CR 579/Mango Rd	I	45	33.3	17.8	51.1	0.34	24.2	D
Williams Rd	I	45	80.8	27.5	108.3	1.01	33.6	C
Falkenburg Rd	I	45	82.4	26.0	108.4	1.03	34.2	B
Total	I		1166.7	305.2	1471.9	14.51	35.5	B

Arterial Level of Service

10/7/2015

Arterial Level of Service: EB US 92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Maryland Ave	II	36	225.5	15.1	240.6	2.27	34.0	B
Park Rd	II	45	29.3	31.6	60.9	0.30	17.5	D
County Line Rd	II	50	258.5	47.3	305.8	3.59	42.3	A
Total	II		513.3	94.0	607.3	6.16	36.5	A

Arterial Level of Service: WB US 92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
County Line Rd	I	50	35.9	39.0	74.9	0.42	20.1	E
Park Rd	I	50	259.0	46.2	305.2	3.59	42.4	A
Maryland Ave	I	45	29.3	5.4	34.7	0.30	30.7	C
Total	I		324.2	90.6	414.8	4.30	37.4	B

Arterial Level of Service: EB US 92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Falkenburg Rd	I	45	51.2	26.8	78.0	0.64	29.5	C
Williams Rd	I	45	82.4	31.6	114.0	1.03	32.5	C
CR 579/Mango Rd	I	45	80.8	48.3	129.1	1.01	28.2	C
Peach Ave	I	45	33.3	3.2	36.5	0.34	33.8	C
Pine St	I	45	17.6	6.2	23.8	0.17	25.6	D
Parsons Ave	I	45	44.1	32.8	76.9	0.50	23.4	D
Kingsway Rd	I	45	43.6	25.2	68.8	0.50	26.0	D
McIntosh Rd	I	49	153.8	42.5	196.3	2.08	38.1	B
Gallagher Rd	I	50	39.5	23.4	62.9	0.51	29.0	C
Forbes Rd	I	50	232.8	27.4	260.2	3.23	44.7	A
Turkey Creek Rd	I	50	56.5	10.3	66.8	0.78	42.3	A
Lemon St	I	50	151.6	33.9	185.5	2.09	40.6	B
Total	I		987.2	311.6	1298.8	12.88	35.7	B

Arterial Level of Service: WB US 92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 566/Thonotosassa	I	35	230.7	39.2	269.9	2.27	30.3	C
Turkey Creek Rd	I	50	151.6	8.5	160.1	2.09	47.0	A
Branch Forbes Rd	I	50	56.5	28.9	85.4	0.78	33.1	C
Gallagher Rd	I	50	232.8	28.9	261.7	3.23	44.5	A
McIntosh Rd	I	50	39.5	44.4	83.9	0.51	21.7	D
Kingsway Rd	I	49	153.8	19.7	173.5	2.08	43.1	A
Parsons Ave	I	45	43.6	16.2	59.8	0.50	29.9	C
Pine St	I	45	44.1	5.8	49.9	0.50	36.1	B
School Entrance	I	45	17.6	9.4	27.0	0.17	22.6	D
CR 579/Mango Rd	I	45	33.3	24.9	58.2	0.34	21.2	D
Williams Rd	I	45	80.8	20.7	101.5	1.01	35.8	B
Falkenburg Rd	I	45	82.4	17.1	99.5	1.03	37.2	B
Total	I		1166.7	263.7	1430.4	14.51	36.5	B

Arterial Level of Service

10/7/2015

Arterial Level of Service: EB US 92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Maryland Ave	II	36	225.5	8.8	234.3	2.27	34.9	B
Park Rd	II	45	29.3	24.3	53.6	0.30	19.9	D
County Line Rd	II	50	258.5	57.4	315.9	3.59	40.9	A
Total	II		513.3	90.5	603.8	6.16	36.7	A

Arterial Level of Service: WB US 92






















Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
County Line Rd	I	50	35.9	46.2	82.1	0.42	18.3	E
Park Rd	I	50	259.0	35.4	294.4	3.59	43.9	A
Maryland Ave	I	45	29.3	5.0	34.3	0.30	31.1	C
Total	I		324.2	86.6	410.8	4.30	37.7	B

APPENDIX L

Opening Year 2020 No-Build and Build Level of Service






















HCM 2010 Signalized Intersection Summary
 65: Falkenburg Rd & US 92

10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	5	333	397	272	672	8	244	9	139	15	11	8
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	190.0	181.0	181.0	190.0	181.0	181.0	190.0	181.0	181.0	190.0
Adj Flow Rate, veh/h	5	351	418	286	707	8	257	9	146	16	12	8
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
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, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	198	371	441	118	878	10	503	29	466	375	323	216
Arrive On Green	0.49	0.49	0.49	0.49	0.49	0.49	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	712	754	897	677	1786	20	1347	90	1462	1192	1014	676
Grp Volume(v), veh/h	5	0	769	286	0	715	257	0	155	16	0	20
Grp Sat Flow(s),veh/h/ln	712	0	1651	677	0	1806	1347	0	1552	1192	0	1690
Q Serve(g_s), s	0.5	0.0	37.7	4.1	0.0	28.3	13.8	0.0	6.4	0.9	0.0	0.7
Cycle Q Clear(g_c), s	28.8	0.0	37.7	41.8	0.0	28.3	14.5	0.0	6.4	7.3	0.0	0.7
Prop In Lane	1.00		0.54	1.00		0.01	1.00		0.94	1.00		0.40
Lane Grp Cap(c), veh/h	198	0	812	118	0	888	503	0	495	375	0	539
V/C Ratio(X)	0.03	0.00	0.95	2.43	0.00	0.81	0.51	0.00	0.31	0.04	0.00	0.04
Avail Cap(c_a), veh/h	198	0	812	118	0	888	503	0	495	375	0	539
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.3	0.0	20.5	41.9	0.0	18.2	25.0	0.0	21.9	24.7	0.0	20.0
Incr Delay (d2), s/veh	0.2	0.0	21.1	668.7	0.0	7.7	3.7	0.0	1.7	0.2	0.0	0.1
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	0.1	0.0	21.6	24.6	0.0	15.8	5.7	0.0	3.0	0.3	0.0	0.3
LnGrp Delay(d),s/veh	30.5	0.0	41.6	710.6	0.0	25.9	28.6	0.0	23.6	24.9	0.0	20.1
LnGrp LOS	C		D	F		C	C		C	C		C
Approach Vol, veh/h		774			1001			412				36
Approach Delay, s/veh		41.5			221.5			26.7				22.2
Approach LOS		D			F			C				C
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		50.0		35.0		50.0		35.0				
Change Period (Y+Rc), s		8.2		7.9		* 8.1999998		7.9				
Max Green Setting (Gmax), s		41.8		27.1		* 41.800003		27.1				
Max Q Clear Time (g_c+I1), s		43.8		16.5		39.7		9.3				
Green Ext Time (p_c), s		0.0		2.0		2.0		2.6				
Intersection Summary												
HCM 2010 Ctrl Delay			119.5									
HCM 2010 LOS			F									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												





















HCM 2010 Signalized Intersection Summary
65: Falkenburg Rd & US 92

10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	10	888	187	128	440	16	539	14	271	10	10	8
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	190.0	181.0	181.0	190.0	186.3	186.3	190.0	190.0	190.0	190.0
Adj Flow Rate, veh/h	11	935	197	135	463	17	567	15	285	11	11	8
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
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, %	5	5	5	5	5	5	2	2	2	0	0	0
Cap, veh/h	356	713	150	85	853	31	517	25	483	261	326	237
Arrive On Green	0.49	0.49	0.49	0.49	0.49	0.49	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	885	1450	306	481	1735	64	1388	80	1516	1096	1024	745
Grp Volume(v), veh/h	11	0	1132	135	0	480	567	0	300	11	0	19
Grp Sat Flow(s),veh/h/ln	885	0	1756	481	0	1798	1388	0	1595	1096	0	1769
Q Serve(g_s), s	0.7	0.0	41.8	0.0	0.0	15.7	26.5	0.0	13.4	0.7	0.0	0.6
Cycle Q Clear(g_c), s	16.5	0.0	41.8	41.8	0.0	15.7	27.1	0.0	13.4	14.1	0.0	0.6
Prop In Lane	1.00		0.17	1.00		0.04	1.00		0.95	1.00		0.42
Lane Grp Cap(c), veh/h	356	0	863	85	0	884	517	0	509	261	0	564
V/C Ratio(X)	0.03	0.00	1.31	1.59	0.00	0.54	1.10	0.00	0.59	0.04	0.00	0.03
Avail Cap(c_a), veh/h	356	0	863	85	0	884	517	0	509	261	0	564
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.7	0.0	21.6	42.5	0.0	15.0	31.4	0.0	24.3	30.2	0.0	19.9
Incr Delay (d2), s/veh	0.2	0.0	148.3	315.5	0.0	2.4	68.7	0.0	5.0	0.3	0.0	0.1
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	0.2	0.0	55.7	9.4	0.0	8.3	21.9	0.0	6.6	0.2	0.0	0.3
LnGrp Delay(d),s/veh	20.8	0.0	169.9	358.0	0.0	17.4	100.1	0.0	29.2	30.5	0.0	20.0
LnGrp LOS	C		F	F		B	F		C	C		C
Approach Vol, veh/h		1143			615			867				30
Approach Delay, s/veh		168.5			92.1			75.6				23.9
Approach LOS		F			F			E				C
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		50.0		35.0		50.0		35.0				
Change Period (Y+Rc), s		8.2		7.9		* 8.1999998		7.9				
Max Green Setting (Gmax), s		41.8		27.1		* 41.800003		27.1				
Max Q Clear Time (g_c+I1), s		43.8		29.1		43.8		16.1				
Green Ext Time (p_c), s		0.0		0.0		0.0		4.3				
Intersection Summary												
HCM 2010 Ctrl Delay			118.8									
HCM 2010 LOS			F									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												






















HCM 2010 Signalized Intersection Summary
62: Williams Rd & US 92

10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	59	420	109	111	718	145	149	167	118	145	185	124
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	190.0	181.0	181.0	190.0	188.1	188.1	190.0	186.3	186.3	190.0
Adj Flow Rate, veh/h	62	442	115	117	756	153	157	176	124	153	195	131
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
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, %	5	5	5	5	5	5	1	1	1	2	2	2
Cap, veh/h	113	743	193	353	784	159	224	298	210	244	302	203
Arrive On Green	0.54	0.54	0.54	0.54	0.54	0.54	0.29	0.29	0.29	0.29	0.29	0.29
Sat Flow, veh/h	594	1385	360	824	1462	296	1060	1029	725	1075	1040	699
Grp Volume(v), veh/h	62	0	557	117	0	909	157	0	300	153	0	326
Grp Sat Flow(s),veh/h/ln	594	0	1746	824	0	1757	1060	0	1753	1075	0	1739
Q Serve(g_s), s	3.1	0.0	17.4	9.0	0.0	39.8	10.1	0.0	11.7	11.4	0.0	13.1
Cycle Q Clear(g_c), s	42.9	0.0	17.4	26.4	0.0	39.8	23.2	0.0	11.7	23.1	0.0	13.1
Prop In Lane	1.00		0.21	1.00		0.17	1.00		0.41	1.00		0.40
Lane Grp Cap(c), veh/h	113	0	936	353	0	942	224	0	508	244	0	504
V/C Ratio(X)	0.55	0.00	0.59	0.33	0.00	0.96	0.70	0.00	0.59	0.63	0.00	0.65
Avail Cap(c_a), veh/h	113	0	936	353	0	942	224	0	508	244	0	504
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	39.4	0.0	12.6	21.6	0.0	17.8	35.7	0.0	24.3	34.2	0.0	24.8
Incr Delay (d2), s/veh	17.6	0.0	2.8	2.5	0.0	21.9	16.8	0.0	5.0	11.6	0.0	6.3
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	0.0	9.1	2.3	0.0	24.7	4.5	0.0	6.4	4.1	0.0	7.1
LnGrp Delay(d),s/veh	57.1	0.0	15.4	24.1	0.0	39.7	52.5	0.0	29.3	45.8	0.0	31.1
LnGrp LOS	E		B	C		D	D		C	D		C
Approach Vol, veh/h		619			1026			457			479	
Approach Delay, s/veh		19.6			38.0			37.3			35.8	
Approach LOS		B			D			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		50.0		30.0		50.0		30.0				
Change Period (Y+Rc), s		7.1		6.8		7.1		6.8				
Max Green Setting (Gmax), s		42.9		23.2		42.9		23.2				
Max Q Clear Time (g_c+I1), s		41.8		25.2		44.9		25.1				
Green Ext Time (p_c), s		1.0		0.0		0.0		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			33.0									
HCM 2010 LOS			C									

























HCM 2010 Signalized Intersection Summary
 62: Williams Rd & US 92

10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	122	825	165	141	417	99	58	230	52	70	249	31
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	190.0	181.0	181.0	190.0	188.1	188.1	190.0	184.5	184.5	190.0
Adj Flow Rate, veh/h	128	868	174	148	439	104	61	242	55	74	262	33
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
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, %	5	5	5	5	5	5	1	1	1	3	3	3
Cap, veh/h	508	1001	201	172	968	229	116	311	71	114	336	42
Arrive On Green	0.68	0.68	0.68	0.68	0.68	0.68	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	835	1464	294	524	1415	335	1090	1484	337	1067	1607	202
Grp Volume(v), veh/h	128	0	1042	148	0	543	61	0	297	74	0	295
Grp Sat Flow(s),veh/h/ln	835	0	1758	524	0	1750	1090	0	1822	1067	0	1809
Q Serve(g_s), s	10.8	0.0	59.8	29.1	0.0	18.5	7.2	0.0	20.0	7.2	0.0	20.0
Cycle Q Clear(g_c), s	29.3	0.0	59.8	88.9	0.0	18.5	27.2	0.0	20.0	27.2	0.0	20.0
Prop In Lane	1.00		0.17	1.00		0.19	1.00		0.19	1.00		0.11
Lane Grp Cap(c), veh/h	508	0	1202	172	0	1197	116	0	381	114	0	378
V/C Ratio(X)	0.25	0.00	0.87	0.86	0.00	0.45	0.53	0.00	0.78	0.65	0.00	0.78
Avail Cap(c_a), veh/h	508	0	1202	172	0	1197	116	0	381	114	0	378
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	0.00	0.09	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.1	0.0	16.0	53.5	0.0	9.4	61.5	0.0	48.6	62.1	0.0	48.6
Incr Delay (d2), s/veh	0.1	0.0	0.9	39.1	0.0	1.2	16.2	0.0	14.5	25.0	0.0	14.6
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	2.5	0.0	28.9	7.2	0.0	9.3	2.7	0.0	11.6	3.4	0.0	11.5
LnGrp Delay(d),s/veh	16.2	0.0	16.8	92.6	0.0	10.7	77.7	0.0	63.1	87.1	0.0	63.2
LnGrp LOS	B		B	F		B	E		E	F		E
Approach Vol, veh/h		1170			691			358			369	
Approach Delay, s/veh		16.8			28.2			65.6			68.0	
Approach LOS		B			C			E			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		96.0		34.0		96.0		34.0				
Change Period (Y+Rc), s		7.1		6.8		7.1		6.8				
Max Green Setting (Gmax), s		88.9		27.2		88.9		27.2				
Max Q Clear Time (g_c+I1), s		90.9		29.2		61.8		29.2				
Green Ext Time (p_c), s		0.0		0.0		20.6		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			33.9									
HCM 2010 LOS			C									

























HCM 2010 Signalized Intersection Summary
59: CR 579/Mango Rd & US 92

10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	206	333	120	110	425	575	150	513	65	352	314	429
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	181.0	181.0	181.0	181.0	186.3	186.3	190.0	182.7	182.7	182.7
Adj Flow Rate, veh/h	217	351	126	116	447	605	158	540	68	371	331	452
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	2	1	1
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, %	5	5	5	5	5	5	2	2	2	4	4	4
Cap, veh/h	280	664	693	354	593	707	262	633	79	445	446	535
Arrive On Green	0.10	0.37	0.37	0.02	0.11	0.11	0.08	0.20	0.20	0.13	0.24	0.24
Sat Flow, veh/h	1723	1810	1538	1723	1810	1538	1774	3165	397	3375	1827	1553
Grp Volume(v), veh/h	217	351	126	116	447	605	158	301	307	371	331	452
Grp Sat Flow(s),veh/h/ln	1723	1810	1538	1723	1810	1538	1774	1770	1793	1688	1827	1553
Q Serve(g_s), s	9.8	18.0	5.8	5.2	28.4	38.4	8.3	19.4	19.6	12.7	19.8	28.9
Cycle Q Clear(g_c), s	9.8	18.0	5.8	5.2	28.4	38.4	8.3	19.4	19.6	12.7	19.8	28.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.22	1.00		1.00
Lane Grp Cap(c), veh/h	280	664	693	354	593	707	262	354	358	445	446	535
V/C Ratio(X)	0.77	0.53	0.18	0.33	0.75	0.86	0.60	0.85	0.86	0.83	0.74	0.84
Avail Cap(c_a), veh/h	322	664	693	377	593	707	262	354	358	524	446	535
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.48	0.48	0.48	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.4	29.4	19.5	25.7	48.2	36.7	34.6	45.7	45.7	50.2	41.4	35.9
Incr Delay (d2), s/veh	10.4	3.0	0.6	0.3	4.3	6.6	3.9	21.9	22.2	12.0	7.1	12.2
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	5.4	9.5	2.6	2.5	15.0	17.7	4.3	11.7	11.9	6.7	10.9	15.4
LnGrp Delay(d),s/veh	37.8	32.4	20.0	26.0	52.5	43.4	38.4	67.6	67.9	62.2	48.4	48.0
LnGrp LOS	D	C	C	C	D	D	D	E	E	E	D	D
Approach Vol, veh/h		694			1168			766			1154	
Approach Delay, s/veh		31.9			45.1			61.7			52.7	
Approach LOS		C			D			E			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.2	47.8	22.2	30.8	14.5	52.5	17.0	36.0				
Change Period (Y+Rc), s	7.2	7.5	6.000004	7.1000004	7.3999996	7.5	10.000004	7.1000004				
Max Green Setting (Gmax), s	14.8	37.5	* 18.4	* 20.8	6.000004	43.8	8.8999996	* 28.9				
Max Q Clear Time (g_c+I1), s	11.8	40.4	14.7	21.6	7.2	20.0	10.3	30.9				
Green Ext Time (p_c), s	0.2	0.0	0.9	0.0	0.0	11.6	0.0	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			48.4									
HCM 2010 LOS			D									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												





















HCM 2010 Signalized Intersection Summary
 59: CR 579/Mango Rd & US 92

10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	320	508	143	122	279	353	73	374	103	618	564	210
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	181.0	181.0	181.0	181.0	186.3	186.3	190.0	186.3	186.3	186.3
Adj Flow Rate, veh/h	337	535	151	128	294	372	77	394	108	651	594	221
Adj No. of Lanes	1	1	1	1	1	1	1	2	0	2	1	1
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, %	5	5	5	5	5	5	2	2	2	2	2	2
Cap, veh/h	412	678	651	226	488	732	142	405	110	709	560	726
Arrive On Green	0.16	0.37	0.37	0.02	0.09	0.09	0.05	0.15	0.15	0.21	0.30	0.30
Sat Flow, veh/h	1723	1810	1538	1723	1810	1538	1774	2754	747	3442	1863	1583
Grp Volume(v), veh/h	337	535	151	128	294	372	77	252	250	651	594	221
Grp Sat Flow(s),veh/h/ln	1723	1810	1538	1723	1810	1538	1774	1770	1731	1721	1863	1583
Q Serve(g_s), s	17.5	34.0	8.1	6.6	20.2	22.2	4.7	18.3	18.7	24.0	38.9	11.4
Cycle Q Clear(g_c), s	17.5	34.0	8.1	6.6	20.2	22.2	4.7	18.3	18.7	24.0	38.9	11.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.43	1.00		1.00
Lane Grp Cap(c), veh/h	412	678	651	226	488	732	142	260	255	709	560	726
V/C Ratio(X)	0.82	0.79	0.23	0.57	0.60	0.51	0.54	0.97	0.98	0.92	1.06	0.30
Avail Cap(c_a), veh/h	524	678	651	226	488	732	150	260	255	729	560	726
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.79	0.79	0.79	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.4	35.9	23.8	36.3	52.3	29.5	45.1	54.9	55.0	50.3	45.3	22.1
Incr Delay (d2), s/veh	8.5	9.1	0.8	2.6	4.3	2.0	3.5	47.9	52.2	17.2	55.2	1.1
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	9.3	18.6	3.6	3.5	10.7	9.9	2.4	12.4	12.6	13.1	28.5	5.2
LnGrp Delay(d),s/veh	36.8	45.0	24.7	38.9	56.6	31.4	48.6	102.7	107.3	67.5	100.4	23.2
LnGrp LOS	D	D	C	D	E	C	D	F	F	E	F	C
Approach Vol, veh/h		1023			794			579			1466	
Approach Delay, s/veh		39.3			41.9			97.5			74.1	
Approach LOS		D			D			F			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	27.6	43.0	33.3	26.1	14.0	56.6	13.4	46.0				
Change Period (Y+Rc), s	7.2	7.5	6.000000	7.100000	7.399999	6.7	7.5	7.100000	7.100000			
Max Green Setting (Gmax), s	28.8	26.5	* 27.4	* 18.0	18.599999	48.5	9.000000	38.900002				
Max Q Clear Time (g_c+I1), s	19.5	24.2	26.0	20.7	8.6	36.0	6.7	40.9				
Green Ext Time (p_c), s	0.9	1.7	0.7	0.0	0.0	7.1	0.0	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			61.8									
HCM 2010 LOS			E									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary
 2: Peach Ave/School Entrance & US 92





















10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	199	549	6	1	966	127	5	20	2	27	3	69
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	190.0	181.0	181.0	181.0	190.0	190.0	190.0	190.0	190.0	190.0
Adj Flow Rate, veh/h	209	578	6	1	1017	134	5	21	2	28	3	73
Adj No. of Lanes	1	1	0	1	1	1	0	1	0	0	1	1
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, %	5	5	5	5	5	5	0	0	0	0	0	0
Cap, veh/h	490	1443	15	614	1241	1055	47	92	8	141	12	194
Arrive On Green	0.06	0.81	0.81	1.00	1.00	1.00	0.06	0.06	0.06	0.06	0.06	0.06
Sat Flow, veh/h	1723	1788	19	804	1810	1538	164	1516	129	1350	203	1615
Grp Volume(v), veh/h	209	0	584	1	1017	134	28	0	0	31	0	73
Grp Sat Flow(s),veh/h/ln	1723	0	1806	804	1810	1538	1809	0	0	1553	0	1615
Q Serve(g_s), s	3.8	0.0	10.6	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	4.8
Cycle Q Clear(g_c), s	3.8	0.0	10.6	0.0	0.0	0.0	1.6	0.0	0.0	1.8	0.0	4.8
Prop In Lane	1.00		0.01	1.00		1.00	0.18		0.07	0.90		1.00
Lane Grp Cap(c), veh/h	490	0	1458	614	1241	1055	146	0	0	153	0	194
V/C Ratio(X)	0.43	0.00	0.40	0.00	0.82	0.13	0.19	0.00	0.00	0.20	0.00	0.38
Avail Cap(c_a), veh/h	700	0	1458	614	1241	1055	221	0	0	216	0	263
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)	0.73	0.00	0.73	0.34	0.34	0.34	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	3.7	0.0	3.2	0.0	0.0	0.0	51.5	0.0	0.0	51.6	0.0	46.6
Incr Delay (d2), s/veh	0.9	0.0	0.6	0.0	2.2	0.1	0.9	0.0	0.0	0.9	0.0	1.7
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	1.8	0.0	5.4	0.0	0.7	0.0	0.9	0.0	0.0	1.0	0.0	2.2
LnGrp Delay(d),s/veh	4.6	0.0	3.8	0.0	2.2	0.1	52.4	0.0	0.0	52.5	0.0	48.4
LnGrp LOS	A		A	A	A	A	D			D		D
Approach Vol, veh/h		793			1152			28			104	
Approach Delay, s/veh		4.0			1.9			52.4			49.6	
Approach LOS		A			A			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	14.0	91.0		15.1		104.9		15.1				
Change Period (Y+Rc), s	7.1	7.1	* 8.1000004			7.1		* 8.1000004				
Max Green Setting (Gmax), s	20.9	64.9	* 11.9			92.9		* 11.9				
Max Q Clear Time (g_c+I1), s	5.8	2.0		3.6		12.6		6.8				
Green Ext Time (p_c), s	1.1	29.8		0.4		32.6		0.3				
Intersection Summary												
HCM 2010 Ctrl Delay			5.8									
HCM 2010 LOS			A									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary

2: Peach Ave/School Entrance & US 92

10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	71	1028	11	5	690	47	4	6	1	42	3	67
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	190.0	181.0	181.0	181.0	190.0	190.0	190.0	190.0	181.0	181.0
Adj Flow Rate, veh/h	75	1082	12	5	726	49	4	6	1	44	3	71
Adj No. of Lanes	1	1	0	1	1	1	0	1	0	0	1	1
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, %	5	5	5	5	5	5	0	0	0	5	5	5
Cap, veh/h	326	1359	15	251	1213	1031	83	113	16	192	11	243
Arrive On Green	0.04	0.76	0.76	0.22	0.22	0.22	0.12	0.12	0.12	0.12	0.12	0.12
Sat Flow, veh/h	1723	1786	20	499	1810	1538	371	921	129	1129	92	1538
Grp Volume(v), veh/h	75	0	1094	5	726	49	11	0	0	47	0	71
Grp Sat Flow(s),veh/h/ln	1723	0	1806	499	1810	1538	1421	0	0	1221	0	1538
Q Serve(g_s), s	1.6	0.0	47.8	1.1	46.8	3.3	0.0	0.0	0.0	0.0	0.0	5.3
Cycle Q Clear(g_c), s	1.6	0.0	47.8	37.2	46.8	3.3	6.0	0.0	0.0	5.9	0.0	5.3
Prop In Lane	1.00		0.01	1.00		1.00	0.36		0.09	0.94		1.00
Lane Grp Cap(c), veh/h	326	0	1374	251	1213	1031	212	0	0	203	0	243
V/C Ratio(X)	0.23	0.00	0.80	0.02	0.60	0.05	0.05	0.00	0.00	0.23	0.00	0.29
Avail Cap(c_a), veh/h	369	0	1374	251	1213	1031	212	0	0	203	0	243
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.41	0.00	0.41	0.87	0.87	0.87	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.6	0.0	9.4	46.9	34.9	18.0	50.4	0.0	0.0	52.6	0.0	48.3
Incr Delay (d2), s/veh	0.3	0.0	2.0	0.1	1.9	0.1	0.5	0.0	0.0	2.7	0.0	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	1.2	0.0	24.2	0.2	24.1	1.4	0.4	0.0	0.0	1.7	0.0	2.5
LnGrp Delay(d),s/veh	15.9	0.0	11.5	47.0	36.8	18.0	50.9	0.0	0.0	55.3	0.0	51.3
LnGrp LOS	B		B	D	D	B	D			E		D
Approach Vol, veh/h		1169			780			11			118	
Approach Delay, s/veh		11.8			35.7			50.9			52.9	
Approach LOS		B			D			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	11.8	94.2		24.0		106.0		24.0				
Change Period (Y+Rc), s	7.1	7.1	* 8.1000004			7.1		* 8.1000004				
Max Green Setting (Gmax), s	7.9	83.9	* 15.9			98.9		* 15.9				
Max Q Clear Time (g_c+I1), s	3.6	48.8		8.0		49.8		7.9				
Green Ext Time (p_c), s	0.1	24.9		0.4		31.3		0.4				
Intersection Summary												
HCM 2010 Ctrl Delay			23.3									
HCM 2010 LOS			C									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												






















HCM 2010 Signalized Intersection Summary
 12: Pine St & US 92

10/6/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	4	1047	43	33	663	9	22	2	39	26	17	38
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	190.0	181.0	181.0	181.0	190.0	190.0	190.0	190.0	190.0	190.0
Adj Flow Rate, veh/h	4	1102	45	35	698	9	23	2	41	27	18	40
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
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, %	5	5	5	5	5	5	0	0	0	0	0	0
Cap, veh/h	579	1236	50	207	1336	1136	125	6	127	136	43	96
Arrive On Green	0.01	0.72	0.72	0.06	1.00	1.00	0.08	0.08	0.08	0.08	0.08	0.08
Sat Flow, veh/h	1723	1727	71	1723	1810	1538	1366	76	1551	1385	526	1168
Grp Volume(v), veh/h	4	0	1147	35	698	9	23	0	43	27	0	58
Grp Sat Flow(s),veh/h/ln	1723	0	1797	1723	1810	1538	1366	0	1626	1385	0	1694
Q Serve(g_s), s	0.1	0.0	63.0	0.7	0.0	0.0	2.0	0.0	3.1	2.4	0.0	4.1
Cycle Q Clear(g_c), s	0.1	0.0	63.0	0.7	0.0	0.0	6.1	0.0	3.1	5.5	0.0	4.1
Prop In Lane	1.00		0.04	1.00		1.00	1.00		0.95	1.00		0.69
Lane Grp Cap(c), veh/h	579	0	1286	207	1336	1136	125	0	133	136	0	139
V/C Ratio(X)	0.01	0.00	0.89	0.17	0.52	0.01	0.18	0.00	0.32	0.20	0.00	0.42
Avail Cap(c_a), veh/h	679	0	1286	267	1336	1136	125	0	133	136	0	139
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)	0.50	0.00	0.50	0.89	0.89	0.89	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	4.9	0.0	14.0	20.6	0.0	0.0	57.7	0.0	54.4	57.0	0.0	54.8
Incr Delay (d2), s/veh	0.0	0.0	5.3	0.3	1.3	0.0	3.2	0.0	6.3	3.2	0.0	9.0
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	0.0	0.0	32.8	0.7	0.5	0.0	0.9	0.0	1.6	1.0	0.0	2.3
LnGrp Delay(d),s/veh	4.9	0.0	19.3	21.0	1.3	0.0	61.0	0.0	60.7	60.2	0.0	63.8
LnGrp LOS	A		B	C	A	A	E		E	E		E
Approach Vol, veh/h		1151			742			66				85
Approach Delay, s/veh		19.3			2.2			60.8				62.7
Approach LOS		B			A			E				E
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.8	104.2		18.0	10.6	101.4		18.0				
Change Period (Y+Rc), s	7.1	7.1	* 7.6999998		7.1	7.1		* 7.6999998				
Max Green Setting (Gmax), s	7.9	89.9		* 10.3	7.9	89.9		* 10.3				
Max Q Clear Time (g_c+I1), s	2.1	2.0		8.1	2.7	65.0		7.5				
Green Ext Time (p_c), s	0.0	44.0		0.2	0.0	19.4		0.2				
Intersection Summary												
HCM 2010 Ctrl Delay			16.2									
HCM 2010 LOS			B									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												





















HCM 2010 Signalized Intersection Summary
 12: Pine St & US 92

10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	137	561	45	24	911	105	24	37	14	13	9	18
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	190.0	181.0	181.0	181.0	184.5	184.5	190.0	158.3	158.3	190.0
Adj Flow Rate, veh/h	144	591	47	25	959	111	25	39	15	14	9	19
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
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, %	5	5	5	5	5	5	3	3	3	20	20	20
Cap, veh/h	215	1024	81	413	1072	911	273	219	84	228	78	165
Arrive On Green	0.05	0.62	0.62	0.02	0.59	0.59	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	1723	1655	132	1723	1810	1538	1363	1270	488	1143	455	960
Grp Volume(v), veh/h	144	0	638	25	959	111	25	0	54	14	0	28
Grp Sat Flow(s),veh/h/ln	1723	0	1786	1723	1810	1538	1363	0	1758	1143	0	1414
Q Serve(g_s), s	3.8	0.0	25.0	0.7	54.2	3.7	1.9	0.0	3.1	1.2	0.0	2.0
Cycle Q Clear(g_c), s	3.8	0.0	25.0	0.7	54.2	3.7	3.8	0.0	3.1	4.3	0.0	2.0
Prop In Lane	1.00		0.07	1.00		1.00	1.00		0.28	1.00		0.68
Lane Grp Cap(c), veh/h	215	0	1105	413	1072	911	273	0	303	228	0	243
V/C Ratio(X)	0.67	0.00	0.58	0.06	0.89	0.12	0.09	0.00	0.18	0.06	0.00	0.12
Avail Cap(c_a), veh/h	244	0	1105	487	1072	911	273	0	303	228	0	243
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)	0.94	0.00	0.94	0.52	0.52	0.52	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.2	0.0	13.4	10.9	20.8	10.6	42.9	0.0	41.7	43.6	0.0	41.2
Incr Delay (d2), s/veh	5.5	0.0	2.1	0.0	6.5	0.1	0.7	0.0	1.3	0.5	0.0	1.0
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	3.1	0.0	12.9	0.3	28.8	1.6	0.8	0.0	1.6	0.4	0.0	0.8
LnGrp Delay(d),s/veh	30.7	0.0	15.4	11.0	27.3	10.7	43.5	0.0	43.0	44.1	0.0	42.2
LnGrp LOS	C		B	B	C	B	D		D	D		D
Approach Vol, veh/h		782			1095			79				42
Approach Delay, s/veh		18.2			25.2			43.2				42.8
Approach LOS		B			C			D				D
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.0	79.0		28.0	9.9	82.1		28.0				
Change Period (Y+Rc), s	7.1	7.1	* 7.6999998		7.1	7.1		* 7.6999998				
Max Green Setting (Gmax), s	7.9	69.9	* 20.299999		7.9	69.9		* 20.299999				
Max Q Clear Time (g_c+I1), s	5.8	56.2		5.8	2.7	27.0		6.3				
Green Ext Time (p_c), s	0.1	10.6		0.6	0.0	23.9		0.5				
Intersection Summary												
HCM 2010 Ctrl Delay			23.6									
HCM 2010 LOS			C									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary
 56: Parsons Ave & US 92





















10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	18	480	207	136	748	13	295	17	97	14	22	22
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	181.0	181.0	181.0	190.0	182.7	182.7	190.0	190.0	177.6	190.0
Adj Flow Rate, veh/h	19	505	218	143	787	14	311	18	102	15	23	23
Adj No. of Lanes	1	1	1	1	1	0	1	1	0	0	1	0
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, %	5	5	5	5	5	5	4	4	4	7	7	7
Cap, veh/h	298	1169	993	419	1145	20	275	54	305	97	144	123
Arrive On Green	0.65	0.65	0.65	0.65	0.65	0.65	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	657	1810	1538	707	1772	32	1328	238	1350	266	637	547
Grp Volume(v), veh/h	19	505	218	143	0	801	311	0	120	61	0	0
Grp Sat Flow(s),veh/h/ln	657	1810	1538	707	0	1804	1328	0	1589	1450	0	0
Q Serve(g_s), s	2.3	16.5	7.0	15.0	0.0	33.9	19.4	0.0	7.6	0.1	0.0	0.0
Cycle Q Clear(g_c), s	36.2	16.5	7.0	31.4	0.0	33.9	27.1	0.0	7.6	7.7	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.02	1.00		0.85	0.25		0.38
Lane Grp Cap(c), veh/h	298	1169	993	419	0	1165	275	0	359	365	0	0
V/C Ratio(X)	0.06	0.43	0.22	0.34	0.00	0.69	1.13	0.00	0.33	0.17	0.00	0.00
Avail Cap(c_a), veh/h	298	1169	993	419	0	1165	275	0	359	365	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)	0.82	0.82	0.82	0.73	0.00	0.73	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	25.1	10.4	8.8	18.2	0.0	13.5	52.4	0.0	38.9	37.3	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.3	0.1	1.6	0.0	2.4	94.0	0.0	0.8	0.3	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	0.4	8.2	3.0	3.1	0.0	17.5	16.3	0.0	3.4	1.7	0.0	0.0
LnGrp Delay(d),s/veh	25.2	10.7	8.9	19.8	0.0	16.0	146.4	0.0	39.7	37.6	0.0	0.0
LnGrp LOS	C	B	A	B		B	F		D	D		
Approach Vol, veh/h		742			944			431			61	
Approach Delay, s/veh		10.6			16.5			116.6			37.6	
Approach LOS		B			B			F			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		85.0		35.0		85.0		35.0				
Change Period (Y+Rc), s		7.5		7.9		7.5		7.9				
Max Green Setting (Gmax), s		77.5		27.1		77.5		27.1				
Max Q Clear Time (g_c+I1), s		35.9		29.1		38.2		9.7				
Green Ext Time (p_c), s		21.0		0.0		20.4		2.8				
Intersection Summary												
HCM 2010 Ctrl Delay			34.9									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary

56: Parsons Ave & US 92






















10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	13	776	252	147	451	9	154	18	139	18	23	17
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	181.0	181.0	181.0	190.0	186.3	186.3	190.0	190.0	190.0	190.0
Adj Flow Rate, veh/h	14	817	265	155	475	9	162	19	146	19	24	18
Adj No. of Lanes	1	1	1	1	1	0	1	1	0	0	1	0
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, %	5	5	5	5	5	5	2	2	2	0	0	0
Cap, veh/h	656	1232	1047	266	1205	23	201	37	286	90	110	68
Arrive On Green	0.68	0.68	0.68	1.00	1.00	1.00	0.20	0.20	0.20	0.20	0.20	0.20
Sat Flow, veh/h	882	1810	1538	504	1770	34	1359	186	1426	265	549	341
Grp Volume(v), veh/h	14	817	265	155	0	484	162	0	165	61	0	0
Grp Sat Flow(s),veh/h/ln	882	1810	1538	504	0	1804	1359	0	1611	1155	0	0
Q Serve(g_s), s	0.7	34.2	8.6	28.1	0.0	0.0	13.9	0.0	11.9	0.3	0.0	0.0
Cycle Q Clear(g_c), s	0.7	34.2	8.6	62.3	0.0	0.0	26.1	0.0	11.9	12.2	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.02	1.00		0.88	0.31		0.30
Lane Grp Cap(c), veh/h	656	1232	1047	266	0	1228	201	0	323	268	0	0
V/C Ratio(X)	0.02	0.66	0.25	0.58	0.00	0.39	0.81	0.00	0.51	0.23	0.00	0.00
Avail Cap(c_a), veh/h	656	1232	1047	266	0	1228	201	0	323	268	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)	0.43	0.43	0.43	0.94	0.00	0.94	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.7	12.1	8.0	12.0	0.0	0.0	58.7	0.0	46.3	43.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.2	0.2	8.4	0.0	0.9	28.0	0.0	5.6	2.0	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	0.2	17.2	3.7	4.5	0.0	0.3	7.4	0.0	5.8	2.0	0.0	0.0
LnGrp Delay(d),s/veh	6.8	13.3	8.3	20.5	0.0	0.9	86.8	0.0	51.9	45.2	0.0	0.0
LnGrp LOS	A	B	A	C		A	F		D	D		
Approach Vol, veh/h		1096			639			327				61
Approach Delay, s/veh		12.0			5.6			69.2				45.2
Approach LOS		B			A			E				D
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		96.0		34.0		96.0		34.0				
Change Period (Y+Rc), s		7.5		7.9		7.5		7.9				
Max Green Setting (Gmax), s		88.5		26.1		88.5		26.1				
Max Q Clear Time (g_c+I1), s		64.3		28.1		36.2		14.2				
Green Ext Time (p_c), s		16.3		0.0		25.6		2.0				
Intersection Summary												
HCM 2010 Ctrl Delay			19.8									
HCM 2010 LOS			B									

HCM 2010 Signalized Intersection Summary






















53: Kingsway Rd & US 92

10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	119	366	123	77	560	49	154	164	82	30	101	169
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	190.0	181.0	181.0	190.0	184.5	184.5	190.0	186.3	186.3	190.0
Adj Flow Rate, veh/h	125	385	129	81	589	52	162	173	86	32	106	178
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
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, %	5	5	5	5	5	5	3	3	3	2	2	2
Cap, veh/h	273	701	235	354	885	78	290	405	201	319	218	366
Arrive On Green	0.54	0.54	0.54	0.54	0.54	0.54	0.35	0.35	0.35	0.35	0.35	0.35
Sat Flow, veh/h	763	1298	435	858	1639	145	1080	1164	579	1116	626	1051
Grp Volume(v), veh/h	125	0	514	81	0	641	162	0	259	32	0	284
Grp Sat Flow(s),veh/h/ln	763	0	1733	858	0	1784	1080	0	1743	1116	0	1677
Q Serve(g_s), s	17.6	0.0	24.2	8.5	0.0	32.2	17.3	0.0	14.2	2.8	0.0	16.6
Cycle Q Clear(g_c), s	49.8	0.0	24.2	32.8	0.0	32.2	33.9	0.0	14.2	17.1	0.0	16.6
Prop In Lane	1.00		0.25	1.00		0.08	1.00		0.33	1.00		0.63
Lane Grp Cap(c), veh/h	273	0	936	354	0	963	290	0	606	319	0	584
V/C Ratio(X)	0.46	0.00	0.55	0.23	0.00	0.67	0.56	0.00	0.43	0.10	0.00	0.49
Avail Cap(c_a), veh/h	273	0	936	354	0	963	290	0	606	319	0	584
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)	0.90	0.00	0.90	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.5	0.0	18.8	29.5	0.0	20.6	45.3	0.0	31.2	37.7	0.0	32.0
Incr Delay (d2), s/veh	5.0	0.0	2.1	1.5	0.0	3.6	7.6	0.0	2.2	0.6	0.0	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	4.1	0.0	12.1	2.2	0.0	16.8	5.8	0.0	7.2	0.9	0.0	8.1
LnGrp Delay(d),s/veh	43.5	0.0	20.9	31.0	0.0	24.3	52.9	0.0	33.4	38.4	0.0	34.9
LnGrp LOS	D		C	C		C	D		C	D		C
Approach Vol, veh/h		639			722			421			316	
Approach Delay, s/veh		25.3			25.0			40.9			35.2	
Approach LOS		C			C			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		75.0		50.0		75.0		50.0				
Change Period (Y+Rc), s		7.5		6.5		7.5		6.5				
Max Green Setting (Gmax), s		67.5		43.5		67.5		43.5				
Max Q Clear Time (g_c+I1), s		34.8		35.9		51.8		19.1				
Green Ext Time (p_c), s		14.6		3.2		9.5		6.0				
Intersection Summary												
HCM 2010 Ctrl Delay			29.8									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary
 53: Kingsway Rd & US 92






















10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	120	573	203	121	362	16	75	108	65	35	193	95
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	190.0	181.0	181.0	190.0	182.7	182.7	190.0	181.0	181.0	190.0
Adj Flow Rate, veh/h	126	603	214	127	381	17	79	114	68	37	203	100
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
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, %	5	5	5	5	5	5	4	4	4	5	5	5
Cap, veh/h	571	820	291	264	1104	49	148	268	160	242	286	141
Arrive On Green	0.64	0.64	0.64	0.64	0.64	0.64	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	954	1277	453	647	1719	77	1051	1074	640	1163	1146	564
Grp Volume(v), veh/h	126	0	817	127	0	398	79	0	182	37	0	303
Grp Sat Flow(s),veh/h/ln	954	0	1730	647	0	1796	1051	0	1714	1163	0	1710
Q Serve(g_s), s	9.1	0.0	41.6	21.5	0.0	13.2	9.6	0.0	11.6	3.6	0.0	21.0
Cycle Q Clear(g_c), s	22.3	0.0	41.6	63.1	0.0	13.2	30.6	0.0	11.6	15.2	0.0	21.0
Prop In Lane	1.00		0.26	1.00		0.04	1.00		0.37	1.00		0.33
Lane Grp Cap(c), veh/h	571	0	1111	264	0	1154	148	0	428	242	0	427
V/C Ratio(X)	0.22	0.00	0.74	0.48	0.00	0.35	0.53	0.00	0.42	0.15	0.00	0.71
Avail Cap(c_a), veh/h	571	0	1111	264	0	1154	148	0	428	242	0	427
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)	0.70	0.00	0.70	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.8	0.0	15.8	37.2	0.0	10.7	58.4	0.0	40.9	47.3	0.0	44.4
Incr Delay (d2), s/veh	0.6	0.0	3.1	6.2	0.0	0.8	13.0	0.0	3.1	1.3	0.0	9.6
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	2.5	0.0	20.7	4.3	0.0	6.8	3.3	0.0	5.8	1.2	0.0	11.1
LnGrp Delay(d),s/veh	16.4	0.0	18.8	43.3	0.0	11.5	71.4	0.0	44.0	48.6	0.0	54.0
LnGrp LOS	B		B	D		B	E		D	D		D
Approach Vol, veh/h		943			525			261			340	
Approach Delay, s/veh		18.5			19.2			52.3			53.4	
Approach LOS		B			B			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		91.0		39.0		91.0		39.0				
Change Period (Y+Rc), s		7.5		6.5		7.5		6.5				
Max Green Setting (Gmax), s		83.5		32.5		83.5		32.5				
Max Q Clear Time (g_c+I1), s		65.1		32.6		43.6		23.0				
Green Ext Time (p_c), s		11.7		0.0		18.5		3.0				
Intersection Summary												
HCM 2010 Ctrl Delay			28.7									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary

50: McIntosh Rd & US 92






















10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	183	284	31	95	251	378	75	499	92	303	285	250
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	190.0	181.0	181.0	181.0	184.5	184.5	190.0	181.0	181.0	190.0
Adj Flow Rate, veh/h	193	299	33	100	264	398	79	525	97	319	300	263
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
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, %	5	5	5	5	5	5	3	3	3	5	5	5
Cap, veh/h	286	519	57	262	548	610	238	518	96	213	432	379
Arrive On Green	0.06	0.32	0.32	0.03	0.30	0.30	0.34	0.34	0.34	0.09	0.49	0.49
Sat Flow, veh/h	1723	1602	177	1723	1810	1538	836	1515	280	1723	891	781
Grp Volume(v), veh/h	193	0	332	100	264	398	79	0	622	319	0	563
Grp Sat Flow(s),veh/h/ln	1723	0	1778	1723	1810	1538	836	0	1795	1723	0	1672
Q Serve(g_s), s	0.0	0.0	21.7	0.0	16.7	19.2	11.3	0.0	47.9	13.1	0.0	36.6
Cycle Q Clear(g_c), s	0.0	0.0	21.7	0.0	16.7	19.2	28.0	0.0	47.9	13.1	0.0	36.6
Prop In Lane	1.00		0.10	1.00		1.00	1.00		0.16	1.00		0.47
Lane Grp Cap(c), veh/h	286	0	577	262	548	610	238	0	614	213	0	811
V/C Ratio(X)	0.67	0.00	0.58	0.38	0.48	0.65	0.33	0.00	1.01	1.50	0.00	0.69
Avail Cap(c_a), veh/h	286	0	577	262	548	610	238	0	614	213	0	811
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	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	53.2	0.0	39.3	51.9	39.8	15.7	46.6	0.0	46.0	43.2	0.0	28.0
Incr Delay (d2), s/veh	6.1	0.0	4.1	0.9	3.0	5.4	3.7	0.0	39.5	248.0	0.0	4.9
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	7.6	0.0	11.4	3.6	8.8	9.0	2.9	0.0	30.5	22.9	0.0	18.0
LnGrp Delay(d),s/veh	59.3	0.0	43.4	52.8	42.8	21.0	50.3	0.0	85.5	291.2	0.0	32.9
LnGrp LOS	E		D	D	D	C	D		F	F		C
Approach Vol, veh/h		525			762			701			882	
Approach Delay, s/veh		49.3			32.8			81.6			126.3	
Approach LOS		D			C			F			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	15.0	50.0	20.0	55.0	12.0	53.0		75.0				
Change Period (Y+Rc), s	7.100000	7.600000	6.910000	7.100000	7.600000	7.600000		* 7.100000				
Max Green Setting (Gmax), s	7.900000	42.400002	13.479000	12.899999	14.400002	14.400002		* 67.900002				
Max Q Clear Time (g_c+1), s	2.0	21.2	15.1	49.9	2.0	23.7		38.6				
Green Ext Time (p_c), s	0.4	2.6	0.0	0.0	0.2	1.6		13.7				
Intersection Summary												
HCM 2010 Ctrl Delay			76.4									
HCM 2010 LOS			E									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary

50: McIntosh Rd & US 92























10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	210	400	73	73	229	188	26	321	53	335	595	158
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	190.0	181.0	181.0	181.0	182.7	182.7	190.0	182.7	182.7	190.0
Adj Flow Rate, veh/h	221	421	77	77	241	198	27	338	56	353	626	166
Adj No. of Lanes	1	1	0	1	1	1	1	1	0	1	1	0
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, %	5	5	5	5	5	5	4	4	4	4	4	4
Cap, veh/h	425	557	102	263	656	645	81	306	51	180	466	124
Arrive On Green	0.06	0.37	0.37	0.05	0.36	0.36	0.20	0.20	0.20	0.06	0.33	0.33
Sat Flow, veh/h	1723	1489	272	1723	1810	1538	669	1529	253	1740	1393	369
Grp Volume(v), veh/h	221	0	498	77	241	198	27	0	394	353	0	792
Grp Sat Flow(s),veh/h/ln	1723	0	1761	1723	1810	1538	669	0	1782	1740	0	1762
Q Serve(g_s), s	0.0	0.0	22.1	0.0	8.8	3.7	0.0	0.0	17.9	5.1	0.0	29.9
Cycle Q Clear(g_c), s	0.0	0.0	22.1	0.0	8.8	3.7	17.9	0.0	17.9	5.1	0.0	29.9
Prop In Lane	1.00		0.15	1.00		1.00	1.00		0.14	1.00		0.21
Lane Grp Cap(c), veh/h	425	0	658	263	656	645	81	0	357	180	0	589
V/C Ratio(X)	0.52	0.00	0.76	0.29	0.37	0.31	0.34	0.00	1.10	1.96	0.00	1.34
Avail Cap(c_a), veh/h	438	0	658	276	656	645	81	0	357	180	0	589
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	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.9	0.0	24.4	34.3	20.9	5.0	44.7	0.0	35.7	32.3	0.0	29.7
Incr Delay (d2), s/veh	1.0	0.0	7.9	0.6	1.6	1.2	10.9	0.0	78.5	452.6	0.0	165.7
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	5.0	0.0	12.1	1.8	4.6	2.3	0.9	0.0	16.5	24.6	0.0	41.5
LnGrp Delay(d),s/veh	27.9	0.0	32.3	34.9	22.5	6.2	55.5	0.0	114.3	484.9	0.0	195.5
LnGrp LOS	C		C	C	C	A	E		F	F		F
Approach Vol, veh/h		719			516			421			1145	
Approach Delay, s/veh		31.0			18.1			110.5			284.7	
Approach LOS		C			B			F			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	12.4	40.0	12.0	25.0	11.4	41.0		37.0				
Change Period (Y+Rc), s	7.100000	7.600000	6.0	7.100000	7.100000	7.600000		* 7.100000				
Max Green Setting (Gmax), s	30.000000	32.400000	5.1	* 17.0	17.0	33.400000		* 29.9				
Max Q Clear Time (g_c+1), s	2.0	10.8	7.1	19.9	2.0	24.1		31.9				
Green Ext Time (p_c), s	0.3	1.7	0.0	0.0	0.2	1.9		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			144.3									
HCM 2010 LOS			F									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary





















9: Gallagher Rd & US 92

10/7/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 							 				
Volume (veh/h)	325	325	23	25	356	281	34	109	8	75	35	96
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	1810	1810	1900	1810	1810	1810	1900	1881	1900	1827	1827	1900
Adj Flow Rate, veh/h	342	342	24	26	375	296	36	115	8	79	37	101
Adj No. of Lanes	2	1	0	1	1	1	0	1	0	1	1	0
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, %	5	5	5	5	5	5	1	1	1	4	4	4
Cap, veh/h	512	835	59	328	668	642	99	301	20	386	140	382
Arrive On Green	0.15	0.50	0.50	0.02	0.37	0.37	0.23	0.23	0.23	0.05	0.32	0.32
Sat Flow, veh/h	3343	1672	117	1723	1810	1538	298	1334	86	1740	434	1184
Grp Volume(v), veh/h	342	0	366	26	375	296	159	0	0	79	0	138
Grp Sat Flow(s),veh/h/ln	1672	0	1789	1723	1810	1538	1718	0	0	1740	0	1618
Q Serve(g_s), s	13.3	0.0	17.8	0.0	22.8	9.2	3.7	0.0	0.0	4.7	0.0	8.7
Cycle Q Clear(g_c), s	13.3	0.0	17.8	0.0	22.8	9.2	10.4	0.0	0.0	4.7	0.0	8.7
Prop In Lane	1.00		0.07	1.00		1.00	0.23		0.05	1.00		0.73
Lane Grp Cap(c), veh/h	512	0	894	328	668	642	420	0	0	386	0	522
V/C Ratio(X)	0.67	0.00	0.41	0.08	0.56	0.46	0.38	0.00	0.00	0.20	0.00	0.26
Avail Cap(c_a), veh/h	559	0	894	354	668	642	420	0	0	469	0	522
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	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	55.1	0.0	21.7	38.4	34.6	10.3	45.3	0.0	0.0	36.6	0.0	34.7
Incr Delay (d2), s/veh	2.7	0.0	1.4	0.1	3.4	2.4	2.6	0.0	0.0	0.4	0.0	1.2
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(-26165%),veh/ln	6.4	0.0	9.1	0.8	12.0	4.6	5.5	0.0	0.0	2.3	0.0	4.1
LnGrp Delay(d),s/veh	57.8	0.0	23.1	38.6	38.0	12.6	47.9	0.0	0.0	37.0	0.0	35.9
LnGrp LOS	E		C	D	D	B	D			D		D
Approach Vol, veh/h		708			697			159			217	
Approach Delay, s/veh		39.9			27.3			47.9			36.3	
Approach LOS		D			C			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.1	76.0		52.0	28.1	58.0	13.4	38.6				
Change Period (Y+Rc), s	* 6.9	* 7		7.5	* 6.9	7.0	* 6.7	7.5				
Max Green Setting (Gmax), s	* 5.2	* 69		44.5	* 23	51.0	* 13	24.5				
Max Q Clear Time (g_c+I1), s	2.0	19.8		10.7	15.3	24.8	6.7	12.4				
Green Ext Time (p_c), s	0.4	3.1		2.2	0.8	4.6	0.1	1.5				
Intersection Summary												
HCM 2010 Ctrl Delay			35.2									
HCM 2010 LOS			D									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												






















HCM 2010 Signalized Intersection Summary
 9: Gallagher Rd & US 92

10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	102	572	49	29	366	54	48	31	49	67	56	105
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	181.0	181.0	190.0	181.0	181.0	181.0	190.0	182.7	190.0	181.0	181.0	190.0
Adj Flow Rate, veh/h	107	602	52	31	385	57	51	33	52	71	59	111
Adj No. of Lanes	2	1	0	1	1	1	0	1	0	1	1	0
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, %	5	5	5	5	5	5	4	4	4	5	5	5
Cap, veh/h	159	806	70	255	849	804	130	87	108	297	170	320
Arrive On Green	0.05	0.49	0.49	0.03	0.47	0.47	0.19	0.19	0.19	0.05	0.30	0.30
Sat Flow, veh/h	3343	1643	142	1723	1810	1538	461	453	565	1723	563	1059
Grp Volume(v), veh/h	107	0	654	31	385	57	136	0	0	71	0	170
Grp Sat Flow(s),veh/h/ln	1672	0	1784	1723	1810	1538	1479	0	0	1723	0	1623
Q Serve(g_s), s	3.7	0.0	34.8	1.1	16.9	2.2	6.0	0.0	0.0	3.7	0.0	9.7
Cycle Q Clear(g_c), s	3.7	0.0	34.8	1.1	16.9	2.2	9.3	0.0	0.0	3.7	0.0	9.7
Prop In Lane	1.00		0.08	1.00		1.00	0.37		0.38	1.00		0.65
Lane Grp Cap(c), veh/h	159	0	876	255	849	804	326	0	0	297	0	490
V/C Ratio(X)	0.67	0.00	0.75	0.12	0.45	0.07	0.42	0.00	0.00	0.24	0.00	0.35
Avail Cap(c_a), veh/h	235	0	876	282	849	804	326	0	0	307	0	490
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	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	55.4	0.0	24.2	19.9	21.1	14.0	42.2	0.0	0.0	34.1	0.0	32.2
Incr Delay (d2), s/veh	4.9	0.0	5.8	0.2	1.7	0.2	3.9	0.0	0.0	0.6	0.0	1.9
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	1.8	0.0	18.5	0.5	8.9	1.0	4.3	0.0	0.0	1.8	0.0	4.6
LnGrp Delay(d),s/veh	60.3	0.0	30.0	20.1	22.9	14.1	46.1	0.0	0.0	34.7	0.0	34.1
LnGrp LOS	E		C	C	C	B	D			C		C
Approach Vol, veh/h		761			473			136			241	
Approach Delay, s/veh		34.2			21.6			46.1			34.3	
Approach LOS		C			C			D			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.0	65.0		43.2	12.5	62.5	13.0	30.2				
Change Period (Y+Rc), s	6.8	* 7		7.5	6.9	* 7.6999998	7.5					
Max Green Setting (Gmax), s	5.0	* 58		35.7	8.54599998	* 7	22.0					
Max Q Clear Time (g_c+1), s	3.1	36.8		11.7	5.7	18.9	5.7	11.3				
Green Ext Time (p_c), s	0.0	8.9		2.3	0.1	10.9	0.0	1.5				
Intersection Summary												
HCM 2010 Ctrl Delay			31.5									
HCM 2010 LOS			C									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary
 45: Forbes Rd/Branch Forbes Rd & US 92






















10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	103	292	54	31	501	455	43	364	20	137	272	192
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	190.0	181.0	181.0	190.0	184.5	184.5	190.0	179.2	179.2	179.2
Adj Flow Rate, veh/h	108	307	57	33	527	479	45	383	21	144	286	202
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	1
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, %	5	5	5	5	5	5	3	3	3	6	6	6
Cap, veh/h	120	698	130	447	411	374	273	526	29	219	544	462
Arrive On Green	0.47	0.47	0.47	0.47	0.47	0.47	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	542	1485	276	985	874	795	896	1733	95	940	1792	1524
Grp Volume(v), veh/h	108	0	364	33	0	1006	45	0	404	144	286	202
Grp Sat Flow(s),veh/h/ln	542	0	1761	985	0	1669	896	0	1828	940	1792	1524
Q Serve(g_s), s	0.0	0.0	8.3	1.4	0.0	28.2	2.6	0.0	11.9	6.3	7.9	6.4
Cycle Q Clear(g_c), s	28.2	0.0	8.3	9.7	0.0	28.2	10.6	0.0	11.9	18.2	7.9	6.4
Prop In Lane	1.00		0.16	1.00		0.48	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	120	0	828	447	0	785	273	0	554	219	544	462
V/C Ratio(X)	0.90	0.00	0.44	0.07	0.00	1.28	0.16	0.00	0.73	0.66	0.53	0.44
Avail Cap(c_a), veh/h	120	0	828	447	0	785	273	0	554	219	544	462
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.0	0.0	10.6	13.9	0.0	15.9	21.7	0.0	18.7	27.8	17.3	16.8
Incr Delay (d2), s/veh	52.9	0.0	0.4	0.3	0.0	136.7	0.3	0.0	4.8	6.9	0.9	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	3.5	0.0	4.0	0.4	0.0	42.6	0.7	0.0	6.7	2.8	4.0	2.8
LnGrp Delay(d),s/veh	82.9	0.0	11.1	14.2	0.0	152.6	22.0	0.0	23.5	34.7	18.3	17.4
LnGrp LOS	F		B	B		F	C		C	C	B	B
Approach Vol, veh/h		472			1039			449			632	
Approach Delay, s/veh		27.5			148.2			23.4			21.8	
Approach LOS		C			F			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		35.0		25.0		35.0		25.0				
Change Period (Y+Rc), s		6.8		6.8		6.8		6.8				
Max Green Setting (Gmax), s		28.2		18.2		28.2		18.2				
Max Q Clear Time (g_c+I1), s		30.2		13.9		30.2		20.2				
Green Ext Time (p_c), s		0.0		2.2		0.0		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			73.8									
HCM 2010 LOS			E									

HCM 2010 Signalized Intersection Summary

45: Forbes Rd/Branch Forbes Rd & US 92

10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	112	499	52	44	300	235	26	223	32	345	409	101
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	190.0	181.0	181.0	190.0	184.5	184.5	190.0	182.7	182.7	182.7
Adj Flow Rate, veh/h	118	525	55	46	316	247	27	235	34	363	431	106
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	1
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, %	5	5	5	5	5	5	3	3	3	4	4	4
Cap, veh/h	286	757	79	293	443	346	196	478	69	317	554	471
Arrive On Green	0.47	0.47	0.47	0.47	0.47	0.47	0.30	0.30	0.30	0.30	0.30	0.30
Sat Flow, veh/h	820	1611	169	807	943	737	856	1576	228	1085	1827	1553
Grp Volume(v), veh/h	118	0	580	46	0	563	27	0	269	363	431	106
Grp Sat Flow(s),veh/h/ln	820	0	1780	807	0	1679	856	0	1804	1085	1827	1553
Q Serve(g_s), s	8.0	0.0	15.4	2.9	0.0	16.0	1.8	0.0	7.3	10.9	12.9	3.1
Cycle Q Clear(g_c), s	24.1	0.0	15.4	18.2	0.0	16.0	14.7	0.0	7.3	18.2	12.9	3.1
Prop In Lane	1.00		0.09	1.00		0.44	1.00		0.13	1.00		1.00
Lane Grp Cap(c), veh/h	286	0	836	293	0	789	196	0	547	317	554	471
V/C Ratio(X)	0.41	0.00	0.69	0.16	0.00	0.71	0.14	0.00	0.49	1.15	0.78	0.23
Avail Cap(c_a), veh/h	286	0	836	293	0	789	196	0	547	317	554	471
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.3	0.0	12.5	19.7	0.0	12.7	25.8	0.0	17.1	26.6	19.1	15.6
Incr Delay (d2), s/veh	4.3	0.0	4.7	1.1	0.0	5.4	1.5	0.0	3.1	96.4	10.3	1.1
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	2.1	0.0	8.5	0.7	0.0	8.5	0.5	0.0	4.1	13.7	8.1	1.4
LnGrp Delay(d),s/veh	26.6	0.0	17.2	20.8	0.0	18.1	27.2	0.0	20.2	123.0	29.4	16.7
LnGrp LOS	C		B	C		B	C		C	F	C	B
Approach Vol, veh/h		698			609			296			900	
Approach Delay, s/veh		18.8			18.3			20.9			65.6	
Approach LOS		B			B			C			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		35.0		25.0		35.0		25.0				
Change Period (Y+Rc), s		6.8		6.8		6.8		6.8				
Max Green Setting (Gmax), s		28.2		18.2		28.2		18.2				
Max Q Clear Time (g_c+I1), s		20.2		16.7		26.1		20.2				
Green Ext Time (p_c), s		5.1		1.0		1.6		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			35.8									
HCM 2010 LOS			D									

HCM 2010 Signalized Intersection Summary

43: Turkey Creek Rd & US 92

10/6/2015

	→	↘	↙	←	↖	↗		
Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	↑	↗	↙	↑	↖	↗		
Volume (veh/h)	293	256	161	515	472	136		
Number	6	16	5	2	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	181.0	181.0	181.0	181.0	175.9	175.9		
Adj Flow Rate, veh/h	308	269	169	542	497	143		
Adj No. of Lanes	1	1	1	1	1	1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	5	5	5	5	8	8		
Cap, veh/h	980	1166	482	980	363	324		
Arrive On Green	0.54	0.54	0.54	0.54	0.22	0.22		
Sat Flow, veh/h	1810	1538	809	1810	1675	1495		
Grp Volume(v), veh/h	308	269	169	542	497	143		
Grp Sat Flow(s),veh/h/ln	1810	1538	809	1810	1675	1495		
Q Serve(g_s), s	5.6	3.1	8.7	11.8	13.0	5.0		
Cycle Q Clear(g_c), s	5.6	3.1	14.4	11.8	13.0	5.0		
Prop In Lane		1.00	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	980	1166	482	980	363	324		
V/C Ratio(X)	0.31	0.23	0.35	0.55	1.37	0.44		
Avail Cap(c_a), veh/h	980	1166	482	980	363	324		
HCM Platoon Ratio	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		
Uniform Delay (d), s/veh	7.6	2.1	11.6	9.0	23.5	20.4		
Incr Delay (d2), s/veh	0.2	0.1	2.0	2.2	182.8	2.0		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	2.8	2.5	2.2	6.3	24.4	2.2		
LnGrp Delay(d),s/veh	7.8	2.2	13.6	11.2	206.3	22.4		
LnGrp LOS	A	A	B	B	F	C		
Approach Vol, veh/h	577			711	640			
Approach Delay, s/veh	5.2			11.8	165.2			
Approach LOS	A			B	F			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		40.0		20.0		40.0		
Change Period (Y+Rc), s		7.5		* 7		7.5		
Max Green Setting (Gmax), s		32.5		* 13		32.5		
Max Q Clear Time (g_c+I1), s		16.4		15.0		7.6		
Green Ext Time (p_c), s		6.1		0.0		7.2		
Intersection Summary								
HCM 2010 Ctrl Delay			60.7					
HCM 2010 LOS			E					
Notes								
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.								

HCM 2010 Signalized Intersection Summary
 43: Turkey Creek Rd & US 92

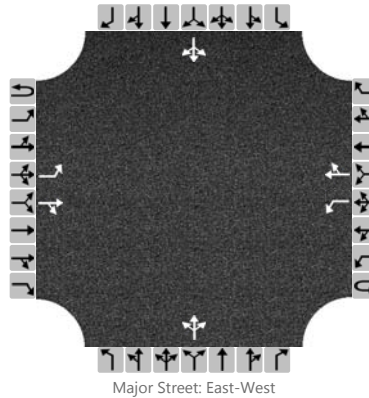
10/6/2015

	→	↘	↙	←	↖	↗		
Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	↑	↑	↑	↑	↑	↑		
Volume (veh/h)	564	352	144	314	290	141		
Number	6	16	5	2	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	181.0	181.0	181.0	181.0	184.5	184.5		
Adj Flow Rate, veh/h	594	371	152	331	305	148		
Adj No. of Lanes	1	1	1	1	1	1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	5	5	5	5	3	3		
Cap, veh/h	993	1162	306	993	363	324		
Arrive On Green	0.55	0.55	0.55	0.55	0.21	0.21		
Sat Flow, veh/h	1810	1538	563	1810	1757	1568		
Grp Volume(v), veh/h	594	371	152	331	305	148		
Grp Sat Flow(s),veh/h/ln	1810	1538	563	1810	1757	1568		
Q Serve(g_s), s	13.1	4.6	14.7	6.0	9.9	4.9		
Cycle Q Clear(g_c), s	13.1	4.6	27.8	6.0	9.9	4.9		
Prop In Lane		1.00	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	993	1162	306	993	363	324		
V/C Ratio(X)	0.60	0.32	0.50	0.33	0.84	0.46		
Avail Cap(c_a), veh/h	993	1162	306	993	386	344		
HCM Platoon Ratio	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		
Uniform Delay (d), s/veh	9.0	2.3	18.3	7.4	22.6	20.6		
Incr Delay (d2), s/veh	1.0	0.2	5.6	0.9	16.5	2.1		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(50%),veh/ln	6.7	3.7	2.8	3.2	6.4	2.3		
LnGrp Delay(d),s/veh	10.0	2.5	23.9	8.3	39.1	22.7		
LnGrp LOS	A	A	C	A	D	C		
Approach Vol, veh/h	965			483	453			
Approach Delay, s/veh	7.1			13.2	33.7			
Approach LOS	A			B	C			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		40.0		19.2		40.0		
Change Period (Y+Rc), s		7.5		* 7		7.5		
Max Green Setting (Gmax), s		32.5		* 13		32.5		
Max Q Clear Time (g_c+I1), s		29.8		11.9		15.1		
Green Ext Time (p_c), s		1.9		0.4		7.6		
Intersection Summary								
HCM 2010 Ctrl Delay			15.0					
HCM 2010 LOS			B					
Notes								
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.								

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	AH	Intersection	US 92 @ Whitehurst Rd/Walter Dr
Agency/Co.		Jurisdiction	FDOT D7
Date Performed	6/18/2015	East/West Street	US 92
Analysis Year	2020 No Build	North/South Street	Whitehurst Rd/Walter Dr
Time Analyzed	AM Peak	Peak Hour Factor	0.95
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	US 92 PD&E Reevaluation		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		0	1	0
Configuration		L		TR		L		TR			LTR					LTR
Volume (veh/h)		14	427	17		41	631	38		25	15	57		38	25	20
Percent Heavy Vehicles		5				5				0	0	0		2	2	2
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

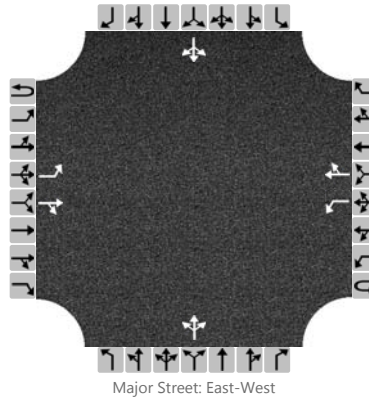
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		15				43					102					87	
Capacity		882				1081					239					153	
v/c Ratio		0.02				0.04					0.43					0.57	
95% Queue Length		0.1				0.1					2.0					2.9	
Control Delay (s/veh)		9.2				8.5					30.8					56.0	
Level of Service (LOS)		A				A					D					F	
Approach Delay (s/veh)		0.3				0.5				30.8				56.0			
Approach LOS		A				A				D				F			

HCS 2010 Two-Way Stop Control Summary Report

General Information				Site Information			
Analyst	AH			Intersection	US 92 @ Whitehurst Rd/Walter Dr		
Agency/Co.				Jurisdiction	FDOT D7		
Date Performed	6/18/2015			East/West Street	US 92		
Analysis Year	2020 No Build			North/South Street	Whitehurst Rd/Walter Dr		
Time Analyzed	PM Peak			Peak Hour Factor	0.95		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	US 92 PD&E Reevaluation						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	1	1	0	0	1	1	0		0	1	0		0	1	0
Configuration		L		TR		L		TR			LTR				LTR	
Volume (veh/h)		29	622	55		41	419	41		34	10	31		26	13	29
Percent Heavy Vehicles		5				5				0	0	0		0	0	0
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		31				43					80					72	
Capacity		1066				875					171					185	
v/c Ratio		0.03				0.05					0.47					0.39	
95% Queue Length		0.1				0.2					2.2					1.7	
Control Delay (s/veh)		8.5				9.3					43.3					36.3	
Level of Service (LOS)		A				A					E					E	
Approach Delay (s/veh)		0.4				0.8				43.3				36.3			
Approach LOS		A				A				E				E			

Lanes, Volumes, Timings

41: Lemon St/SR 566/Thonotosassa Rd & US 92

10/6/2015



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	100	347	53	54	535	804	50	102	23	655	109	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	190		0	230		0	50		0	0		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.980				0.850		0.973			0.982	
Flt Protected	0.950			0.950			0.950			0.950	0.970	
Satd. Flow (prot)	1719	1773	0	1719	1810	1538	1656	1696	0	1665	1669	0
Flt Permitted	0.164			0.341			0.950			0.950	0.970	
Satd. Flow (perm)	297	1773	0	617	1810	1538	1656	1696	0	1665	1669	0
Right Turn on Red			No			Yes			No			No
Satd. Flow (RTOR)						819						
Link Speed (mph)		45			45			35				45
Link Distance (ft)		635			641			610				781
Travel Time (s)		9.6			9.7			11.9				11.8
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
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	9%	9%	9%	3%	3%	3%
Adj. Flow (vph)	105	365	56	57	563	846	53	107	24	689	115	53
Shared Lane Traffic (%)										38%		
Lane Group Flow (vph)	105	421	0	57	563	846	53	131	0	427	430	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA	Perm	Split	NA		Split	NA	
Protected Phases	1	6		5	2		4	4		8	8	
Permitted Phases	6			2		2						
Detector Phase	1	6		5	2	2	4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0	15.0	7.0	7.0		7.0	7.0	
Minimum Split (s)	11.3	29.3		11.3	22.3	22.3	14.3	14.3		33.3	33.3	
Total Split (s)	11.3	45.7		11.3	45.7	45.7	16.0	16.0		37.0	37.0	
Total Split (%)	10.3%	41.5%		10.3%	41.5%	41.5%	14.5%	14.5%		33.6%	33.6%	
Maximum Green (s)	5.0	39.4		5.0	39.4	39.4	9.7	9.7		30.7	30.7	
Yellow Time (s)	4.3	4.3		4.3	4.3	4.3	4.3	4.3		4.3	4.3	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.3	6.3		6.3	6.3	6.3	6.3	6.3		6.3	6.3	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	3.0	4.0		3.0	4.0	4.0	3.0	3.0		4.0	4.0	
Recall Mode	None	None		None	Max	Max	None	None		None	None	
Walk Time (s)		7.0		0.0	0.0	0.0	7.0	7.0		7.0	7.0	

Lanes, Volumes, Timings

41: Lemon St/SR 566/Thonotosassa Rd & US 92

10/6/2015

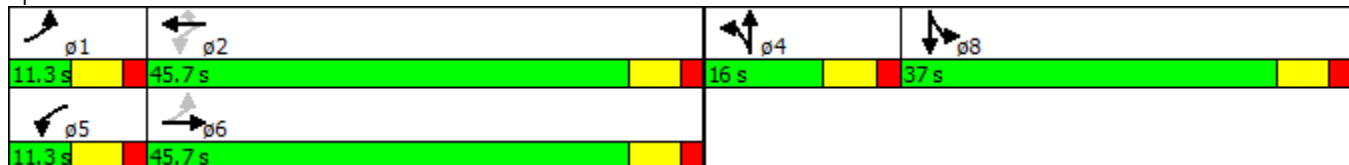


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)		16.0		0.0	0.0	0.0	1.0	1.0		20.0	20.0	
Pedestrian Calls (#/hr)		0		0	0	0	0	0		0	0	
Act Effct Green (s)	45.7	41.7		44.4	39.4	39.4	9.7	9.7		30.2	30.2	
Actuated g/C Ratio	0.42	0.38		0.41	0.36	0.36	0.09	0.09		0.28	0.28	
v/c Ratio	0.56	0.62		0.19	0.86	0.79	0.36	0.87		0.93	0.94	
Control Delay	30.4	33.6		18.4	47.9	8.6	54.8	96.8		67.7	68.4	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	30.4	33.6		18.4	47.9	8.6	54.8	96.8		67.7	68.4	
LOS	C	C		B	D	A	D	F		E	E	
Approach Delay		32.9			24.1			84.7			68.1	
Approach LOS		C			C			F			E	
Stops (vph)	61	325		30	467	107	47	105		358	359	
Fuel Used(gal)	5	21		5	55	72	1	4		12	12	
CO Emissions (g/hr)	347	1476		356	3846	5016	79	264		846	854	
NOx Emissions (g/hr)	67	287		69	748	976	15	51		165	166	
VOC Emissions (g/hr)	80	342		83	891	1163	18	61		196	198	
Dilemma Vehicles (#)	0	16		0	24	0	0	5		0	17	
Queue Length 50th (ft)	41	248		22	367	12	36	93		308	310	
Queue Length 95th (ft)	75	361		46	#564	148	77	#207		#506	#511	
Internal Link Dist (ft)		555			561			530			701	
Turn Bay Length (ft)	190			230			50					
Base Capacity (vph)	188	675		300	651	1077	147	150		466	467	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.56	0.62		0.19	0.86	0.79	0.36	0.87		0.92	0.92	

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 109.5
 Natural Cycle: 90
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.94
 Intersection Signal Delay: 41.7
 Intersection LOS: D
 Intersection Capacity Utilization 84.0%
 ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 41: Lemon St/SR 566/Thonotosassa Rd & US 92



Lanes, Volumes, Timings

41: Lemon St/SR 566/Thonotosassa Rd & US 92

10/6/2015



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	160	550	28	34	360	482	19	156	20	574	96	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	190		0	230		0	50		0	0		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.993				0.850		0.983				0.977
Flt Protected	0.950			0.950			0.950			0.950	0.972	
Satd. Flow (prot)	1719	1797	0	1719	1810	1538	1770	1831	0	1698	1697	0
Flt Permitted	0.342			0.171			0.950			0.950	0.972	
Satd. Flow (perm)	619	1797	0	309	1810	1538	1770	1831	0	1698	1697	0
Right Turn on Red			No			Yes			No			No
Satd. Flow (RTOR)						218						
Link Speed (mph)		45			45			35				45
Link Distance (ft)		635			641			610				781
Travel Time (s)		9.6			9.7			11.9				11.8
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
Heavy Vehicles (%)	5%	5%	5%	5%	5%	5%	2%	2%	2%	1%	1%	1%
Adj. Flow (vph)	168	579	29	36	379	507	20	164	21	604	101	59
Shared Lane Traffic (%)										37%		
Lane Group Flow (vph)	168	608	0	36	379	507	20	185	0	381	383	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA	pm+ov	Split	NA		Split	NA	
Protected Phases	1	6		5	2	8	4	4		8	8	
Permitted Phases	6			2		2						
Detector Phase	1	6		5	2	8	4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	15.0		5.0	15.0	7.0	7.0	7.0		7.0	7.0	
Minimum Split (s)	11.3	29.3		11.3	22.3	33.3	14.3	14.3		33.3	33.3	
Total Split (s)	12.7	46.3		11.3	44.9	33.4	19.0	19.0		33.4	33.4	
Total Split (%)	11.5%	42.1%		10.3%	40.8%	30.4%	17.3%	17.3%		30.4%	30.4%	
Maximum Green (s)	6.4	40.0		5.0	38.6	27.1	12.7	12.7		27.1	27.1	
Yellow Time (s)	4.3	4.3		4.3	4.3	4.3	4.3	4.3		4.3	4.3	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.3	6.3		6.3	6.3	6.3	6.3	6.3		6.3	6.3	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	4.0		3.0	4.0	4.0	3.0	3.0		4.0	4.0	
Recall Mode	None	Max		None	Max	None	None	None		None	None	
Walk Time (s)		7.0			0.0	7.0	7.0	7.0		7.0	7.0	

Lanes, Volumes, Timings

41: Lemon St/SR 566/Thonotosassa Rd & US 92

10/6/2015

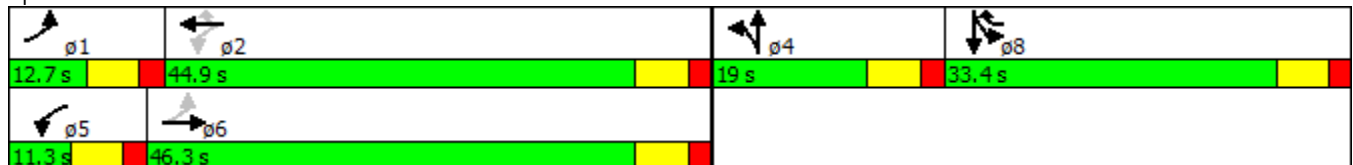


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Flash Dont Walk (s)		16.0			0.0	20.0	1.0	1.0		20.0	20.0	
Pedestrian Calls (#/hr)		0			0	0	0	0		0	0	
Act Effct Green (s)	48.4	44.5		43.6	38.6	65.7	12.6	12.6		27.1	27.1	
Actuated g/C Ratio	0.44	0.40		0.40	0.35	0.60	0.11	0.11		0.25	0.25	
v/c Ratio	0.50	0.84		0.19	0.60	0.50	0.10	0.88		0.91	0.92	
Control Delay	24.3	42.7		18.9	34.0	5.3	44.9	86.5		67.8	68.6	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	24.3	42.7		18.9	34.0	5.3	44.9	86.5		67.8	68.6	
LOS	C	D		B	C	A	D	F		E	E	
Approach Delay		38.7			17.6			82.4			68.2	
Approach LOS		D			B			F			E	
Stops (vph)	103	474		20	292	139	18	154		318	319	
Fuel Used(gal)	8	32		3	36	43	0	5		11	11	
CO Emissions (g/hr)	546	2212		225	2505	3024	27	352		754	762	
NOx Emissions (g/hr)	106	430		44	487	588	5	68		147	148	
VOC Emissions (g/hr)	126	513		52	580	701	6	82		175	177	
Dilemma Vehicles (#)	0	23		0	17	0	0	7		0	15	
Queue Length 50th (ft)	68	409		14	218	48	13	130		275	277	
Queue Length 95th (ft)	113	#632		32	319	84	37	#260		#465	#466	
Internal Link Dist (ft)		555			561			530			701	
Turn Bay Length (ft)	190			230			50					
Base Capacity (vph)	336	728		186	635	1007	204	211		418	418	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.50	0.84		0.19	0.60	0.50	0.10	0.88		0.91	0.92	

Intersection Summary



















Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 109.9
 Natural Cycle: 100
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.92
 Intersection Signal Delay: 43.2
 Intersection LOS: D
 Intersection Capacity Utilization 85.4%
 ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 41: Lemon St/SR 566/Thonotosassa Rd & US 92





















HCM 2010 Signalized Intersection Summary
 36: Maryland Ave & US 92

10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	60	472	57	91	711	51	80	62	48	14	36	56
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	190.0	181.0	181.0	190.0	190.0	182.7	190.0	190.0	184.5	190.0
Adj Flow Rate, veh/h	63	497	60	96	748	54	84	65	51	15	38	59
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
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, %	5	5	5	5	5	5	4	4	4	3	3	3
Cap, veh/h	365	1798	216	479	1892	137	225	171	120	80	195	265
Arrive On Green	0.58	0.58	0.58	0.58	0.58	0.58	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	656	3091	372	824	3252	235	578	553	387	140	631	858
Grp Volume(v), veh/h	63	276	281	96	395	407	200	0	0	112	0	0
Grp Sat Flow(s),veh/h/ln	656	1719	1744	824	1719	1768	1518	0	0	1628	0	0
Q Serve(g_s), s	6.3	8.8	8.9	7.2	13.7	13.7	5.6	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	20.1	8.8	8.9	16.1	13.7	13.7	11.0	0.0	0.0	5.4	0.0	0.0
Prop In Lane	1.00		0.21	1.00		0.13	0.42		0.25	0.13		0.53
Lane Grp Cap(c), veh/h	365	1000	1015	479	1000	1029	516	0	0	540	0	0
V/C Ratio(X)	0.17	0.28	0.28	0.20	0.40	0.40	0.39	0.00	0.00	0.21	0.00	0.00
Avail Cap(c_a), veh/h	365	1000	1015	479	1000	1029	516	0	0	540	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	17.9	11.5	11.5	15.5	12.5	12.5	29.9	0.0	0.0	28.1	0.0	0.0
Incr Delay (d2), s/veh	1.0	0.7	0.7	0.9	1.2	1.1	2.2	0.0	0.0	0.9	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	1.3	4.3	4.4	1.8	6.8	7.0	5.1	0.0	0.0	2.7	0.0	0.0
LnGrp Delay(d),s/veh	19.0	12.1	12.1	16.4	13.7	13.6	32.1	0.0	0.0	29.0	0.0	0.0
LnGrp LOS	B	B	B	B	B	B	C			C		
Approach Vol, veh/h		620			898			200			112	
Approach Delay, s/veh		12.8			13.9			32.1			29.0	
Approach LOS		B			B			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		70.0		40.0		70.0		40.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		64.0		34.0		64.0		34.0				
Max Q Clear Time (g_c+I1), s		18.1		13.0		22.1		7.4				
Green Ext Time (p_c), s		18.5		2.6		17.9		2.8				
Intersection Summary												
HCM 2010 Ctrl Delay				16.5								
HCM 2010 LOS				B								























HCM 2010 Signalized Intersection Summary
 36: Maryland Ave & US 92

10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	125	776	73	64	650	57	46	66	49	28	29	31
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	190.0	181.0	181.0	190.0	190.0	188.1	190.0	190.0	188.1	190.0
Adj Flow Rate, veh/h	132	817	77	67	684	60	48	69	52	29	31	33
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	0	1	0
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, %	5	5	5	5	5	5	1	1	1	1	1	1
Cap, veh/h	390	1848	174	329	1861	163	163	230	156	173	185	174
Arrive On Green	0.58	0.58	0.58	0.58	0.58	0.58	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	693	3176	299	602	3199	280	390	743	504	422	599	561
Grp Volume(v), veh/h	132	442	452	67	367	377	169	0	0	93	0	0
Grp Sat Flow(s),veh/h/ln	693	1719	1757	602	1719	1760	1637	0	0	1582	0	0
Q Serve(g_s), s	13.8	15.9	15.9	7.8	12.5	12.5	3.3	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	26.3	15.9	15.9	23.7	12.5	12.5	8.3	0.0	0.0	4.2	0.0	0.0
Prop In Lane	1.00		0.17	1.00		0.16	0.28		0.31	0.31		0.35
Lane Grp Cap(c), veh/h	390	1000	1022	329	1000	1024	548	0	0	532	0	0
V/C Ratio(X)	0.34	0.44	0.44	0.20	0.37	0.37	0.31	0.00	0.00	0.17	0.00	0.00
Avail Cap(c_a), veh/h	390	1000	1022	329	1000	1024	548	0	0	532	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	19.2	12.9	12.9	19.6	12.2	12.2	29.0	0.0	0.0	27.7	0.0	0.0
Incr Delay (d2), s/veh	2.3	1.4	1.4	1.4	1.0	1.0	1.5	0.0	0.0	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	2.9	7.9	8.1	1.4	6.2	6.4	4.2	0.0	0.0	2.2	0.0	0.0
LnGrp Delay(d),s/veh	21.6	14.4	14.3	21.0	13.3	13.3	30.5	0.0	0.0	28.4	0.0	0.0
LnGrp LOS	C	B	B	C	B	B	C			C		
Approach Vol, veh/h		1026			811			169			93	
Approach Delay, s/veh		15.3			13.9			30.5			28.4	
Approach LOS		B			B			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		70.0		40.0		70.0		40.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		64.0		34.0		64.0		34.0				
Max Q Clear Time (g_c+I1), s		25.7		10.3		28.3		6.2				
Green Ext Time (p_c), s		22.5		2.2		21.6		2.3				
Intersection Summary												
HCM 2010 Ctrl Delay				16.6								
HCM 2010 LOS				B								























HCM 2010 Signalized Intersection Summary
27: Park Rd & US 92

10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	183	277	117	349	434	100	150	859	201	87	893	220
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	181.0	181.0	181.0	190.0	179.2	179.2	190.0	174.3	174.3	174.3
Adj Flow Rate, veh/h	193	292	123	367	457	105	158	904	212	92	940	232
Adj No. of Lanes	1	1	1	2	2	0	1	2	0	1	2	1
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, %	5	5	5	5	5	5	6	6	6	9	9	9
Cap, veh/h	410	622	652	419	1061	242	184	837	196	134	921	541
Arrive On Green	0.09	0.34	0.34	0.13	0.38	0.38	0.08	0.31	0.31	0.05	0.28	0.28
Sat Flow, veh/h	1723	1810	1538	3343	2782	635	1707	2740	642	1660	3312	1482
Grp Volume(v), veh/h	193	292	123	367	281	281	158	562	554	92	940	232
Grp Sat Flow(s),veh/h/ln	1723	1810	1538	1672	1719	1698	1707	1703	1679	1660	1656	1482
Q Serve(g_s), s	10.9	19.3	7.6	16.5	18.4	18.7	9.9	46.6	46.6	6.0	42.4	18.0
Cycle Q Clear(g_c), s	10.9	19.3	7.6	16.5	18.4	18.7	9.9	46.6	46.6	6.0	42.4	18.0
Prop In Lane	1.00		1.00	1.00		0.37	1.00		0.38	1.00		1.00
Lane Grp Cap(c), veh/h	410	622	652	419	656	648	184	520	513	134	921	541
V/C Ratio(X)	0.47	0.47	0.19	0.88	0.43	0.43	0.86	1.08	1.08	0.69	1.02	0.43
Avail Cap(c_a), veh/h	535	622	652	535	656	648	320	520	513	313	921	541
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	28.5	39.2	27.5	65.5	34.9	34.9	40.3	53.0	53.0	42.1	55.1	36.4
Incr Delay (d2), s/veh	0.8	2.5	0.6	12.6	2.0	2.1	11.0	62.5	63.2	6.1	35.1	2.5
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	5.3	10.1	3.4	8.3	9.1	9.1	5.2	30.9	30.5	3.0	23.8	7.7
LnGrp Delay(d),s/veh	29.4	41.7	28.2	78.1	36.9	37.1	51.3	115.4	116.2	48.1	90.1	38.9
LnGrp LOS	C	D	C	E	D	D	D	F	F	D	F	D
Approach Vol, veh/h		608			929			1274			1264	
Approach Delay, s/veh		35.1			53.2			107.8			77.7	
Approach LOS		D			D			F			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.9	65.8	13.6	54.2	24.7	60.0	17.8	50.0				
Change Period (Y+Rc), s	5.6	7.6	5.6	7.6	5.6	7.6	5.6	7.6				
Max Green Setting (Gmax), s	24.4	52.4	24.4	42.4	24.4	52.4	24.4	42.4				
Max Q Clear Time (g_c+I1), s	12.9	20.7	8.0	48.6	18.5	21.3	11.9	44.4				
Green Ext Time (p_c), s	0.4	8.6	0.2	0.0	0.7	8.6	0.3	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay				75.2								
HCM 2010 LOS				E								

HCM 2010 Signalized Intersection Summary
27: Park Rd & US 92

10/6/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	271	459	123	215	302	81	87	692	282	109	792	378
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	181.0	181.0	181.0	181.0	181.0	190.0	179.2	179.2	190.0	177.6	177.6	177.6
Adj Flow Rate, veh/h	285	483	129	226	318	85	92	728	297	115	834	398
Adj No. of Lanes	1	1	1	2	2	0	1	2	0	1	2	1
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, %	5	5	5	5	5	5	6	6	6	7	7	7
Cap, veh/h	507	705	678	280	954	251	165	677	276	153	1003	628
Arrive On Green	0.12	0.39	0.39	0.08	0.35	0.35	0.05	0.29	0.29	0.06	0.30	0.30
Sat Flow, veh/h	1723	1810	1538	3343	2694	709	1707	2362	963	1691	3374	1509
Grp Volume(v), veh/h	285	483	129	226	201	202	92	525	500	115	834	398
Grp Sat Flow(s),veh/h/ln	1723	1810	1538	1672	1719	1684	1707	1703	1622	1691	1687	1509
Q Serve(g_s), s	15.1	32.9	7.6	9.8	12.7	13.0	5.6	42.4	42.4	7.0	34.1	30.9
Cycle Q Clear(g_c), s	15.1	32.9	7.6	9.8	12.7	13.0	5.6	42.4	42.4	7.0	34.1	30.9
Prop In Lane	1.00		1.00	1.00		0.42	1.00		0.59	1.00		1.00
Lane Grp Cap(c), veh/h	507	705	678	280	609	596	165	488	465	153	1003	628
V/C Ratio(X)	0.56	0.69	0.19	0.81	0.33	0.34	0.56	1.08	1.08	0.75	0.83	0.63
Avail Cap(c_a), veh/h	586	705	678	551	609	596	359	488	465	328	1003	628
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	24.6	37.6	25.3	66.6	35.0	35.1	38.8	52.8	52.8	39.8	48.5	34.2
Incr Delay (d2), s/veh	1.0	5.4	0.6	5.5	1.5	1.5	2.9	62.6	63.6	7.1	8.0	4.8
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	7.3	17.4	3.3	4.8	6.3	6.3	2.8	28.4	27.2	3.6	17.0	13.7
LnGrp Delay(d),s/veh	25.6	43.0	25.9	72.1	36.4	36.6	41.8	115.4	116.4	46.9	56.5	39.0
LnGrp LOS	C	D	C	E	D	D	D	F	F	D	E	D
Approach Vol, veh/h		897			629			1117			1347	
Approach Delay, s/veh		35.0			49.3			109.8			50.5	
Approach LOS		D			D			F			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	23.2	60.0	14.8	50.0	18.0	65.2	13.2	51.6				
Change Period (Y+Rc), s	5.6	7.6	5.6	7.6	5.6	7.6	5.6	7.6				
Max Green Setting (Gmax), s	24.4	52.4	24.4	42.4	24.4	52.4	24.4	42.4				
Max Q Clear Time (g_c+I1), s	17.1	15.0	9.0	44.4	11.8	34.9	7.6	36.1				
Green Ext Time (p_c), s	0.5	6.2	0.2	0.0	0.6	5.2	0.2	5.2				
Intersection Summary												
HCM 2010 Ctrl Delay			63.4									
HCM 2010 LOS			E									

Arterial Level of Service: EB US 92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Falkenburg Rd	I	50	46.1	37.8	83.9	0.64	27.4	C
Williams Rd	I	50	74.1	15.9	90.0	1.03	41.2	B
CR 579/Mango Rd	I	50	72.7	33.7	106.4	1.01	34.2	B
Peach Ave	I	50	31.2	7.3	38.5	0.34	32.1	C
Pine St	I	50	16.9	6.9	23.8	0.17	25.6	D
Parsons Ave	I	50	39.0	20.7	59.7	0.50	30.2	C
Kingsway Rd	I	55	36.2	21.5	57.7	0.50	30.9	C
McIntosh Rd	I	55	136.1	44.1	180.2	2.08	41.5	B
Gallagher Rd	I	55	37.0	22.5	59.5	0.51	30.7	C
Forbes Rd	I	54	214.6	12.1	226.7	3.23	51.3	A
Turkey Creek Rd	I	55	51.3	8.7	60.0	0.78	47.1	A
Lemon St	I	49	154.4	33.6	188.0	2.09	40.0	B
Total	I		909.6	264.8	1174.4	12.88	39.5	B

Arterial Level of Service: WB US 92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 566/Thonotosassa	I	35	230.7	47.9	278.6	2.27	29.3	C
Turkey Creek Rd	I	49	152.0	11.7	163.7	2.09	46.0	A
Branch Forbes Rd	I	55	51.3	134.7	186.0	0.78	15.2	F
Gallagher Rd	I	55	211.6	38.4	250.0	3.23	46.6	A
McIntosh Rd	I	55	37.0	43.4	80.4	0.51	22.7	D
Kingsway Rd	I	55	136.1	24.8	160.9	2.08	46.5	A
Parsons Ave	I	55	36.2	17.4	53.6	0.50	33.3	C
Pine St	I	50	39.0	39.9	78.9	0.50	22.8	D
School Entrance	I	50	16.9	14.1	31.0	0.17	19.6	E
CR 579/Mango Rd	I	50	31.2	25.6	56.8	0.34	21.7	D
Williams Rd	I	50	72.7	41.3	114.0	1.01	31.9	C
Falkenburg Rd	I	50	74.1	27.0	101.1	1.03	36.7	B
Total	I		1088.8	466.2	1555.0	14.51	33.6	C

Arterial Level of Service

10/6/2015

Arterial Level of Service: EB US 92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Maryland Ave	I	36	225.5	12.0	237.5	2.27	34.4	B
Park Rd	I	45	29.3	47.3	76.6	0.30	13.9	F
County Line Rd	I	55	235.9	245.0	480.9	3.59	26.9	D
Total	I		490.7	304.3	795.0	6.16	27.9	C

Arterial Level of Service: WB US 92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
County Line Rd	I	55	34.2	42.6	76.8	0.42	19.6	E
Park Rd	I	54	238.6	39.4	278.0	3.59	46.5	A
Maryland Ave	I	45	29.3	13.4	42.7	0.30	25.0	D
Total	I		302.1	95.4	397.5	4.30	39.0	B

Arterial Level of Service: EB US 92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Falkenburg Rd	I	50	46.1	155.0	201.1	0.64	11.4	F
Williams Rd	I	50	74.1	25.3	99.4	1.03	37.3	B
CR 579/Mango Rd	I	50	72.7	50.2	122.9	1.01	29.6	C
Peach Ave	I	50	31.2	9.9	41.1	0.34	30.0	C
Pine St	I	50	16.9	20.8	37.7	0.17	16.2	E
Parsons Ave	I	50	39.0	14.3	53.3	0.50	33.8	C
Kingsway Rd	I	55	36.2	16.7	52.9	0.50	33.8	C
McIntosh Rd	I	55	136.1	30.7	166.8	2.08	44.9	A
Gallagher Rd	I	55	37.0	28.0	65.0	0.51	28.1	C
Forbes Rd	I	54	214.6	17.9	232.5	3.23	50.1	A
Turkey Creek Rd	I	55	51.3	12.7	64.0	0.78	44.1	A
Lemon St	I	49	154.4	42.7	197.1	2.09	38.2	B
Total	I		909.6	424.2	1333.8	12.88	34.8	B

Arterial Level of Service: WB US 92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 566/Thonotosassa	I	35	230.7	34.0	264.7	2.27	30.9	C
Turkey Creek Rd	I	49	152.0	8.9	160.9	2.09	46.8	A
Branch Forbes Rd	I	55	51.3	18.8	70.1	0.78	40.3	B
Gallagher Rd	I	55	211.6	24.9	236.5	3.23	49.2	A
McIntosh Rd	I	55	37.0	23.3	60.3	0.51	30.2	C
Kingsway Rd	I	55	136.1	11.7	147.8	2.08	50.6	A
Parsons Ave	I	55	36.2	7.4	43.6	0.50	41.0	B
Pine St	I	50	39.0	6.2	45.2	0.50	39.9	B
School Entrance	I	50	16.9	16.7	33.6	0.17	18.1	E
CR 579/Mango Rd	I	50	31.2	50.5	81.7	0.34	15.1	F
Williams Rd	I	50	72.7	18.0	90.7	1.01	40.1	B
Falkenburg Rd	I	50	74.1	17.9	92.0	1.03	40.3	B
Total	I		1088.8	238.3	1327.1	14.51	39.4	B

Arterial Level of Service

10/6/2015

Arterial Level of Service: EB US 92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Maryland Ave	I	36	225.5	14.0	239.5	2.27	34.1	B
Park Rd	I	45	29.3	50.3	79.6	0.30	13.4	F
County Line Rd	I	55	235.9	207.3	443.2	3.59	29.2	C
Total	I		490.7	271.6	762.3	6.16	29.1	C

Arterial Level of Service: WB US 92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
County Line Rd	I	55	34.2	33.0	67.2	0.42	22.4	D
Park Rd	I	54	238.6	37.8	276.4	3.59	46.8	A
Maryland Ave	I	45	29.3	13.0	42.3	0.30	25.2	D
Total	I		302.1	83.8	385.9	4.30	40.1	B
























HCM 2010 Signalized Intersection Summary
 65: Falkenburg Rd & US 92

10/7/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↵	↑↑↑	↗↗	↗↗	↑↔		↗↗↗	↑	↗	↵	↗	
Volume (veh/h)	5	333	397	272	672	8	244	9	139	15	11	8
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1900	1810	1810	1810	1810	1810	1900
Adj Flow Rate, veh/h	5	351	418	286	707	8	257	9	146	16	12	8
Adj No. of Lanes	1	3	2	2	2	0	3	1	1	1	1	0
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, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	330	1996	1333	349	1753	20	430	624	691	285	201	134
Arrive On Green	0.01	0.40	0.40	0.10	0.50	0.50	0.09	0.34	0.34	0.20	0.20	0.20
Sat Flow, veh/h	1723	4940	2707	3343	3482	39	4860	1810	1538	1192	1014	676
Grp Volume(v), veh/h	5	351	418	286	349	366	257	9	146	16	0	20
Grp Sat Flow(s),veh/h/ln	1723	1647	1354	1672	1719	1803	1620	1810	1538	1192	0	1690
Q Serve(g_s), s	0.2	6.2	3.3	11.5	17.3	17.3	7.0	0.4	7.9	1.5	0.0	1.3
Cycle Q Clear(g_c), s	0.2	6.2	3.3	11.5	17.3	17.3	7.0	0.4	7.9	1.9	0.0	1.3
Prop In Lane	1.00		1.00	1.00		0.02	1.00		1.00	1.00		0.40
Lane Grp Cap(c), veh/h	330	1996	1333	349	865	907	430	624	691	285	0	335
V/C Ratio(X)	0.02	0.18	0.31	0.82	0.40	0.40	0.60	0.01	0.21	0.06	0.00	0.06
Avail Cap(c_a), veh/h	371	1996	1333	709	865	907	569	624	691	285	0	335
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	0.00	1.00
Uniform Delay (d), s/veh	24.0	26.1	6.7	59.9	21.2	21.2	60.0	29.5	22.9	44.9	0.0	44.5
Incr Delay (d2), s/veh	0.0	0.2	0.6	4.8	1.4	1.3	1.3	0.0	0.7	0.4	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(-26165%),veh/ln	0.1	2.9	2.4	5.5	8.5	8.9	3.2	0.2	3.5	0.5	0.0	0.6
LnGrp Delay(d),s/veh	24.0	26.3	7.4	64.7	22.6	22.5	61.3	29.5	23.6	45.3	0.0	44.8
LnGrp LOS	C	C	A	E	C	C	E	C	C	D		D
Approach Vol, veh/h		774			1001			412				36
Approach Delay, s/veh		16.1			34.6			47.2				45.0
Approach LOS		B			C			D				D
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	4.7	77.0		55.0	18.3	63.4	20.0	35.0				
Change Period (Y+Rc), s	4.0	8.2		7.9	4.0	* 8.2	7.9	* 7.9				
Max Green Setting (Gmax), s	4.0	68.8		47.1	29.0	* 45	16.0	* 27				
Max Q Clear Time (g_c+I1), s	2.2	19.3		9.9	13.5	8.2	9.0	3.9				
Green Ext Time (p_c), s	0.0	16.6		1.8	0.8	15.1	1.0	0.1				
Intersection Summary												
HCM 2010 Ctrl Delay			30.7									
HCM 2010 LOS			C									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

























HCM 2010 Signalized Intersection Summary
 65: Falkenburg Rd & US 92

10/7/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	10	888	187	128	440	16	539	14	271	10	10	8
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1900	1863	1863	1863	1900	1900	1900
Adj Flow Rate, veh/h	11	935	197	135	463	17	567	15	285	11	11	8
Adj No. of Lanes	1	3	2	2	2	0	3	1	1	1	1	0
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, %	5	5	5	5	5	5	2	2	2	0	0	0
Cap, veh/h	434	2489	1783	191	1785	65	774	521	533	118	60	44
Arrive On Green	0.00	0.50	0.50	0.06	0.53	0.53	0.15	0.28	0.28	0.06	0.06	0.06
Sat Flow, veh/h	1723	4940	2707	3343	3383	124	5003	1863	1583	1096	1024	745
Grp Volume(v), veh/h	11	935	197	135	235	245	567	15	285	11	0	19
Grp Sat Flow(s),veh/h/ln	1723	1647	1354	1672	1719	1788	1668	1863	1583	1096	0	1769
Q Serve(g_s), s	0.0	13.8	0.8	4.7	8.9	8.9	12.9	0.7	17.4	1.1	0.0	1.2
Cycle Q Clear(g_c), s	0.0	13.8	0.8	4.7	8.9	8.9	12.9	0.7	17.4	1.8	0.0	1.2
Prop In Lane	1.00		1.00	1.00		0.07	1.00		1.00	1.00		0.42
Lane Grp Cap(c), veh/h	434	2489	1783	191	907	943	774	521	533	118	0	104
V/C Ratio(X)	0.03	0.38	0.11	0.71	0.26	0.26	0.73	0.03	0.53	0.09	0.00	0.18
Avail Cap(c_a), veh/h	490	2489	1783	337	907	943	1343	984	927	302	0	401
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	0.00	1.00
Uniform Delay (d), s/veh	20.2	18.1	1.5	55.2	15.4	15.4	48.0	31.2	32.0	54.0	0.0	53.4
Incr Delay (d2), s/veh	0.0	0.1	0.0	4.8	0.7	0.7	1.4	0.0	1.2	0.5	0.0	1.2
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(-26165%),veh/ln	0.2	6.3	0.7	2.3	4.4	4.6	6.0	0.4	7.8	0.4	0.0	0.6
LnGrp Delay(d),s/veh	20.3	18.2	1.6	60.0	16.1	16.1	49.4	31.2	33.2	54.5	0.0	54.6
LnGrp LOS	C	B	A	E	B	B	D	C	C	D		D
Approach Vol, veh/h		1143			615			867			30	
Approach Delay, s/veh		15.4			25.7			43.8			54.5	
Approach LOS		B			C			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.9	71.1		41.2	10.8	67.2	26.3	14.9				
Change Period (Y+Rc), s	7.1	* 8.2		7.9	4.0	7.1	7.9	* 7.9				
Max Green Setting (Gmax), s	4.0	* 63		63.0	12.0	56.0	32.0	* 27				
Max Q Clear Time (g_c+I1), s	2.0	10.9		19.4	6.7	15.8	14.9	3.8				
Green Ext Time (p_c), s	0.0	4.2		4.1	0.2	12.4	3.6	0.1				
Intersection Summary												
HCM 2010 Ctrl Delay			27.5									
HCM 2010 LOS			C									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

























HCM 2010 Signalized Intersection Summary
 62: Williams Rd & US 92

10/7/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	59	420	109	111	716	145	149	167	118	145	185	124
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810	1881	1881	1881	1863	1863	1863
Adj Flow Rate, veh/h	62	442	115	117	754	153	157	176	124	153	195	131
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
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, %	5	5	5	5	5	5	1	1	1	2	2	2
Cap, veh/h	317	1570	834	467	1644	866	389	743	417	395	733	378
Arrive On Green	0.03	0.46	0.46	0.05	0.48	0.48	0.09	0.21	0.21	0.09	0.21	0.21
Sat Flow, veh/h	1723	3438	1538	1723	3438	1538	1792	3574	1599	1774	3539	1583
Grp Volume(v), veh/h	62	442	115	117	754	153	157	176	124	153	195	131
Grp Sat Flow(s),veh/h/ln	1723	1719	1538	1723	1719	1538	1792	1787	1599	1774	1770	1583
Q Serve(g_s), s	2.1	8.9	4.1	3.9	16.3	5.4	7.5	4.6	6.9	7.4	5.1	7.6
Cycle Q Clear(g_c), s	2.1	8.9	4.1	3.9	16.3	5.4	7.5	4.6	6.9	7.4	5.1	7.6
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	317	1570	834	467	1644	866	389	743	417	395	733	378
V/C Ratio(X)	0.20	0.28	0.14	0.25	0.46	0.18	0.40	0.24	0.30	0.39	0.27	0.35
Avail Cap(c_a), veh/h	355	1570	834	577	1644	866	413	743	417	452	733	378
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	16.0	18.8	12.6	14.6	19.4	11.8	30.6	36.7	32.9	30.5	36.9	35.1
Incr Delay (d2), s/veh	0.3	0.4	0.3	0.3	0.9	0.4	0.7	0.8	1.8	0.6	0.9	2.5
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(-26165%),veh/ln	1.0	4.3	1.8	1.9	8.0	2.4	3.8	2.3	3.2	3.6	2.6	3.6
LnGrp Delay(d),s/veh	16.3	19.3	12.9	14.8	20.3	12.2	31.2	37.4	34.7	31.2	37.8	37.6
LnGrp LOS	B	B	B	B	C	B	C	D	C	C	D	D
Approach Vol, veh/h		619			1024			457			479	
Approach Delay, s/veh		17.8			18.5			34.6			35.6	
Approach LOS		B			B			C			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.5	60.2	13.4	29.9	9.9	57.8	13.5	29.8				
Change Period (Y+Rc), s	4.0	7.1	4.0	6.8	4.0	7.1	4.0	6.8				
Max Green Setting (Gmax), s	6.0	53.1	13.0	21.0	13.0	46.1	11.0	23.0				
Max Q Clear Time (g_c+I1), s	4.1	18.3	9.4	8.9	5.9	10.9	9.5	9.6				
Green Ext Time (p_c), s	0.0	15.4	0.1	2.4	0.1	15.5	0.1	2.5				
Intersection Summary												
HCM 2010 Ctrl Delay			24.3									
HCM 2010 LOS			C									

























HCM 2010 Signalized Intersection Summary
62: Williams Rd & US 92

10/7/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	122	825	165	141	417	99	58	230	52	70	249	31
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810	1881	1881	1881	1845	1845	1845
Adj Flow Rate, veh/h	128	868	174	148	439	104	61	242	55	74	262	33
Adj No. of Lanes	1	2	1	1	2	1	1	2	1	1	2	1
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, %	5	5	5	5	5	5	1	1	1	3	3	3
Cap, veh/h	529	1764	848	347	1784	869	278	685	401	286	700	396
Arrive On Green	0.05	0.51	0.51	0.06	0.52	0.52	0.04	0.19	0.19	0.05	0.20	0.20
Sat Flow, veh/h	1723	3438	1538	1723	3438	1538	1792	3574	1599	1757	3505	1568
Grp Volume(v), veh/h	128	868	174	148	439	104	61	242	55	74	262	33
Grp Sat Flow(s),veh/h/ln	1723	1719	1538	1723	1719	1538	1792	1787	1599	1757	1752	1568
Q Serve(g_s), s	4.0	18.9	6.6	4.6	8.1	3.6	3.1	6.8	3.1	3.9	7.4	1.9
Cycle Q Clear(g_c), s	4.0	18.9	6.6	4.6	8.1	3.6	3.1	6.8	3.1	3.9	7.4	1.9
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	529	1764	848	347	1784	869	278	685	401	286	700	396
V/C Ratio(X)	0.24	0.49	0.21	0.43	0.25	0.12	0.22	0.35	0.14	0.26	0.37	0.08
Avail Cap(c_a), veh/h	706	1764	848	470	1784	869	303	685	401	311	700	396
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	12.0	18.3	13.1	13.7	15.3	11.7	35.6	40.4	33.5	35.1	39.9	32.8
Incr Delay (d2), s/veh	0.2	1.0	0.5	0.8	0.3	0.3	0.4	1.4	0.7	0.5	1.5	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(-26165%),veh/ln	1.9	9.2	2.9	2.3	3.9	1.6	1.6	3.5	1.4	1.9	3.8	0.8
LnGrp Delay(d),s/veh	12.2	19.3	13.6	14.5	15.6	12.0	35.9	41.8	34.2	35.6	41.4	33.3
LnGrp LOS	B	B	B	B	B	B	D	D	C	D	D	C
Approach Vol, veh/h		1170			691			358			369	
Approach Delay, s/veh		17.6			14.8			39.6			39.5	
Approach LOS		B			B			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.1	66.9	9.3	28.9	10.8	66.2	8.4	29.8				
Change Period (Y+Rc), s	4.0	7.1	4.0	6.8	4.0	7.1	4.0	6.8				
Max Green Setting (Gmax), s	18.0	56.1	7.0	22.0	15.0	59.1	6.0	23.0				
Max Q Clear Time (g_c+I1), s	6.0	10.1	5.9	8.8	6.6	20.9	5.1	9.4				
Green Ext Time (p_c), s	0.2	19.4	0.0	2.7	0.2	17.9	0.0	2.7				
Intersection Summary												
HCM 2010 Ctrl Delay			23.1									
HCM 2010 LOS			C									

























HCM 2010 Signalized Intersection Summary
59: CR 579/Mango Rd & US 92

10/7/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	206	333	120	110	425	575	150	513	65	352	314	429
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810	1863	1863	1863	1827	1827	1827
Adj Flow Rate, veh/h	217	351	126	116	447	605	158	540	68	371	331	452
Adj No. of Lanes	3	2	1	1	3	2	2	2	1	3	3	2
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, %	5	5	5	5	5	5	2	2	2	4	4	4
Cap, veh/h	844	1450	744	285	1560	1138	215	590	373	513	1021	1034
Arrive On Green	0.17	0.42	0.42	0.07	0.32	0.32	0.06	0.17	0.17	0.10	0.20	0.20
Sat Flow, veh/h	4860	3438	1538	1723	4940	2707	3442	3539	1583	4907	4988	2733
Grp Volume(v), veh/h	217	351	126	116	447	605	158	540	68	371	331	452
Grp Sat Flow(s),veh/h/ln	1620	1719	1538	1723	1647	1354	1721	1770	1583	1636	1663	1367
Q Serve(g_s), s	4.6	7.9	5.5	6.3	8.2	7.8	5.4	18.0	4.1	8.8	6.8	2.9
Cycle Q Clear(g_c), s	4.6	7.9	5.5	6.3	8.2	7.8	5.4	18.0	4.1	8.8	6.8	2.9
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	844	1450	744	285	1560	1138	215	590	373	513	1021	1034
V/C Ratio(X)	0.26	0.24	0.17	0.41	0.29	0.53	0.74	0.92	0.18	0.72	0.32	0.44
Avail Cap(c_a), veh/h	844	1450	744	364	1560	1138	293	590	373	793	1193	1128
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	42.9	22.4	17.4	34.7	30.9	8.3	55.3	49.2	36.7	52.0	40.6	11.4
Incr Delay (d2), s/veh	0.2	0.4	0.5	0.9	0.5	1.8	6.2	21.2	1.1	4.1	0.3	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(-26165%),veh/ln	2.1	3.8	2.4	3.1	3.8	3.3	2.8	10.5	1.9	4.2	3.2	3.4
LnGrp Delay(d),s/veh	43.1	22.7	17.9	35.6	31.3	10.0	61.5	70.4	37.7	56.1	40.9	11.8
LnGrp LOS	D	C	B	D	C	B	E	E	D	E	D	B
Approach Vol, veh/h		694			1168			766			1154	
Approach Delay, s/veh		28.2			20.7			65.6			34.4	
Approach LOS		C			C			E			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	28.3	45.4	19.2	27.1	15.6	58.1	14.6	31.7				
Change Period (Y+Rc), s	7.5	* 7.5	* 6.6	* 7.1	* 7.4	7.5	* 7.1	* 7.1				
Max Green Setting (Gmax), s	14.3	* 38	* 19	* 20	* 14	38.2	* 10	* 29				
Max Q Clear Time (g_c+I1), s	6.6	10.2	10.8	20.0	8.3	9.9	7.4	8.8				
Green Ext Time (p_c), s	2.1	8.6	1.8	0.0	0.1	4.9	0.1	10.5				
Intersection Summary												
HCM 2010 Ctrl Delay			35.4									
HCM 2010 LOS			D									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary
59: CR 579/Mango Rd & US 92





















10/7/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	320	508	143	122	279	353	73	374	103	618	564	210
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810	1863	1863	1863	1863	1863	1863
Adj Flow Rate, veh/h	337	535	151	128	294	372	77	394	108	651	594	221
Adj No. of Lanes	3	2	1	1	3	2	2	2	1	3	3	2
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, %	5	5	5	5	5	5	2	2	2	2	2	2
Cap, veh/h	409	1277	624	340	1727	1454	118	658	391	938	1726	1180
Arrive On Green	0.08	0.37	0.37	0.06	0.35	0.35	0.03	0.19	0.19	0.19	0.34	0.34
Sat Flow, veh/h	4860	3438	1538	1723	4940	2707	3442	3539	1583	5003	5085	2787
Grp Volume(v), veh/h	337	535	151	128	294	372	77	394	108	651	594	221
Grp Sat Flow(s),veh/h/ln	1620	1719	1538	1723	1647	1354	1721	1770	1583	1668	1695	1393
Q Serve(g_s), s	10.2	17.4	9.7	7.1	6.2	3.2	3.3	15.3	4.6	18.2	13.1	7.4
Cycle Q Clear(g_c), s	10.2	17.4	9.7	7.1	6.2	3.2	3.3	15.3	4.6	18.2	13.1	7.4
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	409	1277	624	340	1727	1454	118	658	391	938	1726	1180
V/C Ratio(X)	0.82	0.42	0.24	0.38	0.17	0.26	0.65	0.60	0.28	0.69	0.34	0.19
Avail Cap(c_a), veh/h	480	1277	624	391	1727	1454	181	658	391	1047	1726	1180
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	67.6	35.1	29.4	28.9	33.7	6.3	71.6	55.9	18.7	56.9	37.1	27.1
Incr Delay (d2), s/veh	10.2	1.0	0.9	0.7	0.2	0.4	6.0	4.0	1.7	2.5	0.5	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(-26165%),veh/ln	5.0	8.4	4.3	3.4	2.8	2.1	1.7	7.9	2.2	8.6	6.2	2.9
LnGrp Delay(d),s/veh	77.8	36.1	30.3	29.6	33.9	6.7	77.6	59.9	20.5	59.4	37.6	27.4
LnGrp LOS	E	D	C	C	C	A	E	E	C	E	D	C
Approach Vol, veh/h		1023			794			579			1466	
Approach Delay, s/veh		49.0			20.5			54.9			45.8	
Approach LOS		D			C			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.8	59.9	35.2	35.0	16.6	63.2	12.2	58.0				
Change Period (Y+Rc), s	7.2	7.5	* 7.1	* 7.1	* 7.4	7.5	* 7.1	* 7.1				
Max Green Setting (Gmax), s	14.8	47.5	* 31	* 28	* 14	48.5	* 7.9	* 51				
Max Q Clear Time (g_c+1), s	12.2	8.2	20.2	17.3	9.1	19.4	5.3	15.1				
Green Ext Time (p_c), s	0.4	13.5	7.6	2.7	0.1	12.1	0.0	15.9				
Intersection Summary												
HCM 2010 Ctrl Delay			42.8									
HCM 2010 LOS			D									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary

2: Peach Ave/School Entrance & US 92





















10/7/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	199	549	6	1	966	127	5	20	2	27	3	69
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	1810	1810	1900	1810	1810	1810	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	209	578	6	1	1017	134	5	21	2	28	3	73
Adj No. of Lanes	1	2	0	1	2	1	0	1	0	0	1	1
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, %	5	5	5	5	5	5	0	0	0	0	0	0
Cap, veh/h	641	2844	30	490	1965	879	45	87	7	134	12	392
Arrive On Green	0.18	0.82	0.82	1.00	1.00	1.00	0.06	0.06	0.06	0.06	0.06	0.06
Sat Flow, veh/h	1723	3486	36	804	3438	1538	166	1513	129	1339	202	1615
Grp Volume(v), veh/h	209	285	299	1	1017	134	28	0	0	31	0	73
Grp Sat Flow(s),veh/h/ln	1723	1719	1803	804	1719	1538	1808	0	0	1541	0	1615
Q Serve(g_s), s	0.0	4.4	4.4	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0
Cycle Q Clear(g_c), s	0.0	4.4	4.4	4.4	0.0	0.0	1.7	0.0	0.0	2.0	0.0	0.0
Prop In Lane	1.00		0.02	1.00		1.00	0.18		0.07	0.90		1.00
Lane Grp Cap(c), veh/h	641	1402	1471	490	1965	879	140	0	0	146	0	392
V/C Ratio(X)	0.33	0.20	0.20	0.00	0.52	0.15	0.20	0.00	0.00	0.21	0.00	0.19
Avail Cap(c_a), veh/h	641	1402	1471	490	1965	879	199	0	0	195	0	447
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	1.00	0.87	0.87	0.87	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.3	2.4	2.4	0.1	0.0	0.0	54.1	0.0	0.0	54.2	0.0	36.1
Incr Delay (d2), s/veh	0.6	0.3	0.3	0.0	0.8	0.3	1.0	0.0	0.0	1.0	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(-26165%),veh/ln	3.3	2.2	2.3	0.0	0.2	0.1	0.9	0.0	0.0	1.0	0.0	2.0
LnGrp Delay(d),s/veh	7.9	2.8	2.8	0.1	0.8	0.3	55.1	0.0	0.0	55.2	0.0	36.4
LnGrp LOS	A	A	A	A	A	A	E			E		D
Approach Vol, veh/h		793			1152			28				104
Approach Delay, s/veh		4.1			0.8			55.1				42.0
Approach LOS		A			A			E				D
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	29.3	75.7		15.0		105.0		15.0				
Change Period (Y+Rc), s	7.1	7.1		* 8.1		7.1		* 8.1				
Max Green Setting (Gmax), s	18.1	68.6		* 11		93.8		* 11				
Max Q Clear Time (g_c+I1), s	2.0	6.4		3.7		6.4		4.0				
Green Ext Time (p_c), s	5.4	14.4		0.4		7.5		0.4				
Intersection Summary												
HCM 2010 Ctrl Delay			4.9									
HCM 2010 LOS			A									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary






















2: Peach Ave/School Entrance & US 92

10/7/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	71	1028	11	5	690	47	4	6	1	42	3	67
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	1810	1810	1900	1810	1810	1810	1900	1900	1900	1900	1810	1810
Adj Flow Rate, veh/h	75	1082	12	5	726	49	4	6	1	44	3	71
Adj No. of Lanes	1	2	0	1	2	1	0	1	0	0	1	1
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, %	5	5	5	5	5	5	0	0	0	5	5	5
Cap, veh/h	552	2598	29	363	2293	1026	109	154	23	251	16	284
Arrive On Green	0.03	0.75	0.75	1.00	1.00	1.00	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	1723	3483	39	499	3438	1538	501	1010	151	1336	102	1538
Grp Volume(v), veh/h	75	534	560	5	726	49	11	0	0	47	0	71
Grp Sat Flow(s),veh/h/ln	1723	1719	1803	499	1719	1538	1662	0	0	1438	0	1538
Q Serve(g_s), s	2.0	17.2	17.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.9
Cycle Q Clear(g_c), s	2.0	17.2	17.2	5.4	0.0	0.0	3.5	0.0	0.0	3.5	0.0	5.9
Prop In Lane	1.00		0.02	1.00		1.00	0.36		0.09	0.94		1.00
Lane Grp Cap(c), veh/h	552	1282	1345	363	2293	1026	286	0	0	266	0	284
V/C Ratio(X)	0.14	0.42	0.42	0.01	0.32	0.05	0.04	0.00	0.00	0.18	0.00	0.25
Avail Cap(c_a), veh/h	622	1282	1345	363	2293	1026	286	0	0	266	0	284
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	1.00	0.97	0.97	0.97	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.5	7.0	7.0	0.1	0.0	0.0	54.2	0.0	0.0	55.3	0.0	52.3
Incr Delay (d2), s/veh	0.2	1.0	1.0	0.1	0.4	0.1	0.3	0.0	0.0	1.4	0.0	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(-26165%),veh/ln	1.0	8.4	8.8	0.0	0.1	0.0	0.4	0.0	0.0	1.8	0.0	2.7
LnGrp Delay(d),s/veh	6.8	8.0	8.0	0.2	0.4	0.1	54.4	0.0	0.0	56.8	0.0	54.4
LnGrp LOS	A	A	A	A	A	A	D			E		D
Approach Vol, veh/h		1169			780			11			118	
Approach Delay, s/veh		7.9			0.3			54.4			55.3	
Approach LOS		A			A			D			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	11.9	107.1		31.0		119.0		31.0				
Change Period (Y+Rc), s	7.1	7.1		* 8.1		7.1		* 8.1				
Max Green Setting (Gmax), s	10.9	93.9		* 23		111.9		* 23				
Max Q Clear Time (g_c+I1), s	4.0	7.4		5.5		19.2		7.9				
Green Ext Time (p_c), s	0.2	33.1		0.6		33.7		0.6				
Intersection Summary												
HCM 2010 Ctrl Delay			8.0									
HCM 2010 LOS			A									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary
 12: Pine St & US 92

10/7/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	137	561	45	24	911	105	24	37	14	13	9	18
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	1810	1810	1900	1810	1810	1810	1845	1845	1900	1583	1583	1900
Adj Flow Rate, veh/h	144	591	47	25	959	111	25	39	15	14	9	19
Adj No. of Lanes	1	2	0	1	2	1	1	1	0	1	1	0
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, %	5	5	5	5	5	5	3	3	3	20	20	20
Cap, veh/h	374	2024	161	516	2066	924	264	212	81	220	76	160
Arrive On Green	0.05	0.63	0.63	0.02	0.60	0.60	0.17	0.17	0.17	0.17	0.17	0.17
Sat Flow, veh/h	1723	3227	256	1723	3438	1538	1363	1270	488	1143	455	960
Grp Volume(v), veh/h	144	314	324	25	959	111	25	0	54	14	0	28
Grp Sat Flow(s),veh/h/ln	1723	1719	1764	1723	1719	1538	1363	0	1758	1143	0	1414
Q Serve(g_s), s	3.8	10.0	10.0	0.7	18.5	3.7	1.9	0.0	3.2	1.3	0.0	2.0
Cycle Q Clear(g_c), s	3.8	10.0	10.0	0.7	18.5	3.7	3.9	0.0	3.2	4.4	0.0	2.0
Prop In Lane	1.00		0.15	1.00		1.00	1.00		0.28	1.00		0.68
Lane Grp Cap(c), veh/h	374	1078	1107	516	2066	924	264	0	293	220	0	236
V/C Ratio(X)	0.39	0.29	0.29	0.05	0.46	0.12	0.09	0.00	0.18	0.06	0.00	0.12
Avail Cap(c_a), veh/h	502	1078	1107	549	2066	924	264	0	293	220	0	236
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)	0.99	0.99	0.99	0.85	0.85	0.85	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.0	10.2	10.2	8.8	13.3	10.3	44.2	0.0	43.0	44.9	0.0	42.5
Incr Delay (d2), s/veh	0.6	0.7	0.7	0.0	0.6	0.2	0.7	0.0	1.4	0.6	0.0	1.0
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(-26165%),veh/ln	1.8	4.9	5.1	0.3	9.0	1.6	0.8	0.0	1.7	0.4	0.0	0.9
LnGrp Delay(d),s/veh	10.6	10.9	10.9	8.8	13.9	10.5	44.9	0.0	44.4	45.5	0.0	43.5
LnGrp LOS	B	B	B	A	B	B	D		D	D		D
Approach Vol, veh/h		782			1095			79				42
Approach Delay, s/veh		10.8			13.4			44.5				44.2
Approach LOS		B			B			D				D
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.1	79.2		27.7	9.9	82.4		27.7				
Change Period (Y+Rc), s	7.1	7.1		* 7.7	7.1	7.1		* 7.7				
Max Green Setting (Gmax), s	14.9	63.2		* 20	5.1	73.0		* 20				
Max Q Clear Time (g_c+I1), s	5.8	20.5		5.9	2.7	12.0		6.4				
Green Ext Time (p_c), s	0.2	21.4		0.5	0.0	24.7		0.5				

Intersection Summary






















HCM 2010 Ctrl Delay	14.3
HCM 2010 LOS	B

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

HCM 2010 Signalized Intersection Summary
 12: Pine St & US 92

10/7/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	4	1047	43	33	663	9	22	2	39	26	17	38
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	1810	1810	1900	1810	1810	1810	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	4	1102	45	35	698	9	23	2	41	27	18	40
Adj No. of Lanes	1	2	0	1	2	1	1	1	0	1	1	0
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, %	5	5	5	5	5	5	0	0	0	0	0	0
Cap, veh/h	572	2422	99	404	2517	1126	125	7	137	137	47	104
Arrive On Green	0.03	0.72	0.72	0.05	0.73	0.73	0.09	0.09	0.09	0.09	0.09	0.09
Sat Flow, veh/h	1723	3367	137	1723	3438	1538	1366	76	1551	1385	526	1168
Grp Volume(v), veh/h	4	563	584	35	698	9	23	0	43	27	0	58
Grp Sat Flow(s),veh/h/ln	1723	1719	1785	1723	1719	1538	1366	0	1626	1385	0	1694
Q Serve(g_s), s	0.0	20.5	20.5	0.0	10.2	0.2	2.4	0.0	3.7	2.8	0.0	4.8
Cycle Q Clear(g_c), s	0.0	20.5	20.5	0.0	10.2	0.2	7.3	0.0	3.7	6.5	0.0	4.8
Prop In Lane	1.00		0.08	1.00		1.00	1.00		0.95	1.00		0.69
Lane Grp Cap(c), veh/h	572	1237	1284	404	2517	1126	125	0	144	137	0	150
V/C Ratio(X)	0.01	0.45	0.46	0.09	0.28	0.01	0.18	0.00	0.30	0.20	0.00	0.39
Avail Cap(c_a), veh/h	572	1237	1284	404	2517	1126	125	0	144	137	0	150
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)	0.90	0.90	0.90	0.97	0.97	0.97	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.5	8.8	8.8	11.2	6.8	5.4	67.9	0.0	64.0	67.0	0.0	64.5
Incr Delay (d2), s/veh	0.0	1.1	1.0	0.1	0.3	0.0	3.2	0.0	5.2	3.2	0.0	7.3
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(-26165%),veh/ln	0.1	10.1	10.4	0.6	4.9	0.1	1.0	0.0	1.9	1.2	0.0	2.6
LnGrp Delay(d),s/veh	7.5	9.9	9.8	11.3	7.0	5.4	71.1	0.0	69.2	70.2	0.0	71.8
LnGrp LOS	A	A	A	B	A	A	E		E	E		E
Approach Vol, veh/h		1151			742			66			85	
Approach Delay, s/veh		9.8			7.2			69.9			71.3	
Approach LOS		A			A			E			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.1	116.9		21.0	14.0	115.0		21.0				
Change Period (Y+Rc), s	7.1	7.1		* 7.7	7.1	7.1		* 7.7				
Max Green Setting (Gmax), s	5.0	109.8		* 13	6.9	107.9		* 13				
Max Q Clear Time (g_c+I1), s	2.0	12.2		9.3	2.0	22.5		8.5				
Green Ext Time (p_c), s	0.0	7.7		0.3	0.0	14.8		0.3				





















Intersection Summary												
HCM 2010 Ctrl Delay				13.4								
HCM 2010 LOS				B								

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.





















HCM 2010 Signalized Intersection Summary
56: Parsons Ave & US 92

10/7/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	18	480	207	136	748	13	295	17	97	14	22	22
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1900	1827	1827	1900	1900	1776	1900
Adj Flow Rate, veh/h	19	505	218	143	787	14	311	18	102	15	23	23
Adj No. of Lanes	1	2	1	1	2	0	1	1	0	0	1	0
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, %	5	5	5	5	5	5	4	4	4	7	7	7
Cap, veh/h	406	1987	889	494	2114	38	383	55	311	49	44	36
Arrive On Green	0.02	0.58	0.58	0.05	0.61	0.61	0.14	0.23	0.23	0.06	0.06	0.06
Sat Flow, veh/h	1723	3438	1538	1723	3456	61	1740	238	1350	255	712	585
Grp Volume(v), veh/h	19	505	218	143	391	410	311	0	120	61	0	0
Grp Sat Flow(s),veh/h/ln	1723	1719	1538	1723	1719	1799	1740	0	1589	1552	0	0
Q Serve(g_s), s	0.6	9.9	9.5	4.4	15.6	15.6	19.0	0.0	8.5	2.5	0.0	0.0
Cycle Q Clear(g_c), s	0.6	9.9	9.5	4.4	15.6	15.6	19.0	0.0	8.5	5.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.03	1.00		0.85	0.25		0.38
Lane Grp Cap(c), veh/h	406	1987	889	494	1052	1100	383	0	366	128	0	0
V/C Ratio(X)	0.05	0.25	0.25	0.29	0.37	0.37	0.81	0.00	0.33	0.47	0.00	0.00
Avail Cap(c_a), veh/h	430	1987	889	638	1052	1100	383	0	584	334	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)	0.97	0.97	0.97	0.88	0.88	0.88	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.8	14.2	14.1	10.2	13.3	13.3	51.2	0.0	43.5	62.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.2	0.3	0.9	0.9	12.5	0.0	0.7	3.8	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(-26165%),veh/ln	0.3	4.7	4.1	2.1	7.7	8.0	3.6	0.0	3.8	2.4	0.0	0.0
LnGrp Delay(d),s/veh	11.9	14.3	14.3	10.5	14.2	14.1	63.7	0.0	44.3	66.1	0.0	0.0
LnGrp LOS	B	B	B	B	B	B	E		D	E		
Approach Vol, veh/h		742			944			431			61	
Approach Delay, s/veh		14.2			13.6			58.3			66.1	
Approach LOS		B			B			E			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.0	90.7		39.3	10.6	86.1	23.0	16.3				
Change Period (Y+Rc), s	4.0	7.5		7.9	4.0	7.5	4.0	7.9				
Max Green Setting (Gmax), s	4.0	62.6		50.0	18.0	48.6	19.0	27.0				
Max Q Clear Time (g_c+I1), s	2.6	17.6		10.5	6.4	11.9	21.0	7.1				
Green Ext Time (p_c), s	0.0	17.5		1.6	0.2	16.2	0.0	1.3				
Intersection Summary												
HCM 2010 Ctrl Delay			24.1									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary
56: Parsons Ave & US 92























10/7/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	13	776	252	147	451	9	154	18	139	18	23	17
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1900	1863	1863	1900	1900	1900	1900
Adj Flow Rate, veh/h	14	817	265	155	475	9	162	19	146	19	24	18
Adj No. of Lanes	1	2	1	1	2	0	1	1	0	0	1	0
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, %	5	5	5	5	5	5	2	2	2	0	0	0
Cap, veh/h	534	1750	783	441	2111	40	381	46	353	92	114	74
Arrive On Green	0.02	0.51	0.51	0.13	0.61	0.61	0.07	0.25	0.25	0.16	0.16	0.16
Sat Flow, veh/h	1723	3438	1538	1723	3452	65	1774	186	1426	404	725	473
Grp Volume(v), veh/h	14	817	265	155	236	248	162	0	165	61	0	0
Grp Sat Flow(s),veh/h/ln	1723	1719	1538	1723	1719	1798	1774	0	1611	1601	0	0
Q Serve(g_s), s	0.6	25.4	17.0	5.8	10.3	10.3	11.0	0.0	14.3	0.6	0.0	0.0
Cycle Q Clear(g_c), s	0.6	25.4	17.0	5.8	10.3	10.3	11.0	0.0	14.3	5.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.04	1.00		0.88	0.31		0.30
Lane Grp Cap(c), veh/h	534	1750	783	441	1051	1099	381	0	399	280	0	0
V/C Ratio(X)	0.03	0.47	0.34	0.35	0.22	0.23	0.42	0.00	0.41	0.22	0.00	0.00
Avail Cap(c_a), veh/h	534	1750	783	441	1051	1099	381	0	399	280	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	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	18.2	26.2	24.2	14.6	14.5	14.5	53.4	0.0	52.3	61.0	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.9	1.2	2.2	0.5	0.5	3.4	0.0	3.1	1.8	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(-26165%),veh/ln	0.3	12.2	7.4	3.0	5.0	5.2	1.2	0.0	6.7	2.6	0.0	0.0
LnGrp Delay(d),s/veh	18.3	27.1	25.3	16.8	15.0	15.0	56.9	0.0	55.5	62.8	0.0	0.0
LnGrp LOS	B	C	C	B	B	B	E		E	E		
Approach Vol, veh/h		1096			639			327				61
Approach Delay, s/veh		26.6			15.4			56.2				62.8
Approach LOS		C			B			E				E
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.0	109.0		49.0	25.0	92.0	15.0	34.0				
Change Period (Y+Rc), s	4.0	7.5		7.9	4.0	7.5	4.0	7.9				
Max Green Setting (Gmax), s	4.0	101.5		41.1	21.0	84.5	11.0	26.1				
Max Q Clear Time (g_c+11), s	2.6	12.3		16.3	7.8	27.4	13.0	7.0				
Green Ext Time (p_c), s	0.0	21.4		1.8	0.3	19.7	0.0	1.6				
Intersection Summary												
HCM 2010 Ctrl Delay			28.8									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary

53: Kingsway Rd & US 92

10/7/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	119	366	123	77	560	49	154	164	82	30	101	169
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1900	1845	1845	1900	1863	1863	1863
Adj Flow Rate, veh/h	125	385	129	81	589	52	162	173	86	32	106	178
Adj No. of Lanes	1	2	1	1	2	0	1	1	0	1	1	1
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, %	5	5	5	5	5	5	3	3	3	2	2	2
Cap, veh/h	352	1328	655	413	1174	103	431	361	179	354	577	591
Arrive On Green	0.06	0.39	0.39	0.04	0.37	0.37	0.04	0.31	0.31	0.04	0.31	0.31
Sat Flow, veh/h	1723	3438	1538	1723	3197	282	1757	1164	579	1774	1863	1583
Grp Volume(v), veh/h	125	385	129	81	316	325	162	0	259	32	106	178
Grp Sat Flow(s),veh/h/ln	1723	1719	1538	1723	1719	1760	1757	0	1743	1774	1863	1583
Q Serve(g_s), s	4.5	7.7	0.8	2.9	14.3	14.3	0.0	0.0	12.0	0.0	4.2	5.6
Cycle Q Clear(g_c), s	4.5	7.7	0.8	2.9	14.3	14.3	0.0	0.0	12.0	0.0	4.2	5.6
Prop In Lane	1.00		1.00	1.00		0.16	1.00		0.33	1.00		1.00
Lane Grp Cap(c), veh/h	352	1328	655	413	631	646	431	0	540	354	577	591
V/C Ratio(X)	0.36	0.29	0.20	0.20	0.50	0.50	0.38	0.00	0.48	0.09	0.18	0.30
Avail Cap(c_a), veh/h	398	1328	655	475	631	646	432	0	540	354	577	591
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)	0.97	0.97	0.97	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.7	21.2	8.1	18.4	24.5	24.5	28.2	0.0	28.0	30.6	25.2	11.4
Incr Delay (d2), s/veh	0.6	0.5	0.7	0.2	2.8	2.8	0.5	0.0	3.0	0.1	0.7	1.3
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(-26165%),veh/ln	2.2	3.8	1.6	1.4	7.3	7.4	3.7	0.0	6.2	0.7	2.3	2.6
LnGrp Delay(d),s/veh	19.3	21.7	8.7	18.6	27.4	27.3	28.7	0.0	31.0	30.7	25.9	12.7
LnGrp LOS	B	C	A	B	C	C	C		C	C	C	B
Approach Vol, veh/h		639			722			421			316	
Approach Delay, s/veh		18.6			26.4			30.1			19.0	
Approach LOS		B			C			C			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.3	44.2	8.0	37.5	8.4	46.1	8.0	37.5				
Change Period (Y+Rc), s	4.0	7.5	4.0	6.5	4.0	7.5	4.0	6.5				
Max Green Setting (Gmax), s	9.0	34.0	4.0	31.0	8.0	35.0	4.0	31.0				
Max Q Clear Time (g_c+I1), s	6.5	16.3	2.0	14.0	4.9	9.7	2.0	7.6				
Green Ext Time (p_c), s	0.1	8.3	0.1	1.8	0.0	9.9	0.1	1.6				
Intersection Summary												
HCM 2010 Ctrl Delay			23.6									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary
53: Kingsway Rd & US 92

10/7/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	120	573	203	121	362	16	75	108	65	35	193	95
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1900	1827	1827	1900	1810	1810	1810
Adj Flow Rate, veh/h	126	603	214	127	381	17	79	114	68	37	203	100
Adj No. of Lanes	1	2	1	1	2	0	1	1	0	1	1	1
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, %	5	5	5	5	5	5	4	4	4	5	5	5
Cap, veh/h	611	819	435	646	1080	48	219	196	117	225	298	598
Arrive On Green	0.22	0.24	0.24	0.31	0.32	0.32	0.04	0.18	0.18	0.03	0.16	0.16
Sat Flow, veh/h	1723	3438	1538	1723	3353	149	1740	1074	640	1723	1810	1538
Grp Volume(v), veh/h	126	603	214	127	195	203	79	0	182	37	203	100
Grp Sat Flow(s),veh/h/ln	1723	1719	1538	1723	1719	1783	1740	0	1714	1723	1810	1538
Q Serve(g_s), s	0.0	14.6	4.6	0.0	7.8	7.8	3.4	0.0	8.7	1.6	9.5	0.6
Cycle Q Clear(g_c), s	0.0	14.6	4.6	0.0	7.8	7.8	3.4	0.0	8.7	1.6	9.5	0.6
Prop In Lane	1.00		1.00	1.00		0.08	1.00		0.37	1.00		1.00
Lane Grp Cap(c), veh/h	611	819	435	646	554	575	219	0	312	225	298	598
V/C Ratio(X)	0.21	0.74	0.49	0.20	0.35	0.35	0.36	0.00	0.58	0.16	0.68	0.17
Avail Cap(c_a), veh/h	611	1108	564	646	554	575	219	0	590	256	623	875
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)	0.87	0.87	0.87	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.2	31.7	11.4	20.9	23.3	23.3	30.0	0.0	33.7	30.4	35.4	8.3
Incr Delay (d2), s/veh	0.1	1.9	1.1	0.1	1.8	1.7	1.0	0.0	2.4	0.3	3.9	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(-26165%),veh/ln	2.3	7.1	2.1	2.2	4.0	4.1	1.7	0.0	4.4	0.8	5.1	1.1
LnGrp Delay(d),s/veh	20.4	33.6	12.4	21.0	25.1	25.0	31.0	0.0	36.1	30.7	39.2	8.5
LnGrp LOS	C	C	B	C	C	C	C		D	C	D	A
Approach Vol, veh/h		943			525			261			340	
Approach Delay, s/veh		27.0			24.1			34.6			29.3	
Approach LOS		C			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	24.2	36.5	6.4	22.9	31.8	28.9	8.0	21.3				
Change Period (Y+Rc), s	4.0	7.5	4.0	6.5	4.0	7.5	4.0	6.5				
Max Green Setting (Gmax), s	4.0	29.0	4.0	31.0	4.0	29.0	4.0	31.0				
Max Q Clear Time (g_c+I1), s	2.0	9.8	3.6	10.7	2.0	16.6	5.4	11.5				
Green Ext Time (p_c), s	0.1	2.8	0.0	3.4	0.1	4.8	0.0	3.3				
Intersection Summary												
HCM 2010 Ctrl Delay			27.6									
HCM 2010 LOS			C									
























HCM 2010 Signalized Intersection Summary
50: McIntosh Rd & US 92

10/7/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	183	284	31	95	251	378	75	499	92	303	285	250
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	1810	1810	1900	1810	1810	1810	1845	1845	1845	1810	1810	1810
Adj Flow Rate, veh/h	193	299	33	100	264	398	79	525	97	319	300	263
Adj No. of Lanes	1	2	0	1	2	2	1	2	1	2	2	1
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, %	5	5	5	5	5	5	3	3	3	5	5	5
Cap, veh/h	372	983	108	386	934	1048	245	945	493	386	1232	684
Arrive On Green	0.09	0.31	0.31	0.04	0.27	0.27	0.03	0.27	0.27	0.12	0.36	0.36
Sat Flow, veh/h	1723	3126	342	1723	3438	2707	1757	3505	1568	3343	3438	1538
Grp Volume(v), veh/h	193	163	169	100	264	398	79	525	97	319	300	263
Grp Sat Flow(s),veh/h/ln	1723	1719	1749	1723	1719	1354	1757	1752	1568	1672	1719	1538
Q Serve(g_s), s	9.1	8.1	8.2	4.7	6.8	11.8	0.0	14.4	5.1	10.4	6.9	7.8
Cycle Q Clear(g_c), s	9.1	8.1	8.2	4.7	6.8	11.8	0.0	14.4	5.1	10.4	6.9	7.8
Prop In Lane	1.00		0.20	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	372	541	550	386	934	1048	245	945	493	386	1232	684
V/C Ratio(X)	0.52	0.30	0.31	0.26	0.28	0.38	0.32	0.56	0.20	0.83	0.24	0.38
Avail Cap(c_a), veh/h	372	541	550	386	934	1048	264	945	493	517	1232	684
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	26.2	29.1	29.1	27.8	32.2	24.6	40.7	35.1	28.0	48.4	25.2	8.3
Incr Delay (d2), s/veh	1.3	1.4	1.4	0.4	0.8	1.0	0.8	2.4	0.9	8.0	0.5	1.6
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(-26165%),veh/ln	4.4	4.0	4.2	2.3	3.3	4.6	2.2	7.3	2.3	5.3	3.3	4.0
LnGrp Delay(d),s/veh	27.5	30.5	30.5	28.2	32.9	25.7	41.5	37.5	28.9	56.4	25.7	9.9
LnGrp LOS	C	C	C	C	C	C	D	D	C	E	C	A
Approach Vol, veh/h		525			762			701			882	
Approach Delay, s/veh		29.4			28.5			36.7			32.1	
Approach LOS		C			C			D			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.8	38.0	19.8	37.3	12.0	42.8	9.9	47.2				
Change Period (Y+Rc), s	* 7.1	* 7.6	6.9	* 7.1	* 7	* 7.6	* 7.1	* 7.1				
Max Green Setting (Gmax), s	* 9.7	* 30	17.3	* 24	* 5	* 35	* 4	* 40				
Max Q Clear Time (g_c+I1), s	11.1	13.8	12.4	16.4	6.7	10.2	2.0	9.8				
Green Ext Time (p_c), s	0.0	4.5	0.5	2.9	0.0	5.0	0.1	4.3				
Intersection Summary												
HCM 2010 Ctrl Delay			31.8									
HCM 2010 LOS			C									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												


























HCM 2010 Signalized Intersection Summary
50: McIntosh Rd & US 92

10/7/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	210	400	73	73	229	188	26	321	53	335	595	158
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	1810	1810	1900	1810	1810	1810	1827	1827	1827	1827	1827	1827
Adj Flow Rate, veh/h	221	421	77	77	241	198	27	338	56	353	626	166
Adj No. of Lanes	1	2	0	1	2	2	1	2	1	2	2	1
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, %	5	5	5	5	5	5	4	4	4	4	4	4
Cap, veh/h	455	1046	190	344	1028	1385	83	624	346	718	1374	775
Arrive On Green	0.10	0.36	0.36	0.04	0.30	0.30	0.02	0.18	0.18	0.21	0.40	0.40
Sat Flow, veh/h	1723	2907	528	1723	3438	2707	1740	3471	1553	3375	3471	1553
Grp Volume(v), veh/h	221	248	250	77	241	198	27	338	56	353	626	166
Grp Sat Flow(s),veh/h/ln	1723	1719	1716	1723	1719	1354	1740	1736	1553	1688	1736	1553
Q Serve(g_s), s	12.1	15.2	15.4	4.3	7.4	1.7	1.9	12.4	2.2	12.9	18.7	8.4
Cycle Q Clear(g_c), s	12.1	15.2	15.4	4.3	7.4	1.7	1.9	12.4	2.2	12.9	18.7	8.4
Prop In Lane	1.00		0.31	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	455	618	617	344	1028	1385	83	624	346	718	1374	775
V/C Ratio(X)	0.49	0.40	0.41	0.22	0.23	0.14	0.32	0.54	0.16	0.49	0.46	0.21
Avail Cap(c_a), veh/h	584	618	617	428	1028	1385	113	624	346	780	1374	775
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	27.9	33.7	33.8	32.0	37.2	5.8	51.3	52.4	17.5	48.7	31.3	19.8
Incr Delay (d2), s/veh	0.8	1.9	2.0	0.3	0.5	0.2	2.2	3.4	1.0	0.5	1.1	0.6
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(-26165%),veh/ln	5.8	7.6	7.6	2.1	3.6	1.0	0.9	6.3	1.2	6.1	9.2	3.8
LnGrp Delay(d),s/veh	28.7	35.6	35.7	32.4	37.7	6.0	53.5	55.8	18.5	49.2	32.4	20.4
LnGrp LOS	C	D	D	C	D	A	D	E	B	D	C	C
Approach Vol, veh/h		719			516			421			1145	
Approach Delay, s/veh		33.5			24.8			50.7			35.9	
Approach LOS		C			C			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.6	49.7	37.0	32.4	13.1	58.2	6.6	62.8				
Change Period (Y+Rc), s	* 7.1	* 7.6	* 7.1	* 7.1	* 7	* 7.6	4.0	* 7.1				
Max Green Setting (Gmax), s	* 25	* 39	* 33	* 25	* 13	* 51	5.0	* 56				
Max Q Clear Time (g_c+I1), s	14.1	9.4	14.9	14.4	6.3	17.4	3.9	20.7				
Green Ext Time (p_c), s	0.4	5.2	7.1	2.1	0.1	5.3	0.0	9.2				
Intersection Summary												
HCM 2010 Ctrl Delay			35.4									
HCM 2010 LOS			D									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												






















HCM 2010 Signalized Intersection Summary
 9: Gallagher Rd & US 92

10/7/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	 	 			 			 				
Volume (veh/h)	325	325	23	25	356	281	34	109	8	75	35	96
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810	1900	1881	1900	1827	1827	1900
Adj Flow Rate, veh/h	342	342	24	26	375	296	36	115	8	79	37	101
Adj No. of Lanes	2	2	1	1	2	1	0	1	0	1	1	0
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, %	5	5	5	5	5	5	1	1	1	4	4	4
Cap, veh/h	405	1591	712	449	1251	634	113	346	23	436	156	426
Arrive On Green	0.12	0.46	0.46	0.02	0.36	0.36	0.26	0.26	0.26	0.05	0.36	0.36
Sat Flow, veh/h	3343	3438	1538	1723	3438	1538	309	1318	86	1740	434	1184
Grp Volume(v), veh/h	342	342	24	26	375	296	159	0	0	79	0	138
Grp Sat Flow(s),veh/h/ln	1672	1719	1538	1723	1719	1538	1713	0	0	1740	0	1618
Q Serve(g_s), s	13.8	8.2	1.2	1.3	10.7	19.3	3.0	0.0	0.0	4.4	0.0	8.2
Cycle Q Clear(g_c), s	13.8	8.2	1.2	1.3	10.7	19.3	9.8	0.0	0.0	4.4	0.0	8.2
Prop In Lane	1.00		1.00	1.00		1.00	0.23		0.05	1.00		0.73
Lane Grp Cap(c), veh/h	405	1591	712	449	1251	634	482	0	0	436	0	582
V/C Ratio(X)	0.85	0.21	0.03	0.06	0.30	0.47	0.33	0.00	0.00	0.18	0.00	0.24
Avail Cap(c_a), veh/h	658	1591	712	479	1251	634	482	0	0	596	0	582
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	1.00
Uniform Delay (d), s/veh	59.2	22.1	20.2	26.3	31.3	29.4	41.0	0.0	0.0	32.8	0.0	30.9
Incr Delay (d2), s/veh	5.5	0.3	0.1	0.1	0.6	2.5	1.8	0.0	0.0	0.3	0.0	1.0
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(-26165%),veh/ln	6.7	4.0	0.5	0.6	5.2	8.6	5.1	0.0	0.0	2.1	0.0	3.8
LnGrp Delay(d),s/veh	64.8	22.4	20.3	26.3	31.9	31.9	42.8	0.0	0.0	33.1	0.0	31.8
LnGrp LOS	E	C	C	C	C	C	D			C		C
Approach Vol, veh/h		708			697			159				217
Approach Delay, s/veh		42.8			31.7			42.8				32.3
Approach LOS		D			C			D				C
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.9	70.7		57.0	23.6	57.1	13.4	43.6				
Change Period (Y+Rc), s	6.8	* 7		7.5	6.9	* 7	* 6.7	7.5				
Max Green Setting (Gmax), s	5.5	* 64		49.5	27.1	* 42	* 19	23.5				
Max Q Clear Time (g_c+I1), s	3.3	10.2		10.2	15.8	21.3	6.4	11.8				
Green Ext Time (p_c), s	0.0	9.7		2.2	0.9	7.6	0.2	1.5				
Intersection Summary												
HCM 2010 Ctrl Delay			37.2									
HCM 2010 LOS			D									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												























HCM 2010 Signalized Intersection Summary
 9: Gallagher Rd & US 92

10/7/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	102	572	49	29	366	54	48	31	49	67	56	105
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810	1900	1827	1900	1810	1810	1900
Adj Flow Rate, veh/h	107	602	52	31	385	57	51	33	52	71	59	111
Adj No. of Lanes	2	2	1	1	2	1	0	1	0	1	1	0
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, %	5	5	5	5	5	5	4	4	4	5	5	5
Cap, veh/h	372	1436	642	206	1146	605	122	82	97	367	195	367
Arrive On Green	0.11	0.42	0.42	0.03	0.33	0.33	0.21	0.21	0.21	0.06	0.35	0.35
Sat Flow, veh/h	3343	3438	1538	1723	3438	1538	347	384	452	1723	563	1059
Grp Volume(v), veh/h	107	602	52	31	385	57	136	0	0	71	0	170
Grp Sat Flow(s),veh/h/ln	1672	1719	1538	1723	1719	1538	1182	0	0	1723	0	1623
Q Serve(g_s), s	3.0	12.7	2.1	1.3	8.7	0.0	4.9	0.0	0.0	0.0	0.0	7.9
Cycle Q Clear(g_c), s	3.0	12.7	2.1	1.3	8.7	0.0	12.8	0.0	0.0	0.0	0.0	7.9
Prop In Lane	1.00		1.00	1.00		1.00	0.37		0.38	1.00		0.65
Lane Grp Cap(c), veh/h	372	1436	642	206	1146	605	301	0	0	367	0	563
V/C Ratio(X)	0.29	0.42	0.08	0.15	0.34	0.09	0.45	0.00	0.00	0.19	0.00	0.30
Avail Cap(c_a), veh/h	442	1436	642	240	1146	605	301	0	0	380	0	563
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	1.00
Uniform Delay (d), s/veh	42.0	21.2	18.1	27.8	25.8	19.7	36.9	0.0	0.0	31.3	0.0	24.5
Incr Delay (d2), s/veh	0.4	0.9	0.2	0.3	0.8	0.3	4.8	0.0	0.0	0.4	0.0	1.4
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(-26165%),veh/ln	1.4	6.2	0.9	0.7	4.2	1.1	3.9	0.0	0.0	1.7	0.0	3.8
LnGrp Delay(d),s/veh	42.4	22.1	18.3	28.1	26.6	20.0	41.8	0.0	0.0	31.6	0.0	25.9
LnGrp LOS	D	C	B	C	C	B	D			C		C
Approach Vol, veh/h		761			473			136				241
Approach Delay, s/veh		24.7			25.9			41.8				27.6
Approach LOS		C			C			D				C
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.7	50.0		43.2	18.4	41.3	13.7	29.5				
Change Period (Y+Rc), s	6.8	*7		7.5	*7	*7	7.5	*7.5				
Max Green Setting (Gmax), s	5.0	*43		35.7	*14	*34	7.0	*22				
Max Q Clear Time (g_c+I1), s	3.3	14.7		9.9	5.0	10.7	2.0	14.8				
Green Ext Time (p_c), s	0.0	6.1		1.8	3.4	3.4	0.7	0.3				
Intersection Summary												
HCM 2010 Ctrl Delay				26.9								
HCM 2010 LOS				C								
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary
 45: Forbes Rd/Branch Forbes Rd & US 92























10/7/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	103	292	54	31	501	455	43	364	20	137	272	192
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	1810	1810	1900	1810	1810	1810	1845	1845	1900	1792	1792	1792
Adj Flow Rate, veh/h	108	307	57	33	527	479	45	383	21	144	286	202
Adj No. of Lanes	1	2	0	1	2	1	1	1	0	2	1	1
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, %	5	5	5	5	5	5	3	3	3	6	6	6
Cap, veh/h	317	1136	208	444	1237	653	284	452	25	214	528	536
Arrive On Green	0.06	0.39	0.39	0.03	0.36	0.36	0.03	0.26	0.26	0.06	0.29	0.29
Sat Flow, veh/h	1723	2902	532	1723	3438	1538	1757	1733	95	3312	1792	1524
Grp Volume(v), veh/h	108	180	184	33	527	479	45	0	404	144	286	202
Grp Sat Flow(s),veh/h/ln	1723	1719	1716	1723	1719	1538	1757	0	1828	1656	1792	1524
Q Serve(g_s), s	3.2	6.0	6.1	1.0	9.7	21.9	1.6	0.0	17.6	3.6	11.2	8.3
Cycle Q Clear(g_c), s	3.2	6.0	6.1	1.0	9.7	21.9	1.6	0.0	17.6	3.6	11.2	8.3
Prop In Lane	1.00		0.31	1.00		1.00	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	317	673	672	444	1237	653	284	0	477	214	528	536
V/C Ratio(X)	0.34	0.27	0.27	0.07	0.43	0.73	0.16	0.00	0.85	0.67	0.54	0.38
Avail Cap(c_a), veh/h	341	673	672	482	1237	653	313	0	549	276	602	599
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	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.6	17.4	17.4	16.2	20.3	20.2	22.0	0.0	29.4	38.4	24.9	20.3
Incr Delay (d2), s/veh	0.6	0.3	0.3	0.1	1.1	7.2	0.3	0.0	10.6	4.2	0.9	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(-26165%),veh/ln	1.6	2.9	3.0	0.5	4.8	10.5	0.8	0.0	10.3	1.8	5.7	3.6
LnGrp Delay(d),s/veh	16.2	17.6	17.7	16.3	21.4	27.4	22.3	0.0	40.1	42.6	25.7	20.8
LnGrp LOS	B	B	B	B	C	C	C		D	D	C	C
Approach Vol, veh/h		472			1039			449			632	
Approach Delay, s/veh		17.3			24.0			38.3			28.0	
Approach LOS		B			C			D			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.8	37.0	9.4	28.7	6.1	39.7	6.6	31.5				
Change Period (Y+Rc), s	4.0	6.8	4.0	6.8	4.0	6.8	4.0	6.8				
Max Green Setting (Gmax), s	6.0	30.2	7.0	25.2	4.0	32.2	4.0	28.2				
Max Q Clear Time (g_c+I1), s	5.2	23.9	5.6	19.6	3.0	8.1	3.6	13.2				
Green Ext Time (p_c), s	0.0	4.0	0.1	2.3	0.0	9.1	0.0	4.1				
Intersection Summary												
HCM 2010 Ctrl Delay			26.2									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary

45: Forbes Rd/Branch Forbes Rd & US 92







10/7/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	112	499	52	44	300	235	26	223	32	345	409	101
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	1810	1810	1900	1810	1810	1810	1845	1845	1900	1827	1827	1827
Adj Flow Rate, veh/h	118	525	55	46	316	247	27	235	34	363	431	106
Adj No. of Lanes	1	2	0	1	2	1	1	1	0	2	1	1
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, %	5	5	5	5	5	5	3	3	3	4	4	4
Cap, veh/h	414	1203	126	334	1206	740	232	370	53	440	628	629
Arrive On Green	0.06	0.38	0.38	0.03	0.35	0.35	0.02	0.23	0.23	0.13	0.34	0.34
Sat Flow, veh/h	1723	3142	328	1723	3438	1538	1757	1576	228	3375	1827	1553
Grp Volume(v), veh/h	118	287	293	46	316	247	27	0	269	363	431	106
Grp Sat Flow(s),veh/h/ln	1723	1719	1752	1723	1719	1538	1757	0	1804	1688	1827	1553
Q Serve(g_s), s	4.1	12.0	12.0	1.6	6.4	9.6	1.1	0.0	13.0	10.2	19.6	4.2
Cycle Q Clear(g_c), s	4.1	12.0	12.0	1.6	6.4	9.6	1.1	0.0	13.0	10.2	19.6	4.2
Prop In Lane	1.00		0.19	1.00		1.00	1.00		0.13	1.00		1.00
Lane Grp Cap(c), veh/h	414	658	671	334	1206	740	232	0	423	440	628	629
V/C Ratio(X)	0.29	0.44	0.44	0.14	0.26	0.33	0.12	0.00	0.64	0.82	0.69	0.17
Avail Cap(c_a), veh/h	504	658	671	354	1206	740	267	0	423	557	628	629
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	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.6	22.1	22.2	19.6	22.5	15.5	27.7	0.0	33.4	41.0	27.3	18.4
Incr Delay (d2), s/veh	0.4	2.1	2.1	0.2	0.5	1.2	0.2	0.0	7.1	7.9	6.0	0.6
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(-26165%),veh/ln	2.0	6.0	6.2	0.8	3.1	4.3	0.6	0.0	7.3	5.2	11.0	1.9
LnGrp Delay(d),s/veh	18.0	24.2	24.2	19.8	23.0	16.7	27.9	0.0	40.5	48.9	33.3	19.0
LnGrp LOS	B	C	C	B	C	B	C		D	D	C	B
Approach Vol, veh/h		698			609			296			900	
Approach Delay, s/veh		23.2			20.2			39.3			37.9	
Approach LOS		C			C			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.9	40.8	16.6	29.5	6.8	43.9	6.1	40.1				
Change Period (Y+Rc), s	4.0	6.8	4.0	6.8	4.0	6.8	4.0	6.8				
Max Green Setting (Gmax), s	11.0	30.1	16.0	21.3	4.0	37.1	4.0	33.3				
Max Q Clear Time (g_c+I1), s	6.1	11.6	12.2	15.0	3.6	14.0	3.1	21.6				
Green Ext Time (p_c), s	0.1	6.8	0.5	2.4	0.0	7.4	0.0	3.5				
Intersection Summary												
HCM 2010 Ctrl Delay			29.7									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary

43: Turkey Creek Rd & US 92







10/7/2015

								
Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	↑↑	↑	↑	↑↑	↑	↑		
Volume (veh/h)	293	256	161	515	472	136		
Number	6	16	5	2	7	14		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1759	1759		
Adj Flow Rate, veh/h	308	269	169	542	497	143		
Adj No. of Lanes	2	1	1	2	1	1		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	5	5	5	5	8	8		
Cap, veh/h	1566	1235	423	1566	582	520		
Arrive On Green	0.46	0.46	0.46	0.46	0.35	0.35		
Sat Flow, veh/h	3529	1538	809	3529	1675	1495		
Grp Volume(v), veh/h	308	269	169	542	497	143		
Grp Sat Flow(s),veh/h/ln	1719	1538	809	1719	1675	1495		
Q Serve(g_s), s	3.9	3.1	11.6	7.5	20.2	5.1		
Cycle Q Clear(g_c), s	3.9	3.1	15.6	7.5	20.2	5.1		
Prop In Lane		1.00	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	1566	1235	423	1566	582	520		
V/C Ratio(X)	0.20	0.22	0.40	0.35	0.85	0.28		
Avail Cap(c_a), veh/h	1566	1235	423	1566	729	651		
HCM Platoon Ratio	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		
Uniform Delay (d), s/veh	12.0	1.7	16.6	12.9	22.3	17.3		
Incr Delay (d2), s/veh	0.1	0.1	2.8	0.6	10.3	0.6		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(-26165%),veh/ln	1.9	3.6	2.9	3.7	10.9	2.2		
LnGrp Delay(d),s/veh	12.0	1.8	19.4	13.6	32.5	17.9		
LnGrp LOS	B	A	B	B	C	B		
Approach Vol, veh/h	577			711	640			
Approach Delay, s/veh	7.3			15.0	29.3			
Approach LOS	A			B	C			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		41.0		32.6		41.0		
Change Period (Y+Rc), s		7.5		* 7		7.5		
Max Green Setting (Gmax), s		33.5		* 32		33.5		
Max Q Clear Time (g_c+I1), s		17.6		22.2		5.9		
Green Ext Time (p_c), s		6.4		3.3		8.0		
Intersection Summary								
HCM 2010 Ctrl Delay			17.4					
HCM 2010 LOS			B					
Notes								
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.								

HCM 2010 Signalized Intersection Summary

43: Turkey Creek Rd & US 92

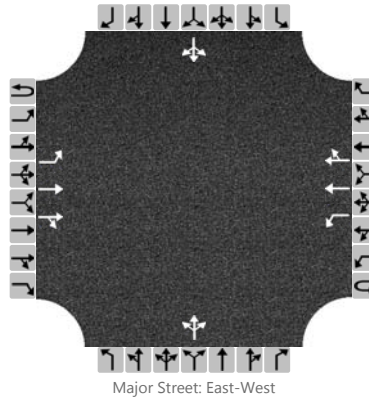
10/7/2015

									
Movement	EBT	EBR	WBL	WBT	NBL	NBR			
Lane Configurations	↑↑	↑	↑	↑↑	↑	↑			
Volume (veh/h)	564	352	144	314	290	141			
Number	6	16	5	2	7	14			
Initial Q (Qb), veh	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1845	1845			
Adj Flow Rate, veh/h	594	371	152	331	305	148			
Adj No. of Lanes	2	1	1	2	1	1			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95			
Percent Heavy Veh, %	5	5	5	5	3	3			
Cap, veh/h	2144	1278	391	2144	365	325			
Arrive On Green	0.62	0.62	0.62	0.62	0.21	0.21			
Sat Flow, veh/h	3529	1538	563	3529	1757	1568			
Grp Volume(v), veh/h	594	371	152	331	305	148			
Grp Sat Flow(s),veh/h/ln	1719	1538	563	1719	1757	1568			
Q Serve(g_s), s	6.7	4.6	14.4	3.4	14.3	7.1			
Cycle Q Clear(g_c), s	6.7	4.6	21.2	3.4	14.3	7.1			
Prop In Lane		1.00	1.00		1.00	1.00			
Lane Grp Cap(c), veh/h	2144	1278	391	2144	365	325			
V/C Ratio(X)	0.28	0.29	0.39	0.15	0.84	0.45			
Avail Cap(c_a), veh/h	2144	1278	391	2144	450	402			
HCM Platoon Ratio	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			
Uniform Delay (d), s/veh	7.4	1.6	12.2	6.7	32.6	29.8			
Incr Delay (d2), s/veh	0.1	0.1	2.9	0.2	13.9	2.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(-26165%),veh/ln	3.2	4.4	2.6	1.7	8.4	3.2			
LnGrp Delay(d),s/veh	7.4	1.7	15.1	6.9	46.5	31.9			
LnGrp LOS	A	A	B	A	D	C			
Approach Vol, veh/h	965			483		453			
Approach Delay, s/veh	5.2			9.5		41.7			
Approach LOS	A			A		D			
Timer	1	2	3	4	5	6	7	8	
Assigned Phs	2		4		6				
Phs Duration (G+Y+Rc), s	61.0		24.8		61.0				
Change Period (Y+Rc), s	7.5		* 7		7.5				
Max Green Setting (Gmax), s	53.5		* 22		53.5				
Max Q Clear Time (g_c+I1), s	23.2		16.3		8.7				
Green Ext Time (p_c), s	10.1		1.5		11.1				
Intersection Summary									
HCM 2010 Ctrl Delay	15.0								
HCM 2010 LOS	B								
Notes									
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.									

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	AH	Intersection	US 92 @ Whitehurst Rd/Walter Dr
Agency/Co.		Jurisdiction	FDOT D7
Date Performed	6/23/2015	East/West Street	US 92
Analysis Year	2020 Build	North/South Street	Whitehurst Rd/Walter Dr
Time Analyzed	AM Peak	Peak Hour Factor	0.95
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	US 92 PD&E Reevaluation		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)		14	427	17		41	631	38		25	15	57		38	25	20
Percent Heavy Vehicles		5				5				0	0	0		2	2	2
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

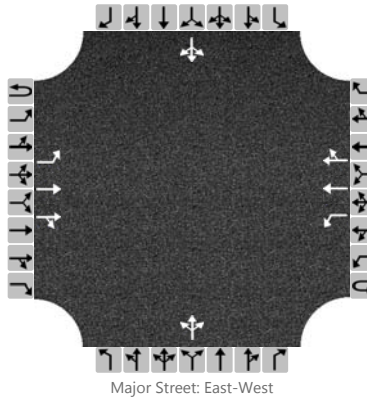
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		15				43					102					87	
Capacity		870				1070					320					191	
v/c Ratio		0.02				0.04					0.32					0.46	
95% Queue Length		0.1				0.1					1.3					2.2	
Control Delay (s/veh)		9.2				8.5					21.4					38.7	
Level of Service (LOS)		A				A					C					E	
Approach Delay (s/veh)		0.3				0.5				21.4				38.7			
Approach LOS		A				A				C				E			

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	AH	Intersection	US 92 @ Whitehurst Rd/Walter Dr
Agency/Co.		Jurisdiction	FDOT D7
Date Performed	6/23/2015	East/West Street	US 92
Analysis Year	2020 Build	North/South Street	Whitehurst Rd/Walter Dr
Time Analyzed	PM Peak	Peak Hour Factor	0.95
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	US 92 PD&E Reevaluation		

Lanes



Vehicle Volumes and Adjustments






















Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)		29	622	55		41	419	41		34	10	31		26	13	29
Percent Heavy Vehicles		5				5				0	0	0		0	0	0
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		31				43					80					72	
Capacity		1054				863					220					255	
v/c Ratio		0.03				0.05					0.36					0.28	
95% Queue Length		0.1				0.2					1.6					1.1	
Control Delay (s/veh)		8.5				9.4					30.4					24.6	
Level of Service (LOS)		A				A					D					C	
Approach Delay (s/veh)		0.4				0.8				30.4				24.6			
Approach LOS		A				A				D				C			


























HCM 2010 Signalized Intersection Summary
 41: Lemon St/SR 566/Thonotosassa Rd & US 92

10/7/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	100	347	53	54	535	804	50	102	23	655	109	50
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	1810	1810	1900	1810	1810	1810	1743	1743	1900	1845	1845	1900
Adj Flow Rate, veh/h	105	365	56	57	563	0	53	107	24	689	115	53
Adj No. of Lanes	1	2	0	1	2	1	1	1	0	2	1	0
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, %	5	5	5	5	5	5	9	9	9	3	3	3
Cap, veh/h	378	1232	187	439	1401	627	156	130	29	827	290	134
Arrive On Green	0.05	0.41	0.41	0.04	0.41	0.00	0.09	0.09	0.09	0.24	0.24	0.24
Sat Flow, veh/h	1723	2993	455	1723	3438	1538	1660	1379	309	3408	1196	551
Grp Volume(v), veh/h	105	208	213	57	563	0	53	0	131	689	0	168
Grp Sat Flow(s),veh/h/ln	1723	1719	1729	1723	1719	1538	1660	0	1689	1704	0	1747
Q Serve(g_s), s	4.3	9.7	9.9	2.3	13.9	0.0	3.6	0.0	9.1	23.0	0.0	9.7
Cycle Q Clear(g_c), s	4.3	9.7	9.9	2.3	13.9	0.0	3.6	0.0	9.1	23.0	0.0	9.7
Prop In Lane	1.00		0.26	1.00		1.00	1.00		0.18	1.00		0.32
Lane Grp Cap(c), veh/h	378	708	712	439	1401	627	156	0	159	827	0	424
V/C Ratio(X)	0.28	0.29	0.30	0.13	0.40	0.00	0.34	0.00	0.82	0.83	0.00	0.40
Avail Cap(c_a), veh/h	378	708	712	458	1401	627	190	0	193	1042	0	534
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	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.0	23.6	23.7	19.2	25.2	0.0	50.9	0.0	53.4	43.1	0.0	38.1
Incr Delay (d2), s/veh	0.4	0.3	0.3	0.1	0.9	0.0	1.3	0.0	20.9	5.4	0.0	0.9
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(-26165%),veh/ln	2.1	4.7	4.8	1.1	6.7	0.0	1.7	0.0	5.2	11.4	0.0	4.8
LnGrp Delay(d),s/veh	20.4	24.0	24.0	19.4	26.0	0.0	52.1	0.0	74.3	48.6	0.0	38.9
LnGrp LOS	C	C	C	B	C		D		E	D		D
Approach Vol, veh/h		526			620			184			857	
Approach Delay, s/veh		23.3			25.4			67.9			46.7	
Approach LOS		C			C			E			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.8	55.2		17.6	11.3	55.7		35.4				
Change Period (Y+Rc), s	6.3	6.3		6.3	6.3	6.3		6.3				
Max Green Setting (Gmax), s	5.5	48.9		13.7	6.3	48.1		36.7				
Max Q Clear Time (g_c+I1), s	6.3	15.9		11.1	4.3	11.9		25.0				
Green Ext Time (p_c), s	0.0	9.7		0.2	0.0	9.9		4.1				
Intersection Summary												
HCM 2010 Ctrl Delay			36.8									
HCM 2010 LOS			D									




















HCM 2010 Signalized Intersection Summary
 41: Lemon St/SR 566/Thonotosassa Rd & US 92

10/7/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 					 		
Volume (veh/h)	160	550	28	34	360	482	19	156	20	574	96	56
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	1810	1810	1900	1810	1810	1810	1863	1863	1900	1881	1881	1900
Adj Flow Rate, veh/h	168	579	29	36	379	0	20	164	21	604	101	59
Adj No. of Lanes	1	2	0	1	2	1	1	1	0	2	1	0
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, %	5	5	5	5	5	5	2	2	2	1	1	1
Cap, veh/h	417	1104	55	289	941	767	219	200	26	782	251	146
Arrive On Green	0.09	0.33	0.33	0.03	0.27	0.00	0.12	0.12	0.12	0.22	0.22	0.22
Sat Flow, veh/h	1723	3332	167	1723	3438	1538	1774	1619	207	3476	1115	651
Grp Volume(v), veh/h	168	298	310	36	379	0	20	0	185	604	0	160
Grp Sat Flow(s),veh/h/ln	1723	1719	1780	1723	1719	1538	1774	0	1826	1738	0	1766
Q Serve(g_s), s	5.9	12.3	12.4	1.3	7.9	0.0	0.9	0.0	8.7	14.3	0.0	6.8
Cycle Q Clear(g_c), s	5.9	12.3	12.4	1.3	7.9	0.0	0.9	0.0	8.7	14.3	0.0	6.8
Prop In Lane	1.00		0.09	1.00		1.00	1.00		0.11	1.00		0.37
Lane Grp Cap(c), veh/h	417	569	590	289	941	767	219	0	226	782	0	397
V/C Ratio(X)	0.40	0.52	0.53	0.12	0.40	0.00	0.09	0.00	0.82	0.77	0.00	0.40
Avail Cap(c_a), veh/h	510	569	590	330	941	767	277	0	285	1068	0	543
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	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.6	23.8	23.8	21.9	26.0	0.0	34.1	0.0	37.5	31.9	0.0	29.0
Incr Delay (d2), s/veh	0.6	3.4	3.3	0.2	1.3	0.0	0.2	0.0	13.9	3.0	0.0	0.9
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(-26165%),veh/ln	2.9	6.3	6.6	0.6	3.9	0.0	0.4	0.0	5.2	7.2	0.0	3.4
LnGrp Delay(d),s/veh	20.3	27.2	27.1	22.1	27.3	0.0	34.3	0.0	51.4	35.0	0.0	30.0
LnGrp LOS	C	C	C	C	C		C		D	C		C
Approach Vol, veh/h		776			415			205			764	
Approach Delay, s/veh		25.7			26.9			49.7			33.9	
Approach LOS		C			C			D			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.3	30.3		17.2	9.2	35.4		26.1				
Change Period (Y+Rc), s	6.3	6.3		6.3	6.3	6.3		6.3				
Max Green Setting (Gmax), s	12.7	21.4		13.7	5.0	29.1		27.0				
Max Q Clear Time (g_c+I1), s	7.9	9.9		10.7	3.3	14.4		16.3				
Green Ext Time (p_c), s	0.2	5.7		0.3	0.0	6.6		3.4				
Intersection Summary												
HCM 2010 Ctrl Delay			31.1									
HCM 2010 LOS			C									




















HCM 2010 Signalized Intersection Summary
 36: Maryland Ave & US 92

10/7/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	60	472	57	91	711	51	80	62	48	14	36	56
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1900	1900	1827	1900	1900	1845	1900
Adj Flow Rate, veh/h	63	497	60	96	748	54	84	65	51	15	38	59
Adj No. of Lanes	1	2	1	1	2	0	0	1	0	0	1	0
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, %	5	5	5	5	5	5	4	4	4	3	3	3
Cap, veh/h	304	1764	789	418	1669	120	271	206	148	94	235	327
Arrive On Green	0.51	0.51	0.51	0.51	0.51	0.51	0.38	0.38	0.38	0.38	0.38	0.38
Sat Flow, veh/h	656	3438	1538	824	3252	235	591	539	387	154	614	855
Grp Volume(v), veh/h	63	497	60	96	395	407	200	0	0	112	0	0
Grp Sat Flow(s),veh/h/ln	656	1719	1538	824	1719	1768	1518	0	0	1622	0	0
Q Serve(g_s), s	7.7	9.5	2.3	8.6	16.7	16.7	4.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	24.5	9.5	2.3	18.1	16.7	16.7	9.9	0.0	0.0	5.0	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.13	0.42		0.25	0.13		0.53
Lane Grp Cap(c), veh/h	304	1764	789	418	882	907	625	0	0	656	0	0
V/C Ratio(X)	0.21	0.28	0.08	0.23	0.45	0.45	0.32	0.00	0.00	0.17	0.00	0.00
Avail Cap(c_a), veh/h	304	1764	789	418	882	907	625	0	0	656	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	25.4	15.9	14.2	21.1	17.7	17.7	24.8	0.0	0.0	23.5	0.0	0.0
Incr Delay (d2), s/veh	1.5	0.4	0.2	1.3	1.6	1.6	1.3	0.0	0.0	0.6	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(-26165%),veh/ln	1.5	4.6	1.0	2.1	8.3	8.5	4.7	0.0	0.0	2.4	0.0	0.0
LnGrp Delay(d),s/veh	27.0	16.3	14.4	22.4	19.4	19.3	26.2	0.0	0.0	24.0	0.0	0.0
LnGrp LOS	C	B	B	C	B	B	C			C		
Approach Vol, veh/h		620			898			200			112	
Approach Delay, s/veh		17.2			19.7			26.2			24.0	
Approach LOS		B			B			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		65.0		50.0		65.0		50.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		59.0		44.0		59.0		44.0				
Max Q Clear Time (g_c+I1), s		20.1		11.9		26.5		7.0				
Green Ext Time (p_c), s		17.6		2.9		16.2		3.0				
Intersection Summary												
HCM 2010 Ctrl Delay			19.8									
HCM 2010 LOS			B									

HCM 2010 Signalized Intersection Summary
 36: Maryland Ave & US 92

10/7/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	125	776	73	64	650	57	46	66	49	28	29	31
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1900	1900	1881	1900	1900	1881	1900
Adj Flow Rate, veh/h	132	817	77	67	684	60	48	69	52	29	31	33
Adj No. of Lanes	1	2	1	1	2	0	0	1	0	0	1	0
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, %	5	5	5	5	5	5	1	1	1	1	1	1
Cap, veh/h	543	2585	1157	475	2405	211	94	106	69	92	95	78
Arrive On Green	0.75	0.75	0.75	0.75	0.75	0.75	0.13	0.13	0.13	0.13	0.13	0.13
Sat Flow, veh/h	693	3438	1538	602	3199	280	376	791	519	354	712	587
Grp Volume(v), veh/h	132	817	77	67	367	377	169	0	0	93	0	0
Grp Sat Flow(s),veh/h/ln	693	1719	1538	602	1719	1760	1686	0	0	1653	0	0
Q Serve(g_s), s	7.8	8.1	1.4	4.3	7.1	7.1	4.8	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	14.9	8.1	1.4	12.4	7.1	7.1	9.9	0.0	0.0	5.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.16	0.28		0.31	0.31		0.35
Lane Grp Cap(c), veh/h	543	2585	1157	475	1293	1324	269	0	0	266	0	0
V/C Ratio(X)	0.24	0.32	0.07	0.14	0.28	0.28	0.63	0.00	0.00	0.35	0.00	0.00
Avail Cap(c_a), veh/h	543	2585	1157	475	1293	1324	576	0	0	562	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	6.5	4.2	3.4	6.3	4.1	4.1	43.6	0.0	0.0	41.6	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.1	0.0	0.6	0.6	0.5	3.4	0.0	0.0	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(-26165%),veh/ln	1.5	3.8	0.6	0.8	3.5	3.5	4.9	0.0	0.0	2.6	0.0	0.0
LnGrp Delay(d),s/veh	6.8	4.3	3.4	6.9	4.7	4.6	47.0	0.0	0.0	42.7	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	D			D		
Approach Vol, veh/h		1026			811			169				93
Approach Delay, s/veh		4.6			4.8			47.0				42.7
Approach LOS		A			A			D				D
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		85.0		20.0		85.0		20.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		59.0		34.0		59.0		34.0				
Max Q Clear Time (g_c+I1), s		14.4		11.9		16.9		7.1				
Green Ext Time (p_c), s		24.8		2.1		24.0		2.3				
Intersection Summary												
HCM 2010 Ctrl Delay			9.8									
HCM 2010 LOS			A									

HCM 2010 Signalized Intersection Summary

























27: Park Rd & US 92

10/7/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	183	277	117	349	434	100	150	859	201	87	893	220
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810	1792	1792	1792	1743	1743	1743
Adj Flow Rate, veh/h	193	292	123	367	457	105	158	904	212	92	940	232
Adj No. of Lanes	2	3	1	3	2	1	2	3	1	2	3	1
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, %	5	5	5	5	5	5	6	6	6	9	9	9
Cap, veh/h	299	1258	492	482	849	447	216	1826	720	140	1589	627
Arrive On Green	0.09	0.25	0.25	0.10	0.25	0.25	0.07	0.37	0.37	0.04	0.33	0.33
Sat Flow, veh/h	3343	4940	1538	4860	3438	1538	3312	4893	1524	3221	4759	1482
Grp Volume(v), veh/h	193	292	123	367	457	105	158	904	212	92	940	232
Grp Sat Flow(s),veh/h/ln	1672	1647	1538	1620	1719	1538	1656	1631	1524	1610	1586	1482
Q Serve(g_s), s	6.4	5.4	1.5	8.5	13.3	3.7	5.4	16.3	9.8	3.2	18.9	2.0
Cycle Q Clear(g_c), s	6.4	5.4	1.5	8.5	13.3	3.7	5.4	16.3	9.8	3.2	18.9	2.0
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	299	1258	492	482	849	447	216	1826	720	140	1589	627
V/C Ratio(X)	0.65	0.23	0.25	0.76	0.54	0.24	0.73	0.50	0.29	0.66	0.59	0.37
Avail Cap(c_a), veh/h	360	1258	492	862	849	447	271	1826	720	207	1589	627
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	50.6	34.0	11.4	50.5	37.6	13.4	52.8	27.7	18.6	54.2	31.8	22.7
Incr Delay (d2), s/veh	2.9	0.4	1.2	2.5	2.4	1.2	7.4	1.0	1.0	5.2	1.6	1.7
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(-26165%),veh/ln	3.1	2.5	1.8	3.9	6.6	1.7	2.7	7.5	4.3	1.5	8.5	1.1
LnGrp Delay(d),s/veh	53.5	34.4	12.6	53.0	40.0	14.6	60.1	28.7	19.6	59.3	33.4	24.3
LnGrp LOS	D	C	B	D	D	B	E	C	B	E	C	C
Approach Vol, veh/h		608			929			1274			1264	
Approach Delay, s/veh		36.0			42.3			31.1			33.6	
Approach LOS		D			D			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	17.9	36.0	10.6	50.5	17.0	36.9	15.1	46.0				
Change Period (Y+Rc), s	7.6	* 7.6	5.6	7.6	5.6	7.6	7.6	* 7.6				
Max Green Setting (Gmax), s	12.4	* 28	7.4	40.4	20.4	20.4	9.4	* 38				
Max Q Clear Time (g_c+I1), s	8.4	15.3	5.2	18.3	10.5	7.4	7.4	20.9				
Green Ext Time (p_c), s	0.4	3.5	0.0	10.0	1.0	3.0	0.2	8.7				
Intersection Summary												
HCM 2010 Ctrl Delay			35.2									
HCM 2010 LOS			D									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary
27: Park Rd & US 92

10/7/2015

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	271	459	123	215	302	81	87	692	282	109	792	378
Number	1	6	16	5	2	12	7	4	14	3	8	18
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
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810	1792	1792	1792	1776	1776	1776
Adj Flow Rate, veh/h	285	483	129	226	318	85	92	728	297	115	834	398
Adj No. of Lanes	2	3	1	3	2	1	2	3	1	2	3	1
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, %	5	5	5	5	5	5	6	6	6	7	7	7
Cap, veh/h	514	1716	602	327	832	484	147	1277	500	239	1404	669
Arrive On Green	0.15	0.35	0.35	0.07	0.24	0.24	0.04	0.26	0.26	0.07	0.29	0.29
Sat Flow, veh/h	3343	4940	1538	4860	3438	1538	3312	4893	1524	3281	4848	1509
Grp Volume(v), veh/h	285	483	129	226	318	85	92	728	297	115	834	398
Grp Sat Flow(s),veh/h/ln	1672	1647	1538	1620	1719	1538	1656	1631	1524	1640	1616	1509
Q Serve(g_s), s	8.3	7.4	1.2	4.8	8.1	0.0	2.9	13.6	10.7	3.5	15.5	4.8
Cycle Q Clear(g_c), s	8.3	7.4	1.2	4.8	8.1	0.0	2.9	13.6	10.7	3.5	15.5	4.8
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	514	1716	602	327	832	484	147	1277	500	239	1404	669
V/C Ratio(X)	0.55	0.28	0.21	0.69	0.38	0.18	0.63	0.57	0.59	0.48	0.59	0.59
Avail Cap(c_a), veh/h	554	1716	602	528	832	484	170	1277	500	262	1404	669
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	41.1	24.8	8.3	47.9	33.2	26.1	49.3	33.7	12.5	46.8	32.0	22.1
Incr Delay (d2), s/veh	1.0	0.4	0.8	2.6	1.3	0.8	5.5	1.9	5.1	1.5	1.9	3.9
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(-26165%),veh/ln	3.9	3.4	1.6	2.2	4.0	1.9	1.4	6.3	5.2	1.6	7.1	2.6
LnGrp Delay(d),s/veh	42.1	25.2	9.2	50.5	34.6	26.9	54.9	35.5	17.6	48.3	33.9	26.0
LnGrp LOS	D	C	A	D	C	C	D	D	B	D	C	C
Approach Vol, veh/h		897			629			1117			1347	
Approach Delay, s/veh		28.3			39.3			32.4			32.8	
Approach LOS		C			D			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	23.7	33.0	13.3	35.0	12.7	44.1	10.3	38.0				
Change Period (Y+Rc), s	7.6	* 7.6	5.6	7.6	5.6	7.6	5.6	7.6				
Max Green Setting (Gmax), s	17.4	* 25	8.4	27.4	11.4	31.4	5.4	30.4				
Max Q Clear Time (g_c+I1), s	10.3	10.1	5.5	15.6	6.8	9.4	4.9	17.5				
Green Ext Time (p_c), s	1.4	1.8	0.2	4.4	0.3	4.4	0.0	5.5				
Intersection Summary												
HCM 2010 Ctrl Delay			32.7									
HCM 2010 LOS			C									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

Arterial Level of Service: EB US 92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Falkenburg Rd	I	45	51.2	28.8	80.0	0.64	28.8	C
Williams Rd	I	45	82.4	22.2	104.6	1.03	35.4	B
CR 579/Mango Rd	I	45	80.8	30.6	111.4	1.01	32.6	C
Peach Ave	I	45	33.3	1.4	34.7	0.34	35.6	B
Pine St	I	45	17.6	4.7	22.3	0.17	27.3	C
Parsons Ave	I	45	44.1	18.2	62.3	0.50	28.9	C
Kingsway Rd	I	45	43.6	23.7	67.3	0.50	26.5	D
McIntosh Rd	I	49	153.8	28.8	182.6	2.08	41.0	B
Gallagher Rd	I	50	39.5	22.0	61.5	0.51	29.7	C
Forbes Rd	I	50	232.8	19.4	252.2	3.23	46.2	A
Turkey Creek Rd	I	50	56.5	14.5	71.0	0.78	39.8	B
Lemon St	I	50	151.6	27.7	179.3	2.09	42.0	B
Total	I		987.2	242.0	1229.2	12.88	37.7	B

Arterial Level of Service: WB US 92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 566/Thonotosassa	I	35	230.7	29.4	260.1	2.27	31.4	C
Turkey Creek Rd	I	50	151.6	15.9	167.5	2.09	44.9	A
Branch Forbes Rd	I	50	56.5	24.1	80.6	0.78	35.0	B
Gallagher Rd	I	50	232.8	35.1	267.9	3.23	43.4	A
McIntosh Rd	I	50	39.5	31.7	71.2	0.51	25.6	D
Kingsway Rd	I	49	153.8	29.1	182.9	2.08	40.9	B
Parsons Ave	I	45	43.6	15.4	59.0	0.50	30.3	C
Pine St	I	45	44.1	16.3	60.4	0.50	29.8	C
School Entrance	I	45	17.6	4.3	21.9	0.17	27.8	C
CR 579/Mango Rd	I	45	33.3	19.1	52.4	0.34	23.6	D
Williams Rd	I	45	80.8	22.7	103.5	1.01	35.1	B
Falkenburg Rd	I	45	82.4	21.2	103.6	1.03	35.8	B
Total	I		1166.7	264.3	1431.0	14.51	36.5	B

Arterial Level of Service

10/7/2015

Arterial Level of Service: EB US 92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Maryland Ave	II	36	225.5	16.5	242.0	2.27	33.8	B
Park Rd	II	45	29.3	27.3	56.6	0.30	18.8	D
County Line Rd	II	50	258.5	45.2	303.7	3.59	42.6	A
Total	II		513.3	89.0	602.3	6.16	36.8	A

Arterial Level of Service: WB US 92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
County Line Rd	I	50	35.9	40.4	76.3	0.42	19.7	E
Park Rd	I	50	259.0	40.4	299.4	3.59	43.2	A
Maryland Ave	I	45	29.3	6.2	35.5	0.30	30.0	C
Total	I		324.2	87.0	411.2	4.30	37.7	B

Arterial Level of Service: EB US 92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Falkenburg Rd	I	45	51.2	18.7	69.9	0.64	32.9	C
Williams Rd	I	45	82.4	22.7	105.1	1.03	35.3	B
CR 579/Mango Rd	I	45	80.8	41.4	122.2	1.01	29.8	C
Peach Ave	I	45	33.3	4.3	37.6	0.34	32.8	C
Pine St	I	45	17.6	5.5	23.1	0.17	26.4	D
Parsons Ave	I	45	44.1	27.7	71.8	0.50	25.1	D
Kingsway Rd	I	45	43.6	22.3	65.9	0.50	27.1	C
McIntosh Rd	I	49	153.8	36.9	190.7	2.08	39.3	B
Gallagher Rd	I	50	39.5	21.2	60.7	0.51	30.0	C
Forbes Rd	I	50	232.8	23.2	256.0	3.23	45.5	A
Turkey Creek Rd	I	50	56.5	9.1	65.6	0.78	43.0	A
Lemon St	I	50	151.6	29.7	181.3	2.09	41.5	B
Total	I		987.2	262.7	1249.9	12.88	37.1	B

Arterial Level of Service: WB US 92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
SR 566/Thonotosassa	I	35	230.7	35.6	266.3	2.27	30.7	C
Turkey Creek Rd	I	50	151.6	8.1	159.7	2.09	47.1	A
Branch Forbes Rd	I	50	56.5	26.6	83.1	0.78	34.0	C
Gallagher Rd	I	50	232.8	26.9	259.7	3.23	44.8	A
McIntosh Rd	I	50	39.5	39.7	79.2	0.51	23.0	D
Kingsway Rd	I	49	153.8	14.9	168.7	2.08	44.4	A
Parsons Ave	I	45	43.6	15.0	58.6	0.50	30.5	C
Pine St	I	45	44.1	5.2	49.3	0.50	36.6	B
School Entrance	I	45	17.6	10.1	27.7	0.17	22.0	D
CR 579/Mango Rd	I	45	33.3	25.2	58.5	0.34	21.1	D
Williams Rd	I	45	80.8	18.0	98.8	1.01	36.8	B
Falkenburg Rd	I	45	82.4	11.9	94.3	1.03	39.3	B
Total	I		1166.7	237.2	1403.9	14.51	37.2	B

Arterial Level of Service

10/7/2015

Arterial Level of Service: EB US 92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Maryland Ave	II	36	225.5	6.3	231.8	2.27	35.2	A
Park Rd	II	45	29.3	23.8	53.1	0.30	20.1	D
County Line Rd	II	50	258.5	54.9	313.4	3.59	41.2	A
Total	II		513.3	85.0	598.3	6.16	37.0	A

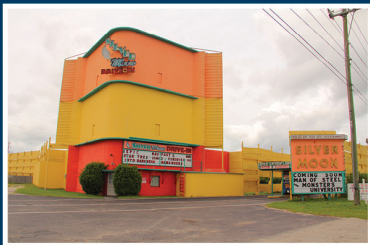
Arterial Level of Service: WB US 92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
County Line Rd	I	50	35.9	48.7	84.6	0.42	17.8	E
Park Rd	I	50	259.0	34.9	293.9	3.59	44.0	A
Maryland Ave	I	45	29.3	2.8	32.1	0.30	33.2	C
Total	I		324.2	86.4	410.6	4.30	37.7	B

County Line Road from:
Final Design Traffic Technical Memorandum
for
US 92 PD&E Study, FPID: 433558-1-22-01



Final Design Traffic Technical Memorandum



US 92 PD&E Study

from County Line Road to Wabash Avenue
Polk County



Financial Project ID: 433558-1-22-01
Federal Aid Project No.: TBD
ETDM No.: 3192

August 2016



Figure 3-3. Opening Year (2020) No Build Alternative AADT and DDHV

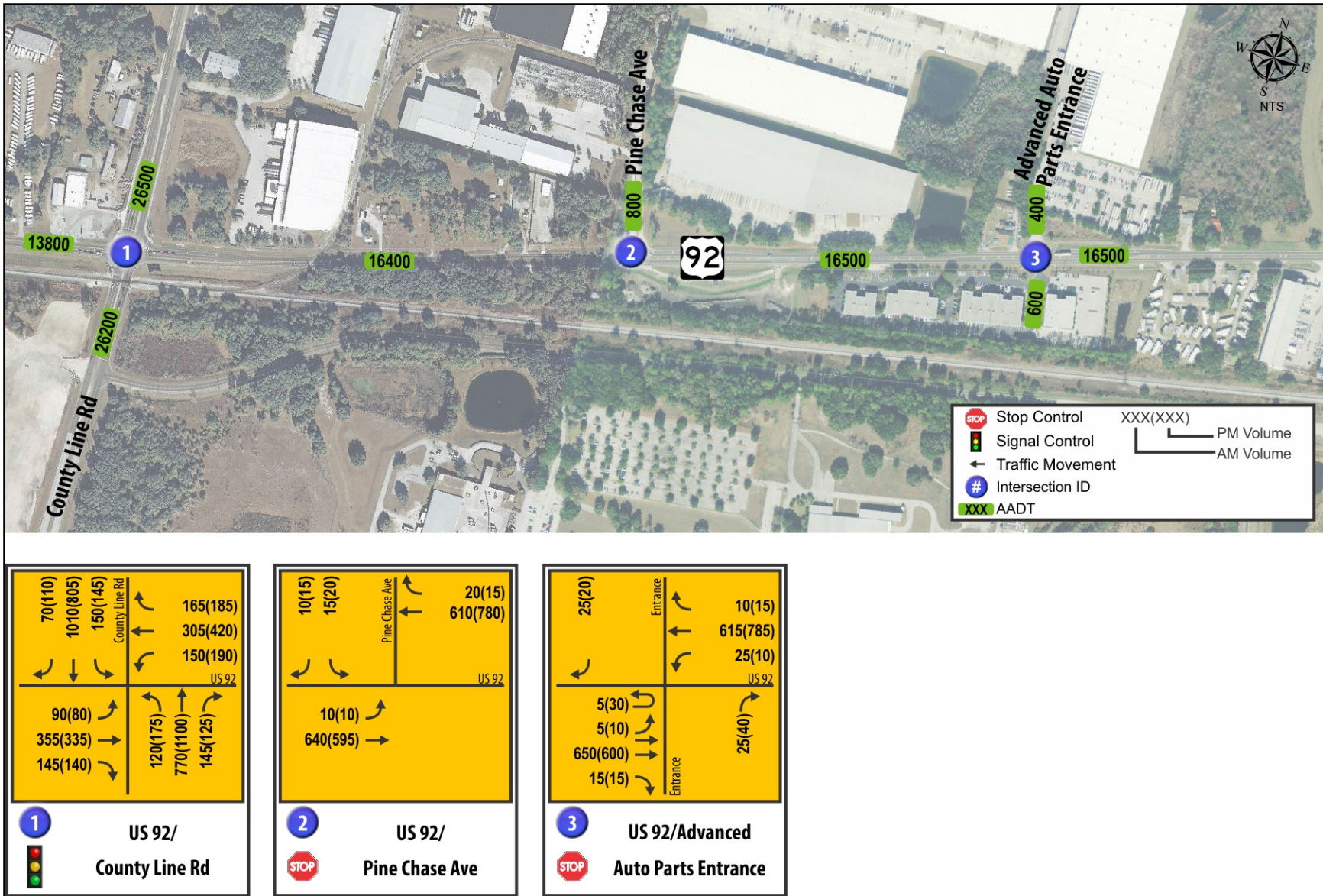


Figure 3-4. Opening Year (2020) Build Alternative AADT and DDHV

HCM 2010 Signalized Intersection Summary

3: County Line Rd & US 92

























2/13/2016

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	90	355	145	150	305	165	120	775	145	150	1010	70
Number	3	8	18	7	4	14	1	6	16	5	2	12
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
Adj Sat Flow, veh/h/ln	1743	1743	1743	1743	1743	1743	1743	1743	1743	1743	1743	1743
Adj Flow Rate, veh/h	95	374	153	158	321	174	126	816	153	158	1063	74
Adj No. of Lanes	1	1	1	1	1	1	2	2	1	1	2	1
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, %	9	9	9	9	9	9	9	9	9	9	9	9
Cap, veh/h	312	471	522	295	511	581	444	1130	632	294	1188	623
Arrive On Green	0.08	0.27	0.27	0.10	0.29	0.29	0.08	0.32	0.32	0.10	0.34	0.34
Sat Flow, veh/h	1660	1743	1482	1660	1743	1482	3221	3486	1482	1660	3486	1482
Grp Volume(v), veh/h	95	374	153	158	321	174	126	816	153	158	1063	74
Grp Sat Flow(s),veh/h/ln	1660	1743	1482	1660	1743	1482	1610	1743	1482	1660	1743	1482
Q Serve(g_s), s	4.3	21.5	8.0	7.1	17.2	8.7	2.6	22.3	7.1	6.5	31.1	3.3
Cycle Q Clear(g_c), s	4.3	21.5	8.0	7.1	17.2	8.7	2.6	22.3	7.1	6.5	31.1	3.3
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	312	471	522	295	511	581	444	1130	632	294	1188	623
V/C Ratio(X)	0.30	0.79	0.29	0.54	0.63	0.30	0.28	0.72	0.24	0.54	0.89	0.12
Avail Cap(c_a), veh/h	359	591	624	308	594	651	512	1130	632	386	1246	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)	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	25.3	36.5	25.2	26.1	33.0	22.6	24.4	32.1	19.7	23.1	33.7	19.0
Incr Delay (d2), s/veh	0.5	5.9	0.3	1.6	1.6	0.3	0.3	2.3	0.2	1.5	8.4	0.1
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(-26165%),veh/ln	2.0	11.1	3.3	3.3	8.5	3.6	1.2	11.0	2.9	3.1	16.3	1.4
LnGrp Delay(d),s/veh	25.8	42.4	25.5	27.7	34.6	22.9	24.8	34.4	19.9	24.6	42.1	19.1
LnGrp LOS	C	D	C	C	C	C	C	C	B	C	D	B
Approach Vol, veh/h		622			653			1095			1295	
Approach Delay, s/veh		35.7			29.8			31.3			38.6	
Approach LOS		D			C			C			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.3	42.2	14.1	37.1	16.1	40.4	16.6	34.6				
Change Period (Y+Rc), s	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5				
Max Green Setting (Gmax), s	9.1	36.5	9.7	34.7	14.6	31.0	9.9	34.5				
Max Q Clear Time (g_c+I1), s	4.6	33.1	6.3	19.2	8.5	24.3	9.1	23.5				
Green Ext Time (p_c), s	0.1	1.6	0.1	4.2	0.2	5.5	0.0	3.6				
Intersection Summary												
HCM 2010 Ctrl Delay			34.4									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary

























3: County Line Rd & US 92

2/13/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	80	335	140	190	420	185	175	1100	125	145	805	110
Number	3	8	18	7	4	14	1	6	16	5	2	12
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
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810
Adj Flow Rate, veh/h	84	353	147	200	442	195	184	1158	132	153	847	116
Adj No. of Lanes	1	1	1	1	1	1	2	2	1	1	2	1
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, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	250	456	514	334	532	596	565	1202	695	235	1243	648
Arrive On Green	0.08	0.25	0.25	0.12	0.29	0.29	0.08	0.33	0.33	0.09	0.34	0.34
Sat Flow, veh/h	1723	1810	1538	1723	1810	1538	3343	3619	1538	1723	3619	1538
Grp Volume(v), veh/h	84	353	147	200	442	195	184	1158	132	153	847	116
Grp Sat Flow(s),veh/h/ln	1723	1810	1538	1723	1810	1538	1672	1810	1538	1723	1810	1538
Q Serve(g_s), s	3.7	19.7	7.6	8.8	24.8	9.7	3.7	34.1	5.6	6.1	21.8	5.1
Cycle Q Clear(g_c), s	3.7	19.7	7.6	8.8	24.8	9.7	3.7	34.1	5.6	6.1	21.8	5.1
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	250	456	514	334	532	596	565	1202	695	235	1243	648
V/C Ratio(X)	0.34	0.77	0.29	0.60	0.83	0.33	0.33	0.96	0.19	0.65	0.68	0.18
Avail Cap(c_a), veh/h	267	461	519	408	598	652	753	1202	695	335	1249	650
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	27.8	37.8	26.6	26.1	35.8	23.3	22.0	35.6	17.8	25.6	30.6	19.7
Incr Delay (d2), s/veh	0.8	8.0	0.3	1.7	8.8	0.3	0.3	17.8	0.1	3.0	1.5	0.1
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(-26165%),veh/ln	1.8	10.8	3.3	4.3	13.7	4.1	1.7	20.0	2.4	3.0	11.1	2.2
LnGrp Delay(d),s/veh	28.6	45.7	26.9	27.8	44.7	23.7	22.4	53.4	18.0	28.6	32.1	19.8
LnGrp LOS	C	D	C	C	D	C	C	D	B	C	C	B
Approach Vol, veh/h		584			837			1474				1116
Approach Delay, s/veh		38.5			35.8			46.3				30.3
Approach LOS		D			D			D				C
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.5	42.8	13.9	37.4	15.7	41.6	18.5	32.9				
Change Period (Y+Rc), s	7.5	7.5	7.5	7.5	7.5	7.5	7.5	7.5				
Max Green Setting (Gmax), s	13.1	35.5	7.5	33.9	14.5	34.1	15.7	25.7				
Max Q Clear Time (g_c+I1), s	5.7	23.8	5.7	26.8	8.1	36.1	10.8	21.7				
Green Ext Time (p_c), s	0.3	9.1	0.0	3.1	0.2	0.0	0.2	2.0				
Intersection Summary												
HCM 2010 Ctrl Delay			38.5									
HCM 2010 LOS			D									

























HCM 2010 Signalized Intersection Summary
 3: County Line Rd & US 92

2/13/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	90	355	145	150	305	165	120	770	145	150	1010	70
Number	3	8	18	7	4	14	1	6	16	5	2	12
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
Adj Sat Flow, veh/h/ln	1743	1743	1743	1743	1743	1743	1743	1743	1743	1743	1743	1743
Adj Flow Rate, veh/h	95	374	153	158	321	174	126	811	153	158	1063	74
Adj No. of Lanes	2	2	1	2	2	1	2	3	1	2	3	1
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, %	9	9	9	9	9	9	9	9	9	9	9	9
Cap, veh/h	304	706	446	334	691	458	318	1691	676	334	1869	669
Arrive On Green	0.09	0.20	0.20	0.10	0.21	0.21	0.10	0.36	0.36	0.10	0.36	0.36
Sat Flow, veh/h	3221	3486	1482	3320	3312	1482	3221	4759	1482	3320	5229	1482
Grp Volume(v), veh/h	95	374	153	158	321	174	126	811	153	158	1063	74
Grp Sat Flow(s),veh/h/ln	1610	1743	1482	1660	1656	1482	1610	1586	1482	1660	1743	1482
Q Serve(g_s), s	2.4	8.4	7.1	4.0	7.5	8.1	3.2	11.6	5.5	4.0	14.4	2.5
Cycle Q Clear(g_c), s	2.4	8.4	7.1	4.0	7.5	8.1	3.2	11.6	5.5	4.0	14.4	2.5
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	304	706	446	334	691	458	318	1691	676	334	1869	669
V/C Ratio(X)	0.31	0.53	0.34	0.47	0.46	0.38	0.40	0.48	0.23	0.47	0.57	0.11
Avail Cap(c_a), veh/h	443	1462	768	464	1397	774	406	1785	705	627	2289	789
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	37.2	31.3	24.0	37.4	30.5	23.8	37.2	22.0	14.5	37.4	22.8	13.9
Incr Delay (d2), s/veh	0.6	0.6	0.5	1.0	0.5	0.5	0.8	0.2	0.2	1.0	0.3	0.1
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(85%),veh/ln	2.0	6.2	4.7	3.3	5.4	5.2	2.6	7.5	3.8	3.3	9.7	1.9
LnGrp Delay(d),s/veh	37.7	32.0	24.4	38.4	31.0	24.3	38.0	22.2	14.7	38.4	23.1	14.0
LnGrp LOS	D	C	C	D	C	C	D	C	B	D	C	B
Approach Vol, veh/h		622			653			1090			1295	
Approach Delay, s/veh		31.0			31.0			23.0			24.4	
Approach LOS		C			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.2	36.9	13.4	23.4	14.4	36.8	14.0	22.9				
Change Period (Y+Rc), s	7.5	7.5	7.1	7.1	7.5	7.5	7.1	7.1				
Max Green Setting (Gmax), s	9.1	36.5	10.1	35.1	14.6	31.0	10.3	34.9				
Max Q Clear Time (g_c+I1), s	5.2	16.4	4.4	10.1	6.0	13.6	6.0	10.4				
Green Ext Time (p_c), s	0.1	13.0	0.1	5.4	0.3	11.7	0.2	5.4				
Intersection Summary												
HCM 2010 Ctrl Delay			26.3									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary
 3: County Line Rd & US 92

2/13/2016

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	80	335	140	190	420	185	175	1100	125	145	805	110
Number	3	8	18	7	4	14	1	6	16	5	2	12
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
Adj Sat Flow, veh/h/ln	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810	1810
Adj Flow Rate, veh/h	84	353	147	200	442	195	184	1158	132	153	847	116
Adj No. of Lanes	2	2	1	2	2	1	2	3	1	2	3	1
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, %	5	5	5	5	5	5	5	5	5	5	5	5
Cap, veh/h	300	762	476	355	770	494	330	1759	706	335	1925	683
Arrive On Green	0.09	0.21	0.21	0.10	0.22	0.22	0.10	0.36	0.36	0.10	0.35	0.35
Sat Flow, veh/h	3343	3619	1538	3447	3438	1538	3343	4940	1538	3447	5429	1538
Grp Volume(v), veh/h	84	353	147	200	442	195	184	1158	132	153	847	116
Grp Sat Flow(s),veh/h/ln	1672	1810	1538	1723	1719	1538	1672	1647	1538	1723	1810	1538
Q Serve(g_s), s	2.1	7.8	6.6	5.0	10.4	9.0	4.8	17.9	4.6	3.8	10.9	4.1
Cycle Q Clear(g_c), s	2.1	7.8	6.6	5.0	10.4	9.0	4.8	17.9	4.6	3.8	10.9	4.1
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	300	762	476	355	770	494	330	1759	706	335	1925	683
V/C Ratio(X)	0.28	0.46	0.31	0.56	0.57	0.39	0.56	0.66	0.19	0.46	0.44	0.17
Avail Cap(c_a), veh/h	364	1118	627	686	1372	763	555	1960	769	625	2238	772
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	38.7	31.4	24.0	38.9	31.4	24.0	39.1	24.6	14.6	38.8	22.4	15.2
Incr Delay (d2), s/veh	0.5	0.4	0.4	1.4	0.7	0.5	1.5	0.7	0.1	1.0	0.2	0.1
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(85%),veh/ln	1.8	6.0	4.6	4.1	7.3	5.9	3.8	11.3	3.4	3.3	7.9	3.2
LnGrp Delay(d),s/veh	39.2	31.9	24.4	40.3	32.1	24.5	40.6	25.3	14.7	39.8	22.6	15.3
LnGrp LOS	D	C	C	D	C	C	D	C	B	D	C	B
Approach Vol, veh/h		584			837			1474			1116	
Approach Delay, s/veh		31.0			32.3			26.3			24.2	
Approach LOS		C			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.5	37.8	13.3	25.5	14.4	37.9	14.5	24.3				
Change Period (Y+Rc), s	7.5	7.5	7.1	7.1	7.5	7.5	7.1	7.1				
Max Green Setting (Gmax), s	13.1	35.5	7.9	34.3	14.5	34.1	16.1	26.1				
Max Q Clear Time (g_c+I1), s	6.8	12.9	4.1	12.4	5.8	19.9	7.0	9.8				
Green Ext Time (p_c), s	0.3	14.7	0.1	5.9	0.3	10.5	0.4	5.3				
Intersection Summary												
HCM 2010 Ctrl Delay			27.6									
HCM 2010 LOS			C									

APPENDIX M

Intersection Turn Lane Storage Lengths

RECOMMENDED STORAGE LANE LENGTHS
(Based on Year 2040 - AM Peak - Directional Design Hour Volumes)

Intersection	Approach & Lane Group	(1) AM Peak Hour Traffic (VPH)	(2) Cycle Length (Sec.)	(3) (1- g/c)	(4) No. of Prop. Lanes	(5) Percent Trucks	(6)	(7) "L" Distance From Index No. 301 (ft)	(8) Column (6) + Column (7) (feet)	(9) Recommended Lane Lengths ¹ (ft.)	Foot Notes
							Req Queue (ft) From ITE Formula				
US 92 at Falkenburg Road Intersection											
EB	Left	9	140	0.62	1	5.00%	11	185	196	200	4
	Thru	648	140	0.67	3	5.00%	295	0	295	300	-
	Right	772	140	0.57	2	5.00%	449	185	634	650	4
WB	Left	450	140	0.82	2	5.00%	377	185	562	575	4
	Thru-Right	1443	140	0.48	2	5.00%	707	0	707	725	-
NB	Left	481	140	0.88	3	5.00%	288	185	473	475	4
	Thru	17	140	0.65	1	5.00%	23	0	23	25	-
	Right	275	140	0.41	1	5.00%	230	185	415	425	4
SB	Left	19	140	0.80	1	5.00%	31	145	176	200	2
	Thru-Right	23	140	0.80	1	5.00%	38	0	38	50	-
US 92 at Williams Road Intersection											
EB	Left	124	115	0.51	1	5.00%	106	185	291	300	4
	Thru	650	115	0.59	2	5.00%	322	0	322	325	-
	Right	232	115	0.43	1	5.00%	167	185	352	375	4
WB	Left	203	115	0.43	1	5.00%	146	185	331	350	4
	Thru	1313	115	0.54	2	5.00%	595	0	595	600	-
	Right	266	115	0.36	1	5.00%	161	185	346	350	4
NB	Left	256	115	0.70	1	1.00%	289	185	474	475	4
	Thru	286	115	0.82	2	1.00%	189	0	189	200	-
	Right	203	115	0.66	1	1.00%	216	185	401	425	4
SB	Left	358	115	0.66	1	2.00%	385	185	570	575	4
	Thru	456	115	0.80	2	2.00%	297	0	297	300	-
	Right	307	115	0.69	1	2.00%	345	185	530	550	4
US 92 at CR 579/Mango Road Intersection											
EB	Left	377	120	0.88	3	5.00%	194	185	379	400	4
	Thru	611	120	0.67	2	5.00%	358	0	358	375	-
	Right	219	120	0.57	1	5.00%	218	185	403	425	4
WB	Left	180	120	0.58	1	5.00%	183	185	368	375	4
	Thru	694	120	0.68	3	5.00%	275	0	275	300	-
	Right	939	120	0.47	2	5.00%	386	185	571	575	4
NB	Left	250	120	0.91	2	2.00%	193	240	433	450	5
	Thru	590	120	0.83	2	2.00%	416	0	416	425	-
	Right	74	120	0.67	1	2.00%	84	240	324	325	5
SB	Left	533	120	0.84	3	4.00%	259	185	444	450	4
	Thru	475	120	0.77	3	4.00%	211	0	211	225	-
	Right	750	120	0.65	2	4.00%	423	185	608	625	4

Notes: 1. The distance "L" in column 7 is the total deceleration distance
¹ All recommendations rounded to nearest 25 ft. ² The 145 ft from Index 301, based on design speed of 35 mph. ³ The 155 ft from Index 301, based on design speed of 40 mph.
⁴ The 185 ft from Index 301, based on design speed of 45 mph. ⁵ The 240 ft from Index 301, based on design speed of 50 mph. ⁶ The 405 ft from Index 301, based on design speed of 60 mph.

The ITE "red-time" formula is:
$$L = \frac{(1-G/C)(Volume)(1+\% trucks)(K)(25 \text{ ft/vehicle})}{(\# \text{ cycles per hour})(\# \text{ traffic lanes})}$$
 where G = Green time, C = cycle length, and K = random arrival factor (varies from 1.5 to 2.0, depending on whether RTOR are allowed)

Source: ITE's Traffic Engineering Handbook, 1999.

RECOMMENDED STORAGE LANE LENGTHS
(Based on Year 2040 - AM Peak - Directional Design Hour Volumes)

Intersection Approach & Lane Group	(1) AM Peak Hour Traffic (VPH)	(2) Cycle Length (Sec.)	(3) (1- g/c)	(4) No. of Prop. Lanes	(5) Percent Trucks	(6)	(7) "L" Distance From Index No. 301 (ft)	(8) Column (6) + Column (7) (feet)	(9) Recommended Lane Lengths ¹ (ft.)	Foot Notes	
						Req Queue (ft) From ITE Formula					
US 92 at Peach Avenue Intersection											
EB	Left	250	120	0.18	1	5.00%	79	185	264	275	4
	Thru-Right	705	120	0.17	2	5.00%	105	0	105	125	-
WB	Left	13	120	0.39	1	5.00%	9	185	194	200	4
	Thru	1550	120	0.39	2	5.00%	529	0	529	550	-
	Right	200	120	0.39	1	5.00%	137	185	322	325	4
NB	Left-Thru-Right	66	120	0.92	1	0.00%	101	0	101	125	2
SB	Left-Thru	53	120	0.92	1	0.00%	81	0	81	100	2
	Right	120	120	0.72	1	0.00%	144	145	289	300	2
US 92 at Pine Street Intersection											
EB	Left	200	120	0.29	1	5.00%	102	185	287	300	4
	Thru-Right	974	120	0.37	2	5.00%	315	0	315	325	-
WB	Left	39	120	0.42	1	5.00%	29	185	214	225	4
	Thru	1492	120	0.46	2	5.00%	601	0	601	625	-
	Right	150	120	0.46	1	5.00%	121	185	306	325	4
NB	Left	50	120	0.83	1	2.00%	71	155	226	250	3
	Thru-Right	97	120	0.83	1	2.00%	137	0	137	150	-
SB	Left	50	120	0.83	1	20.00%	83	155	238	250	3
	Thru-Right	61	120	0.83	1	20.00%	101	0	101	125	-
US 92 at Parsons Avenue Intersection											
EB	Left	28	136	0.46	1	5.00%	26	185	211	225	4
	Thru	777	136	0.53	2	5.00%	408	0	408	425	-
	Right	335	136	0.53	1	5.00%	352	185	537	550	4
WB	Left	237	136	0.37	1	5.00%	174	185	359	375	4
	Thru-Right	1222	136	0.45	2	5.00%	545	0	545	550	-
NB	Left	378	136	0.69	1	4.00%	512	185	697	700	4
	Thru-Right	221	136	0.72	1	4.00%	313	0	313	325	-
SB	Left-Thru-Right	89	136	0.88	1	7.00%	158	0	158	175	1

Notes: 1. The distance "L" in column 7 is the total deceleration distance

¹ All recommendations rounded to nearest 25 ft. ² The 145 ft from Index 301, based on design speed of 35 mph. ³ The 155 ft from Index 301, based on design speed of 40 mph.

⁴ The 185 ft from Index 301, based on design speed of 45 mph. ⁵ The 240 ft from Index 301, based on design speed of 50 mph. ⁶ The 405 ft from Index 301, based on design speed of 60 mph.

The ITE "red-time" formula is:
$$L = \frac{(1-G/C)(Volume)(1+\% trucks)(K)(25 \text{ ft/vehicle})}{(\# \text{ cycles per hour})(\# \text{ traffic lanes})}$$
 where G = Green time, C = cycle length, and K = random arrival factor (varies from 1.5 to 2.0, depending on whether RTOR are allowed)

Source: ITE's Traffic Engineering Handbook, 1999.

RECOMMENDED STORAGE LANE LENGTHS
(Based on Year 2040 - AM Peak - Directional Design Hour Volumes)

Intersection Approach & Lane Group	(1) AM Peak Hour Traffic (VPH)	(2) Cycle Length (Sec.)	(3) (1- g/c)	(4) No. of Prop. Lanes	(5) Percent Trucks	(6)	(7) "L" Distance From Index No. 301 (ft)	(8) Column (6) + Column (7) (feet)	(9) Recommended Lane Lengths ¹ (ft.)	Foot Notes	
						Req Queue (ft) From ITE Formula					
US 92 at Kingsway Road Intersection											
EB	Left	207	100	0.52	1	5.00%	157	185	342	350	4
	Thru	640	100	0.62	2	5.00%	289	0	289	300	-
	Right	215	100	0.54	1	5.00%	169	185	354	375	4
WB	Left	100	100	0.55	1	5.00%	80	185	265	275	4
	Thru-Right	975	100	0.66	2	5.00%	469	0	469	475	-
NB	Left	164	100	0.62	1	3.00%	145	185	330	350	4
	Thru-Right	299	100	0.67	1	3.00%	287	0	287	300	-
SB	Left	85	100	0.62	1	2.00%	75	185	260	275	4
	Thru	198	100	0.69	1	2.00%	194	0	194	200	-
	Right	329	100	0.58	1	2.00%	270	185	455	475	4
US 92 at McIntosh Road Intersection											
EB	Left	300	110	0.59	1	5.00%	284	240	524	525	5
	Thru-Right	560	110	0.68	2	5.00%	305	0	305	325	-
WB	Left	163	110	0.67	1	5.00%	175	240	415	425	5
	Thru	430	110	0.72	2	5.00%	248	0	248	250	-
	Right	647	110	0.50	2	5.00%	259	240	499	500	5
NB	Left	100	110	0.75	1	3.00%	118	240	358	375	5
	Thru	732	110	0.78	2	3.00%	449	0	449	450	-
	Right	135	110	0.67	1	3.00%	142	240	382	400	5
SB	Left	484	110	0.84	2	5.00%	326	185	511	525	4
	Thru	455	110	0.64	2	5.00%	234	0	234	250	-
	Right	350	110	0.55	1	5.00%	309	185	494	500	4
US 92 at Gallagher Road Intersection											
EB	Left	550	140	0.81	2	5.00%	455	240	695	700	5
	Thru	600	140	0.53	2	5.00%	325	0	325	325	-
	Right	39	140	0.53	1	5.00%	42	240	282	300	5
WB	Left	44	140	0.66	1	5.00%	59	240	299	300	5
	Thru	625	140	0.70	2	5.00%	447	0	447	450	-
	Right	495	140	0.54	1	5.00%	546	240	786	800	5
NB	Left-Thru-Right	192	140	0.80	1	1.00%	302	0	302	325	4
SB	Left	125	140	0.64	1	4.00%	162	145	307	325	2
	Thru-Right	168	140	0.64	1	4.00%	217	0	217	225	-

Notes: 1. The distance "L" in column 7 is the total deceleration distance
¹ All recommendations rounded to nearest 25 ft. ² The 145 ft from Index 301, based on design speed of 35 mph. ³ The 155 ft from Index 301, based on design speed of 40 mph.
⁴ The 185 ft from Index 301, based on design speed of 45 mph. ⁵ The 240 ft from Index 301, based on design speed of 50 mph. ⁶ The 405 ft from Index 301, based on design speed of 60 mph.

The ITE "red-time" formula is:
$$L = \frac{(1-G/C)(Volume)(1+\% trucks)(K)(25 \text{ ft/vehicle})}{(\# \text{ cycles per hour})(\# \text{ traffic lanes})}$$
 where G = Green time, C = cycle length, and K = random arrival factor (varies from 1.5 to 2.0, depending on whether RTOR are allowed)
 Source: ITE's Traffic Engineering Handbook, 1999.

RECOMMENDED STORAGE LANE LENGTHS
(Based on Year 2040 - AM Peak - Directional Design Hour Volumes)

Intersection Approach & Lane Group	(1) AM Peak Hour Traffic (VPH)	(2) Cycle Length (Sec.)	(3) (1- g/c)	(4) No. of Prop. Lanes	(5) Percent Trucks	(6)	(7) "L" Distance From Index No. 301 (ft)	(8) Column (6) + Column (7) (feet)	(9) Recommended Lane Lengths ¹ (ft.)	Foot Notes	
						Req Queue (ft) From ITE Formula					
US 92 at Branch Forbes Road Intersection											
EB	Left	180	90	0.54	1	5.00%	128	240	368	375	5
	Thru-Right	609	90	0.61	2	5.00%	244	0	244	250	-
WB	Left	40	90	0.59	1	5.00%	31	240	271	275	5
	Thru	715	90	0.66	2	5.00%	310	0	310	325	-
	Right	590	90	0.51	1	5.00%	395	240	635	650	5
NB	Left	79	90	0.64	1	3.00%	65	240	305	325	5
	Thru-Right	474	90	0.72	1	3.00%	439	0	439	450	-
SB	Left	198	90	0.92	2	6.00%	121	155	276	300	3
	Thru	392	90	0.67	1	6.00%	348	0	348	350	-
	Right	370	90	0.53	1	6.00%	260	155	415	425	3
US 92 at Turkey Creek Road Intersection											
EB	Thru	483	80	0.58	2	5.00%	163	0	163	175	-
	Right	332	80	0.01	1	5.00%	4	240	244	250	5
WB	Left	231	80	0.58	1	5.00%	156	240	396	400	5
	Thru	740	80	0.58	2	5.00%	250	0	250	275	-
NB	Left	605	80	0.60	1	8.00%	436	240	676	700	5
	Right	174	80	0.60	1	8.00%	125	240	365	375	5
US 92 at SR 566/Thonotosassa Road/Lemon Street Intersection											
EB	Left	153	130	0.59	1	5.00%	171	185	356	375	4
	Thru-Right	616	130	0.63	2	5.00%	368	0	368	375	-
WB	Left	78	130	0.58	1	5.00%	86	185	271	275	4
	Thru	799	130	0.62	2	5.00%	470	0	470	475	-
	Right	1000	130	0.62	1	5.00%	1175	185	1360	1375	4
NB	Left	75	130	0.89	1	9.00%	131	155	286	300	3
	Thru-Right	159	130	0.89	1	9.00%	278	0	278	300	-
SB	Left	900	130	0.72	2	3.00%	603	240	843	850	5
	Thru-Right	225	130	0.72	1	3.00%	301	0	301	325	-

Notes: 1. The distance "L" in column 7 is the total deceleration distance

¹ All recommendations rounded to nearest 25 ft. ² The 145 ft from Index 301, based on design speed of 35 mph. ³ The 155 ft from Index 301, based on design speed of 40 mph.

⁴ The 185 ft from Index 301, based on design speed of 45 mph. ⁵ The 240 ft from Index 301, based on design speed of 50 mph. ⁶ The 405 ft from Index 301, based on design speed of 60 mph.

The ITE "red-time" formula is:

$$L = \frac{(1-G/C)(Volume)(1+\% trucks)(K)(25 \text{ ft/vehicle})}{(\# \text{ cycles per hour})(\# \text{ traffic lanes})}$$

where G = Green time, C = cycle length, and K = random arrival factor (varies from 1.5 to 2.0, depending on whether RTOR are allowed)

Source: ITE's Traffic Engineering Handbook, 1999.

RECOMMENDED STORAGE LANE LENGTHS
(Based on Year 2040 - AM Peak - Directional Design Hour Volumes)

Intersection Approach & Lane Group	(1) AM Peak Hour Traffic (VPH)	(2) Cycle Length (Sec.)	(3) (1- g/c)	(4) No. of Prop. Lanes	(5) Percent Trucks	(6)	(7) "L" Distance From Index No. 301 (ft)	(8) Column (6) + Column (7) (feet)	(9) Recommended Lane Lengths ¹ (ft.)	Foot Notes	
						Req Queue (ft) From ITE Formula					
US 92 at Maryland Avenue Intersection											
EB	Left	115	115	0.44	1	5.00%	85	185	270	275	4
	Thru	912	115	0.44	2	5.00%	336	0	336	350	-
	Right	110	115	0.44	1	5.00%	81	185	266	275	4
WB	Left	179	115	0.44	1	5.00%	132	185	317	325	4
	Thru-Right	1251	115	0.44	2	5.00%	462	0	462	475	-
NB	Left-Thru-Right	244	115	0.66	1	4.00%	268	0	268	275	2
SB	Left-Thru-Right	134	115	0.66	1	3.00%	145	0	145	150	2
US 92 at SR 553/Park Road Intersection											
EB	Left	300	115	0.89	2	5.00%	224	185	409	425	4
	Thru	548	115	0.80	3	5.00%	245	0	245	250	-
	Right	190	115	0.65	1	5.00%	207	185	392	400	4
WB	Left	614	115	0.84	3	5.00%	288	185	473	475	4
	Thru	762	115	0.76	2	5.00%	486	0	486	500	-
	Right	175	115	0.67	1	5.00%	197	185	382	400	4
NB	Left	250	115	0.92	2	6.00%	195	240	435	450	5
	Thru	1285	115	0.65	3	6.00%	471	0	471	475	-
	Right	301	115	0.43	1	6.00%	219	240	459	475	5
SB	Left	150	115	0.93	2	9.00%	121	240	361	375	5
	Thru	1537	115	0.67	3	9.00%	598	0	598	600	-
	Right	340	115	0.53	1	9.00%	314	240	554	575	5

Notes: 1. The distance "L" in column 7 is the total deceleration distance

¹ All recommendations rounded to nearest 25 ft. ² The 145 ft from Index 301, based on design speed of 35 mph. ³ The 155 ft from Index 301, based on design speed of 40 mph.

⁴ The 185 ft from Index 301, based on design speed of 45 mph. ⁵ The 240 ft from Index 301, based on design speed of 50 mph. ⁶ The 405 ft from Index 301, based on design speed of 60 mph.

The ITE "red-time" formula is:
$$L = \frac{(1-G/C)(Volume)(1+\% trucks)(K)(25 ft/vehicle)}{(\# cycles per hour)(\# traffic lanes)}$$
 where G = Green time, C = cycle length, and K = random arrival factor (varies from 1.5 to 2.0, depending on whether RTOR are allowed)

Source: ITE's Traffic Engineering Handbook, 1999.

RECOMMENDED STORAGE LANE LENGTHS
(Based on Year 2040 - PM Peak - Directional Design Hour Volumes)

Intersection	Approach & Lane Group	(1) AM Peak Hour Traffic (VPH)	(2) Cycle Length (Sec.)	(3) (1- g/c)	(4) No. of Prop. Lanes	(5) Percent Trucks	(6)	(7) "L" Distance From Index No. 301 (ft)	(8) Column (6) + Column (7) (feet)	(9) Recommended Lane Lengths ¹ (ft.)	Foot Notes
							Req Queue (ft) From ITE Formula				
US 92 at Falkenburg Road Intersection											
EB	Left	19	150	0.53	1	5.00%	22	185	207	225	4
	Thru	1726	150	0.55	3	5.00%	692	0	692	700	-
	Right	363	150	0.30	2	5.00%	119	185	304	325	4
WB	Left	250	150	0.90	2	5.00%	246	185	431	450	4
	Thru-Right	785	150	0.47	2	5.00%	404	0	404	425	-
NB	Left	1065	150	0.74	3	2.00%	558	185	743	750	4
	Thru	27	150	0.70	1	2.00%	40	0	40	50	-
	Right	535	150	0.54	1	2.00%	614	185	799	800	4
SB	Left	13	150	0.93	1	0.00%	25	145	170	175	2
	Thru-Right	23	150	0.93	1	0.00%	45	0	45	50	-
US 92 at Williams Road Intersection											
EB	Left	259	125	0.39	1	5.00%	184	185	369	375	4
	Thru	1550	125	0.53	2	5.00%	749	0	749	750	-
	Right	350	125	0.42	1	5.00%	268	185	453	475	4
WB	Left	259	125	0.38	1	5.00%	179	185	364	375	4
	Thru	650	125	0.52	2	5.00%	308	0	308	325	-
	Right	182	125	0.41	1	5.00%	136	185	321	325	4
NB	Left	125	125	0.75	1	1.00%	164	185	349	350	4
	Thru	395	125	0.82	2	1.00%	284	0	284	300	-
	Right	90	125	0.65	1	1.00%	103	185	288	300	4
SB	Left	173	125	0.74	1	3.00%	229	185	414	425	4
	Thru	614	125	0.82	2	3.00%	450	0	450	475	-
	Right	100	125	0.65	1	3.00%	116	185	301	325	4
US 92 at CR 579/Mango Road Intersection											
EB	Left	587	150	0.86	3	5.00%	368	185	553	575	4
	Thru	932	150	0.65	2	5.00%	663	0	663	675	-
	Right	262	150	0.54	1	5.00%	309	185	494	500	4
WB	Left	199	150	0.54	1	5.00%	235	185	420	425	4
	Thru	455	150	0.66	3	5.00%	219	0	219	225	-
	Right	576	150	0.47	2	5.00%	296	185	481	500	4
NB	Left	100	150	0.93	2	2.00%	99	240	339	350	5
	Thru	430	150	0.87	2	2.00%	397	0	397	400	-
	Right	118	150	0.74	1	2.00%	186	240	426	450	5
SB	Left	934	150	0.80	3	2.00%	529	185	714	725	4
	Thru	853	150	0.73	3	2.00%	441	0	441	450	-
	Right	350	150	0.55	2	2.00%	205	185	390	400	4

Notes: 1. The distance "L" in column 7 is the total deceleration distance

¹ All recommendations rounded to nearest 25 ft. ² The 145 ft from Index 301, based on design speed of 35 mph. ³ The 155 ft from Index 301, based on design speed of 40 mph.

⁴ The 185 ft from Index 301, based on design speed of 45 mph. ⁵ The 240 ft from Index 301, based on design speed of 50 mph. ⁶ The 405 ft from Index 301, based on design speed of 60 mph.

The ITE "red-time" formula is:
$$L = \frac{(1-G/C)(Volume)(1+\% trucks)(K)(25 \text{ ft/vehicle})}{(\# \text{ cycles per hour})(\# \text{ traffic lanes})}$$
 where G = Green time, C = cycle length, and K = random arrival factor (varies from 1.5 to 2.0, depending on whether RTOR are allowed)

Source: ITE's Traffic Engineering Handbook, 1999.

RECOMMENDED STORAGE LANE LENGTHS
(Based on Year 2040 - PM Peak - Directional Design Hour Volumes)

Intersection Approach & Lane Group	(1) AM Peak Hour Traffic (VPH)	(2) Cycle Length (Sec.)	(3) (1- g/c)	(4) No. of Prop. Lanes	(5) Percent Trucks	(6)	(7) "L" Distance From Index No. 301 (ft)	(8) Column (6) + Column (7) (feet)	(9) Recommended Lane Lengths ¹ (ft.)	Foot Notes	
						Req Queue (ft) From ITE Formula					
US 92 at Peach Avenue Intersection											
EB	Left	115	150	0.22	1	5.00%	55	185	240	250	4
	Thru-Right	1776	150	0.22	2	5.00%	427	0	427	450	-
WB	Left	9	150	0.33	1	5.00%	6	185	191	200	4
	Thru	1093	150	0.33	2	5.00%	395	0	395	400	-
	Right	77	150	0.33	1	5.00%	56	185	241	250	4
NB	Left-Thru-Right	14	150	0.88	1	0.00%	26	0	26	50	2
SB	Left-Thru	58	150	0.88	1	5.00%	112	0	112	125	2
	Right	87	150	0.76	1	5.00%	145	145	290	300	2
US 92 at Pine Street Intersection											
EB	Left	7	150	0.26	1	5.00%	4	185	189	200	4
	Thru-Right	1807	150	0.26	2	5.00%	514	0	514	525	-
WB	Left	54	150	0.20	1	5.00%	24	185	209	225	4
	Thru	1071	150	0.20	2	5.00%	234	0	234	250	-
	Right	15	150	0.20	1	5.00%	7	185	192	200	4
NB	Left	27	150	0.91	1	0.00%	51	155	206	225	3
	Thru-Right	50	150	0.91	1	0.00%	95	0	95	100	-
SB	Left	34	150	0.91	1	0.00%	64	155	219	225	3
	Thru-Right	70	150	0.91	1	0.00%	133	0	133	150	-
US 92 at Parsons Avenue Intersection											
EB	Left	21	166	0.45	1	5.00%	23	185	208	225	4
	Thru	1364	166	0.49	2	5.00%	809	0	809	825	-
	Right	408	166	0.49	1	5.00%	484	185	669	675	4
WB	Left	200	166	0.32	1	5.00%	155	185	340	350	4
	Thru-Right	804	166	0.39	2	5.00%	380	0	380	400	-
NB	Left	198	166	0.73	1	2.00%	340	185	525	525	4
	Thru-Right	203	166	0.75	1	2.00%	358	0	358	375	-
SB	Left-Thru-Right	73	166	0.84	1	0.00%	141	0	141	150	1

Notes: 1. The distance "L" in column 7 is the total deceleration distance
¹ All recommendations rounded to nearest 25 ft. ² The 145 ft from Index 301, based on design speed of 35 mph. ³ The 155 ft from Index 301, based on design speed of 40 mph.
⁴ The 185 ft from Index 301, based on design speed of 45 mph. ⁵ The 240 ft from Index 301, based on design speed of 50 mph. ⁶ The 405 ft from Index 301, based on design speed of 60 mph.

The ITE "red-time" formula is:
$$L = \frac{(1-G/C)(Volume)(1+\% trucks)(K)(25 \text{ ft/vehicle})}{(\# \text{ cycles per hour})(\# \text{ traffic lanes})}$$
 where G = Green time, C = cycle length, and K = random arrival factor (varies from 1.5 to 2.0, depending on whether RTOR are allowed)

Source: ITE's Traffic Engineering Handbook, 1999.

RECOMMENDED STORAGE LANE LENGTHS
(Based on Year 2040 - PM Peak - Directional Design Hour Volumes)

Intersection	Approach & Lane Group	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	Foot Notes
		AM Peak Hour Traffic (VPH)	Cycle Length (Sec.)	(1- g/c)	No. of Prop. Lanes	Percent Trucks	Req Queue (ft) From ITE Formula	"L" Distance From Index No. 301 (ft)	Column (6) + Column (7) (feet)	Recommended Lane Lengths ¹ (ft.)	
US 92 at Kingsway Road Intersection											
EB	Left	210	90	0.53	1	5.00%	146	185	331	350	4
	Thru	1001	90	0.62	2	5.00%	407	0	407	425	-
	Right	355	90	0.53	1	5.00%	247	185	432	450	4
WB	Left	230	90	0.53	1	5.00%	160	185	345	350	4
	Thru-Right	670	90	0.62	2	5.00%	273	0	273	275	-
NB	Left	140	90	0.64	1	4.00%	116	185	301	325	4
	Thru-Right	183	90	0.70	1	4.00%	167	0	167	175	-
SB	Left	69	90	0.65	1	5.00%	59	185	244	250	4
	Thru	378	90	0.72	1	5.00%	357	0	357	375	4
	Right	200	90	0.65	1	5.00%	171	185	356	375	-
US 92 at McIntosh Road Intersection											
EB	Left	300	150	0.52	1	5.00%	341	240	581	600	5
	Thru-Right	900	150	0.64	2	5.00%	630	0	630	650	-
WB	Left	125	150	0.62	1	5.00%	170	240	410	425	5
	Thru	450	150	0.70	2	5.00%	345	0	345	350	-
	Right	322	150	0.51	2	5.00%	180	240	420	425	5
NB	Left	75	150	0.74	1	4.00%	120	240	360	375	5
	Thru	471	150	0.81	2	4.00%	413	0	413	425	-
	Right	77	150	0.74	1	4.00%	123	240	363	375	5
SB	Left	475	150	0.81	2	4.00%	417	185	602	625	4
	Thru	948	150	0.65	2	4.00%	668	0	668	675	-
	Right	300	150	0.52	1	4.00%	338	185	523	525	4
US 92 at Gallagher Road Intersection											
EB	Left	200	105	0.89	2	5.00%	136	240	376	400	5
	Thru	1025	105	0.58	2	5.00%	455	0	455	475	-
	Right	100	105	0.58	1	5.00%	89	240	329	350	5
WB	Left	51	105	0.66	1	5.00%	52	240	292	300	5
	Thru	643	105	0.66	2	5.00%	325	0	325	325	-
	Right	95	105	0.52	1	5.00%	76	240	316	325	5
NB	Left-Thru-Right	164	105	0.78	1	4.00%	194	0	194	200	4
SB	Left	85	105	0.64	1	5.00%	83	145	228	250	2
	Thru-Right	205	105	0.65	1	5.00%	204	0	204	225	-

Notes: 1. The distance "L" in column 7 is the total deceleration distance
¹ All recommendations rounded to nearest 25 ft. ² The 145 ft from Index 301, based on design speed of 35 mph. ³ The 155 ft from Index 301, based on design speed of 40 mph.
⁴ The 185 ft from Index 301, based on design speed of 45 mph. ⁵ The 240 ft from Index 301, based on design speed of 50 mph. ⁶ The 405 ft from Index 301, based on design speed of 60 mph.

The ITE "red-time" formula is:
$$L = \frac{(1-G/C)(Volume)(1+\% trucks)(K)(25 \text{ ft/vehicle})}{(\# \text{ cycles per hour})(\# \text{ traffic lanes})}$$
 where G = Green time, C = cycle length, and K = random arrival factor (varies from 1.5 to 2.0, depending on whether RTOR are allowed)

Source: ITE's Traffic Engineering Handbook, 1999.

RECOMMENDED STORAGE LANE LENGTHS
(Based on Year 2040 - PM Peak - Directional Design Hour Volumes)

Intersection Approach & Lane Group	(1) AM Peak Hour Traffic (VPH)	(2) Cycle Length (Sec.)	(3) (1- g/c)	(4) No. of Prop. Lanes	(5) Percent Trucks	(6)	(7) "L" Distance From Index No. 301 (ft)	(8) Column (6) + Column (7) (feet)	(9) Recommended Lane Lengths ¹ (ft.)	Foot Notes	
						Req Queue (ft) From ITE Formula					
US 92 at Branch Forbes Road Intersection											
EB	Left	196	100	0.56	1	5.00%	160	240	400	425	5
	Thru-Right	968	100	0.64	2	5.00%	452	0	452	475	-
WB	Left	58	100	0.62	1	5.00%	52	240	292	300	5
	Thru	500	100	0.69	2	5.00%	252	0	252	275	-
	Right	305	100	0.45	1	5.00%	200	240	440	450	5
NB	Left	32	100	0.70	1	3.00%	32	240	272	275	5
	Thru-Right	316	100	0.77	1	3.00%	348	0	348	350	-
SB	Left	498	100	0.83	2	4.00%	299	155	454	475	3
	Thru	590	100	0.61	1	4.00%	520	0	520	525	-
	Right	225	100	0.47	1	4.00%	153	155	308	325	3
US 92 at Turkey Creek Road Intersection											
EB	Thru	900	90	0.41	2	5.00%	242	0	242	250	-
	Right	650	90	0.01	1	5.00%	9	240	249	250	5
WB	Left	207	90	0.41	1	5.00%	111	240	351	375	5
	Thru	451	90	0.41	2	5.00%	121	0	121	125	-
NB	Left	372	90	0.76	1	3.00%	364	240	604	625	5
	Right	180	90	0.76	1	3.00%	176	240	416	425	5
US 92 at SR 566/Thonotosassa Road/Lemon Street Intersection											
EB	Left	246	100	0.60	1	5.00%	215	185	400	425	4
	Thru-Right	889	100	0.69	2	5.00%	447	0	447	450	-
WB	Left	50	100	0.74	1	5.00%	54	185	239	250	4
	Thru	523	100	0.79	2	5.00%	301	0	301	325	-
	Right	700	100	0.52	1	5.00%	531	185	716	725	4
NB	Left	25	100	0.86	1	2.00%	30	155	185	200	3
	Thru-Right	226	100	0.86	1	2.00%	275	0	275	300	-
SB	Left	789	100	0.73	2	1.00%	404	240	644	650	5
	Thru-Right	210	100	0.73	1	1.00%	215	0	215	225	-

Notes: 1. The distance "L" in column 7 is the total deceleration distance
¹ All recommendations rounded to nearest 25 ft. ² The 145 ft from Index 301, based on design speed of 35 mph. ³ The 155 ft from Index 301, based on design speed of 40 mph.
⁴ The 185 ft from Index 301, based on design speed of 45 mph. ⁵ The 240 ft from Index 301, based on design speed of 50 mph. ⁶ The 405 ft from Index 301, based on design speed of 60 mph.

The ITE "red-time" formula is:
$$L = \frac{(1-G/C)(Volume)(1+\% trucks)(K)(25 \text{ ft/vehicle})}{(\# \text{ cycles per hour})(\# \text{ traffic lanes})}$$
 where G = Green time, C = cycle length, and K = random arrival factor (varies from 1.5 to 2.0, depending on whether RTOR are allowed)

Source: ITE's Traffic Engineering Handbook, 1999.

RECOMMENDED STORAGE LANE LENGTHS
(Based on Year 2040 - PM Peak - Directional Design Hour Volumes)

Intersection Approach & Lane Group	(1) AM Peak Hour Traffic (VPH)	(2) Cycle Length (Sec.)	(3) (1- g/c)	(4) No. of Prop. Lanes	(5) Percent Trucks	(6)	(7) "L" Distance From Index No. 301 (ft)	(8) Column (6) + Column (7) (feet)	(9) Recommended Lane Lengths ¹ (ft.)	Foot Notes	
						Req Queue (ft) From ITE Formula					
US 92 at Maryland Avenue Intersection											
EB	Left	241	105	0.31	1	5.00%	114	185	299	300	4
	Thru	1479	105	0.31	2	5.00%	351	0	351	375	-
	Right	141	105	0.31	1	5.00%	67	185	252	275	4
WB	Left	127	105	0.31	1	5.00%	60	185	245	250	4
	Thru-Right	1016	105	0.31	2	5.00%	241	0	241	250	-
NB	Left-Thru-Right	207	105	0.81	1	1.00%	247	0	247	250	2
SB	Left-Thru-Right	112	105	0.81	1	1.00%	134	0	134	150	2
US 92 at SR 553/Park Road Intersection											
EB	Left	535	105	0.83	2	5.00%	340	185	525	525	4
	Thru	906	105	0.71	3	5.00%	328	0	328	350	-
	Right	243	105	0.59	1	5.00%	220	185	405	425	4
WB	Left	325	105	0.88	3	5.00%	146	185	331	350	4
	Thru	450	105	0.76	2	5.00%	262	0	262	275	-
	Right	125	105	0.61	1	5.00%	117	185	302	325	4
NB	Left	131	105	0.95	2	6.00%	96	240	336	350	5
	Thru	1036	105	0.74	3	6.00%	395	0	395	400	-
	Right	423	105	0.60	1	6.00%	392	240	632	650	5
SB	Left	188	105	0.92	2	7.00%	135	240	375	375	5
	Thru	1364	105	0.71	3	7.00%	504	0	504	525	-
	Right	600	105	0.52	1	7.00%	487	240	727	750	5

Notes: 1. The distance "L" in column 7 is the total deceleration distance

¹ All recommendations rounded to nearest 25 ft. ² The 145 ft from Index 301, based on design speed of 35 mph. ³ The 155 ft from Index 301, based on design speed of 40 mph.

⁴ The 185 ft from Index 301, based on design speed of 45 mph. ⁵ The 240 ft from Index 301, based on design speed of 50 mph. ⁶ The 405 ft from Index 301, based on design speed of 60 mph.

The ITE "red-time" formula is:
$$L = \frac{(1-G/C)(Volume)(1+\% trucks)(K)(25 \text{ ft/vehicle})}{(\# \text{ cycles per hour})(\# \text{ traffic lanes})}$$
 where G = Green time, C = cycle length, and K = random arrival factor (varies from 1.5 to 2.0, depending on whether RTOR are allowed)

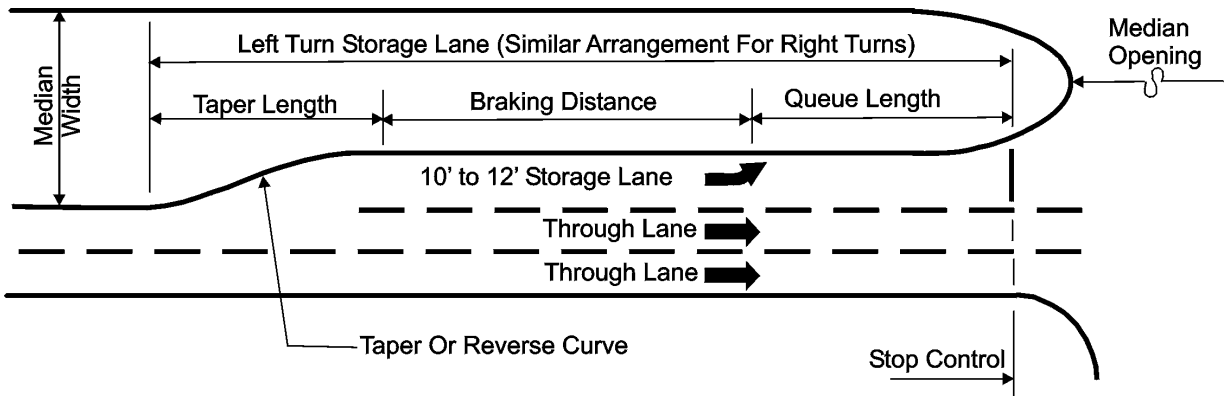
Source: ITE's Traffic Engineering Handbook, 1999.

RECOMMENDED STORAGE LANE LENGTHS ALONG SR 92 AT UNSIGNALIZED INTERSECTION
 (Based on Year 2040 - AM/PM Peak - Directional Design Hour Volumes)

Intersection		(1) AM/PM Peak	(2) Storage Queue	(3) Taper	(4) Brake To	(5) Column (2) + Column (3)	(6) Recommended
Approach & Lane Group		Hour Traffic (VPH)	Length (feet)	Length (feet)	Stop (feet)	+ Column (4) (feet)	Lane Lengths ¹ (feet)
US 92 at Whitehurst Road/Walter Drive Intersection							
EB	Left	20/41	50	105	135	290	300
	Right	24/79	100	105	135	340	350
WB	Left	63/61	100	105	135	340	350
	Right	58/63	100	105	135	340	350
NB	Left	32/44	0	0	0	0	0
	Right	72/40	0	0	0	0	0
SB	Left	50/42	0	0	0	0	0
	Right	26/48	0	0	0	0	0

Notes: ¹ All recommendations rounded to nearest 25 ft.

**FIGURE 3 – 13
 TYPICAL STORAGE LANE**



Storage Queue Length - Unsignalized Intersections

Turning Vehicles Per Hour	30	60	100	200	300
Required Storage Length (FEET)	25	50	100	175	250

At signalized intersections, the required queue length depends on the signal cycle length, the signal phasing arrangement, and rate of arrivals and departures of turning vehicles.

In absence of a turning movement study, it is recommended that 100 ft. of queue length be provided in urban/suburban areas and 50 ft. of queue length be provided in rural/town areas as a minimum.

Taper Length And Braking Distance (FEET)

Highway Design Speed (MPH)	Storage Entry Speed* (MPH)	Taper Length	Brake To Stop	
			Urban**	Rural***
35	25	70	75	---
40	30	80	75	---
45	35	85	100	---
50	40/44	105	135	215
55	48	125	---	260
60	52	145	---	310
65	55	170	---	350

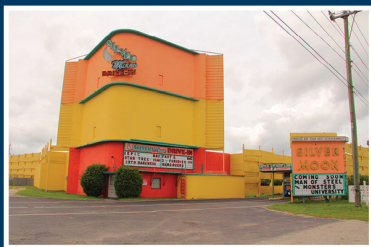
* Reaction Precedes Entry

** Minimum Braking Distance, Wet Conditions

*** Customary Braking Distance, Wet Conditions

The storage lane may be in place of or in addition to deceleration length (See Section C.9.c.3).

County Line Road from:
Final Design Traffic Technical Memorandum
for
US 92 PD&E Study, FPID: 433558-1-22-01



Final Design Traffic Technical Memorandum

US 92 PD&E Study

from County Line Road to Wabash Avenue
Polk County



Financial Project ID: 433558-1-22-01
Federal Aid Project No.: TBD
ETDM No.: 3192

August 2016

Table 5-9. Design Year (2040) Build Vehicle Queues and Required Turn Lane Lengths for Signalized Intersections

US 92 Cross Street	Eastbound			Westbound			Northbound			Southbound		
	Queue Length (ft)			Queue Length (ft)			Queue Length (ft)			Queue Length (ft)		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
AM												
County Line Road	175	475	300	250	350	350	250	400	325	325	450	175
Clark Road	75	500	-	75	400	-	150	225	50	250	300	50
Airport Road/Galloway Road	225	650	150	275	475	100	375	450	-	325	675	-
Publix Gate 10	75	375	25	75	300	50	-	250	-	-	175	25
Wabash Avenue	275	475	175	250	400	75	325	350	-	250	650	250
PM												
County Line Road	150	375	275	275	475	325	250	450	250	325	375	200
Clark Road	75	400	-	75	500	-	225	300	50	150	225	50
Airport Road/Galloway Road	250	550	125	350	675	125	300	550	-	225	425	-
Publix Gate 10	50	325	25	75	325	25	-	175	-	-	175	25
Wabash Avenue	250	400	125	175	450	150	250	375	-	200	525	325
Maximum Between AM and PM												
County Line Road	175	475	300	275	475	350	250	450	325	325	450	200
Clark Road	75	500	-	75	500	-	225	300	50	250	300	50
Airport Road/Galloway Road	250	650	150	350	675	125	375	550	-	325	675	-
Publix Gate 10	75	375	25	75	325	50	-	250	-	-	175	25
Wabash Avenue	275	475	175	250	450	150	325	375	-	250	650	325
Maximum Plus Deceleration Length												
County Line Road	425	475	550	525	475	600	500	450	575	575	450	450
Clark Road	325	500	-	325	500	-	475	300	300	500	300	300
Airport Road/Galloway Road	500	650	400	600	675	375	625	550	-	575	675	-
Publix Gate 10	325	375	275	325	325	300	-	250	-	-	175	275
Wabash Avenue	525	475	425	500	450	400	575	375	-	500	650	575

Vehicle queue length rounded to highest 25 feet obtained from Red Time Formula.

- Represents right turn movements shared with the through movement.

Queue Analysis for US 92 and County Line Road
Red Time Formula Method
Design Year (2040) - Preferred Alternative

Approach/Movement	Cycle Length (sec)	1+%truck	Volume (vph)	Number of Lanes	Per-Lane Volume (vphpl)	Arrival Factors	g/C	1-g/C	Queue Length (ft)	
AM Peak Hour										
Eastbound	Left	120	1.09	200	2	100	2.25	0.10	0.90	175
	Through	120	1.09	1030	2	515	1.48	0.31	0.69	475
	Right	120	1.09	315	1	315	1.69	0.40	0.60	300
Westbound	Left	120	1.09	310	2	155	2.05	0.10	0.90	250
	Through	120	1.09	690	2	345	1.64	0.31	0.69	350
	Right	120	1.09	450	1	450	1.52	0.45	0.55	350
Northbound	Left	120	1.09	275	2	138	2.13	0.09	0.91	250
	Through	120	1.09	1190	3	397	1.56	0.28	0.72	400
	Right	120	1.09	370	1	370	1.59	0.38	0.62	325
Southbound	Left	120	1.09	440	2	220	1.85	0.14	0.86	325
	Through	120	1.09	1460	3	487	1.50	0.32	0.68	450
	Right	120	1.09	165	1	165	2.02	0.42	0.58	175
PM Peak Hour										
Eastbound	Left	120	1.05	165	2	83	2.37	0.08	0.92	150
	Through	120	1.05	690	2	345	1.64	0.24	0.76	375
	Right	120	1.05	275	1	275	1.76	0.37	0.63	275
Westbound	Left	120	1.05	370	2	185	1.95	0.15	0.85	275
	Through	120	1.05	1030	2	515	1.48	0.30	0.70	475
	Right	120	1.05	440	1	440	1.52	0.44	0.56	325
Northbound	Left	120	1.05	315	2	158	2.05	0.13	0.87	250
	Through	120	1.05	1460	3	487	1.50	0.30	0.70	450
	Right	120	1.05	310	1	310	1.69	0.45	0.55	250
Southbound	Left	120	1.05	450	2	225	1.85	0.14	0.86	325
	Through	120	1.05	1190	3	397	1.56	0.31	0.69	375
	Right	120	1.05	200	1	200	1.88	0.39	0.61	200

APPENDIX N

FDOT Generalized LOS Tables

TABLE 1

Generalized Annual Average Daily Volumes for Florida's Urbanized Areas

12/18/12

INTERRUPTED FLOW FACILITIES						UNINTERRUPTED FLOW FACILITIES					
STATE SIGNALIZED ARTERIALS						FREEWAYS					
Class I (40 mph or higher posted speed limit)						Core Urbanized					
Lanes	Median	B	C	D	E	Lanes	B	C	D	E	
2	Undivided	*	16,800	17,700	**	4	47,400	64,000	77,900	84,600	
4	Divided	*	37,900	39,800	**	6	69,900	95,200	116,600	130,600	
6	Divided	*	58,400	59,900	**	8	92,500	126,400	154,300	176,600	
8	Divided	*	78,800	80,100	**	10	115,100	159,700	194,500	222,700	
						12	162,400	216,700	256,600	268,900	
Class II (35 mph or slower posted speed limit)						Urbanized					
Lanes	Median	B	C	D	E	Lanes	B	C	D	E	
2	Undivided	*	7,300	14,800	15,600	4	45,800	61,500	74,400	79,900	
4	Divided	*	14,500	32,400	33,800	6	68,100	93,000	111,800	123,300	
6	Divided	*	23,300	50,000	50,900	8	91,500	123,500	148,700	166,800	
8	Divided	*	32,000	67,300	68,100	10	114,800	156,000	187,100	210,300	
Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.)						Freeway Adjustments					
Non-State Signalized Roadways - 10%						Auxiliary Lanes Present in Both Directions + 20,000					
						Ramp Metering + 5%					
Median & Turn Lane Adjustments						UNINTERRUPTED FLOW HIGHWAYS					
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors		Lanes	Median	B	C	D	E
2	Divided	Yes	No	+5%		2	Undivided	8,600	17,000	24,200	33,300
2	Undivided	No	No	-20%		4	Divided	36,700	51,800	65,600	72,600
Multi	Undivided	Yes	No	-5%		6	Divided	55,000	77,700	98,300	108,800
Multi	Undivided	No	No	-25%		Uninterrupted Flow Highway Adjustments					
			Yes	+ 5%		Lanes	Median	Exclusive left lanes		Adjustment factors	
One-Way Facility Adjustment Multiply the corresponding two-directional volumes in this table by 0.6						2	Divided	Yes		+5%	
						Multi	Undivided	Yes		-5%	
						Multi	Undivided	No		-25%	
BICYCLE MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)						¹ Values shown are presented as two-way annual average daily volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.					
Paved Shoulder/Bicycle Lane Coverage						² Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.					
		B	C	D	E	³ Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.					
0-49%	*		2,900	7,600	19,700	* Cannot be achieved using table input value defaults.					
50-84%	2,100	6,700	19,700	>19,700		** Not applicable for that level of service letter grade. For the automobile mode volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.					
85-100%	9,300	19,700	>19,700	**							
PEDESTRIAN MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)											
Sidewalk Coverage											
		B	C	D	E						
0-49%	*	*		2,800	9,500						
50-84%	*	1,600	8,700	15,800							
85-100%	3,800	10,700	17,400	>19,700							
BUS MODE (Scheduled Fixed Route)³ (Buses in peak hour in peak direction)											
Sidewalk Coverage											
		B	C	D	E						
0-84%	> 5	≥ 4	≥ 3	≥ 2							
85-100%	> 4	≥ 3	≥ 2	≥ 1							

Source
Florida Department of Transportation
Systems Planning Office
www.dot.state.fl.us/planning/systems/sm/oa/default.htm

APPENDIX O

FDOT Comment-Responses

Submittal Report

Financial Project:	435749-1-22-01	Submittal Type:	OTHER
Submittal Phase:	INITIAL	Submittal Staff Type:	CONSULTANT
Received Date:	8/5/2015	Response Due Date:	9/9/2015
Grace Period:	0	District:	SEVENTH
Status:	OPEN	Create Date:	8/6/2015
Create User Id:	PD701SP	Last Update:	8/6/2015
		Last Update User Id:	PD701SP

Description:

Draft Design Traffic Technical Memorandum

Assignments:

Name	Assignment	Due Date	Status	Comments
Alex Hull	CONSULTANT PROJECT MANAGER	9/9/2015	ACTIVE	
Andrew Tyrell	REVIEWER	8/26/2015	ACTIVE	The User has No Comments
Daniel Lamb	LEAD REVIEWER	8/26/2015	ACTIVE	
David Winkle	REVIEWER	8/26/2015	ACTIVE	

No	Status	Current Holder	Reference	Categories
6	COMMENT IN REVIEW	Ping Hsu		TRAFFIC ANALYSIS

Created By	Created On	Version	Delegate For
David Winkle	8/26/2015	1	

SR 600 (US 92) PD&E Study from East of Interstate 4 (I-4) to East of County Line Road Draft Design Traffic Technical Memorandum dated July 2015 was reviewed for reasonableness and consistency with area transportation plans, and traffic engineering best practices. Please note these observations/comments are not intended to be inclusive of all omissions and errors, it remains the responsibility of the Consultant to ensure the quality of the report.

1. Figure 2-1: Please revise the entire document for typographical and other errors. For example, remove the graphic of District 5 highlighting Volusia County located in the bottom left hand corner.

Response: Figure 2-1 will be revised per comment.

2. Figure 3-1A: The McIntosh westbound approach should have one left-turn lane and one shared through-right turn lane.

Response: Per field visit McIntosh Westbound is one left one through and one right. See attached photo.

3. Figure 3-1B: The Park Road westbound approach should have dual lefts, a through, and shared through right.

Response: The Park Road westbound approach will be revised on Figure 3-1A per comment.

4. Tables 3-3 and 3-4: The distances in these tables does not match the distances that were provided in Figure 3-1. Please review and revise accordingly.

Response: The distances in Figure 3-1 will be revised to match the ones in Table 3-3 and 3-4.

5. The proposed build lane geometry (Figure 5-1) shows side street improvements. Will these side street improvements including needed ROW be a part of this project? This analysis shows what will be required to meet level of service. As the PD&E progresses the traffic technical memorandum will need to be updated to also include the recommended geometry and corresponding level of service.

Response: Yes, these ROW will be needed for these improvements and will be included to be by others.

6. Table 3-5: The total sum for Injury Crashes and Property Damage Only Crashes over the five year period do not add up to the Five Year Total. The Injury Crash Total should be 605 and the Property Damage Only Crashes should be 590.

Response: The numbers will be revised per comment.

7. Page 3-18, last paragraph, last sentence: According to Table 3-6, the total number of crashes involving a pedestrian or a bike is 28, but this sentence states there are 34 crashes. Provide clarity on the other 4 crashes involving pedestrians.

Response: The numbers will be revised to 28.

8. Page 5-9: The last sentence states that the Generalized Tables show a LOS C for 2040, however the arterial analysis is presented in Table 5-6 showing segments ranging from LOS A to F. Please remove the last sentence as the arterial analysis is a more detailed analysis. This statement also occurs on Page 6-1, 2nd paragraph, 7th sentence.

Response: Sentence will be removed per comment at both locations.

9. Page 6-1, 2nd paragraph, 6th sentence: Recommend stating that the eastbound segment between Maryland Avenue and Park Road and the westbound segment between Peach Avenue and CR 579/Mango Rd will continue to operate at a LOS F in the future with the proposed improvements. What improvements will be necessary to bring these segments up to LOS standards?

Response: Additional improvement will be included to bring these segments to LOS standards and will be documented in her.

No	Status	Current Holder	Reference	Categories
7	COMMENT SUBMITTED FOR RESPONSE	Alex Hull		TRAFFIC ANALYSIS

Created By	Created On	Version	Delegate For
------------	------------	---------	--------------

Elaine Martino
8/26/2015
1
Draft Design Traffic Technical Memo-US 92 from I-4 to County Line

Section 4, page 4-1, 2nd paragraph:

This paragraph is also related to Appendix H, Subarea Validation , and subsequent sections of the DTTM. The minor side streets' growth was set at 1.5% for the entire length of the project. The facility is 18 miles in length and the forecasted land use growth at the western portion of the segment (near the I-75 corridor) is expected to be greater than the more rural central portion and Plant City area. In addition, the segment east of Park Rd has a large amount of anticipated growth that extends beyond the "adjacent" zones (County Line corridor).

Response: Agreed. The variation in the growth rate along the side-streets over 18 miles length of the study corridor has been incorporated along the major side-streets as indicated by the travel demand model. However, along the minor side-streets of Peach Avenue, Pine Street, Parsons Avenue, Gallagher Road, Turkey Creek Road, Whitehurst Road/Walter Drive, Lemon Street, Maryland Avenue and the northern approach of Falkenburg Road, the growth rate was based on the comparison of the socioeconomic data between base year 2010 and future year 2040 for the appropriate or adjacent traffic analysis zones. This indicated that the annual growth rate along these minor side streets varied between 0.87% and 2.17%. The detailed calculation of these growth rates has been included in a table in Appendix H. Thus, an annual growth rate of 1.5% was used for traffic forecasting along these minor side-streets. Therefore, no change will be made to the growth rate for the minor side-street traffic forecasting. This was discussed and agreed upon with Elaine Martino 8/31/2015. The above mentioned detailed explanation will be added to Section 4.1 of the revised DTTM.

Section 4, Figures 4-1A through 4-4B:

These figures are related to Appendix H, Subarea Validation, Future volumes for 4 of the US 92 segments appear to be overestimated (2) and underestimated (2) due to either centroid connectors or the effect of the NCHRP 255 method applied to these count locations. Comments related to these segments are described in the Appendix H comments below.

Response: Comment noted. According to this comment, traffic volumes along the segments of US 92 between McIntosh Road and Gallagher Road and between Gallagher Road and Branch Forbes Road have been overestimated. On the other hand, traffic volumes along the segments of US 92 between Kingsway Road and McIntosh Road and between Park Road and County Line Road have been underestimated. This comment has been addressed as a part of the Appendix H comments below.

Appendix H: Subarea Validation/NCHRP 255 Adjustments, Model Plots, Historical Data/Development of Future AADTs

Base Year Model Validation:

This section of the document identifies the base year model volumes and counts. Four US 92 links are tagged in Table 1 as beyond the Acceptable deviation % for the model-to-count comparison.

One of the segments, US 92 between Kingsway Rd and McIntosh Rd has excessive base year model volumes at this location due to centroid connector locations. It appears that 63% of Traffic Analysis Zone 532 traffic is being assigned to US 92 and only 0.2% are assigned to Kingsway Rd where most likely 50% should be redirected for the base year.

Attachment B, NCHRP 255 Adjustments and Development of Future AADTs:

It is not necessary to re-run the model but using professional judgement, the 3 segments on US 92 can be modified to adjust for this location's irregularity. The two segments east of the Kingsway-to-McIntosh link were not actually outside of the Acceptable Deviation %s and therefore could utilize the 2040 Model AADT as with similar segment calculations.

Response: The following adjustments will be made to the forecasted traffic volumes for four links stated above.

- The two segments east of the Kingsway-to-McIntosh link are not outside of NCHRP 255 Acceptable Deviation %s. Thus, for reasonableness the 2040 Model AADT will be used on these two segments.
 - 2040 AADT for US 92 between McIntosh Road and Gallagher Road: 23,100
 - 2040 AADT for US 92 between Gallagher Road and Branch Forbes Road: 21,700
- For the segment of US 92 between Kingsway Road and McIntosh Road for reasonableness, the average of the adjacent links will be used as the 2040 AADT which is 26,150.
- For the segment of US 92 between Park Road and County Line Road for reasonableness, the 2040 AADT will be based on the NCHRP 255 Difference Method and thus, the 2040 AADT will be 28,950.

These above-mentioned revisions were discussed and agreed upon with Elaine Martino 8/31/2015. All these revisions and the related traffic forecasting revisions will be reflected in Appendix H and the revised DTTM:

Larry Hagen	REVIEWER	8/26/2015	ACTIVE	The User has No Comments
Mark Hall	LEAD REVIEWER	8/26/2015	ACTIVE	
Menna Yassin	REVIEWER	8/26/2015	ACTIVE	
Michelle Schofner	REVIEWER	8/26/2015	ACTIVE	
No	Status	Current Holder	Reference	Categories
2	COMMENT SUBMITTED FOR RESPONSE	Alex Hull		TRAFFIC ANALYSIS
Created By	Created On	Version	Delegate For	
Michelle Schofner	8/19/2015	1		
	Please revise through to indicate "Reevaluation" study. Response: Report will be revised per comment.			
No	Status	Current Holder	Reference	Categories
3	COMMENT SUBMITTED FOR RESPONSE	Alex Hull	Sheet 1-3	TRAFFIC ANALYSIS
Created By	Created On	Version	Delegate For	
Michelle Schofner	8/19/2015	1		
	Please indicate that the widening excepts through downtown Plant City area. Response: Report will be revised per comment to include the widening excepts through downtown Plant City area.			
No	Status	Current Holder	Reference	Categories
4	COMMENT SUBMITTED FOR RESPONSE	Alex Hull	Sheet 1-3	TRAFFIC ANALYSIS
Created By	Created On	Version	Delegate For	
Michelle Schofner	8/19/2015	1		
	Please update sentence to state, "...evaluate traffic signal would meet warrants at Whitehurst Rd./ Walter Drive." Response: Report will be revised per comment.			
No	Status	Current Holder	Reference	Categories
5	COMMENT SUBMITTED FOR RESPONSE	Alex Hull	Sheet 3-20	TRAFFIC ANALYSIS
Created By	Created On	Version	Delegate For	
Michelle Schofner	8/19/2015	1		
	Please indicate that the pedestrian facilities will be provided except through downtown Plant City area. Response: Report will be revised per comment.			
Naomie Alexis	REVIEWER	8/26/2015	ACTIVE	
Ping Hsu	LEAD REVIEWER	8/26/2015	ACTIVE	
Rick Adair	REVIEWER	8/26/2015	ACTIVE	
No	Status	Current Holder	Reference	Categories
1	COMMENT SUBMITTED FOR RESPONSE	Alex Hull		ENVIRONMENTAL MANAGEMENT OFF.
Created By	Created On	Version	Delegate For	
Rick Adair	8/13/2015	1		
	Draft DTTM WORD file with comments noted			
Stephanie Pierce	IN-HOUSE PROJECT MANAGER	8/26/2015	ACTIVE	
Waddah Farah	LEAD REVIEWER	8/26/2015	ACTIVE	
William Parman	LEAD REVIEWER	8/26/2015	ACTIVE	

County Line Road from:
Final Design Traffic Technical Memorandum
for
US 92 PD&E Study, FPID: 433558-1-22-01

Coordination Documentation

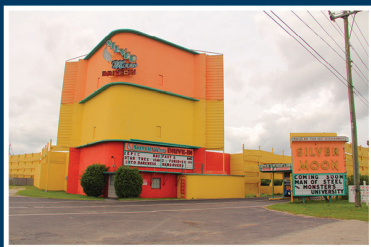
Hussein, Akram M.

From: Greg Root <groot@aimengr.com>
Sent: Tuesday, January 19, 2016 4:03 PM
To: Adair, Rick [Rick.Adair@dot.state.fl.us] (Rick.Adair@dot.state.fl.us)
Cc: Winkle, David [David.Winkle@dot.state.fl.us] (David.Winkle@dot.state.fl.us); Elaine.Martino@dot.state.fl.us; Maass, Peter (Peter.Maass@dot.state.fl.us); Alexis, Naomie (Naomie.Alexis@dot.state.fl.us); ahull@inwoodinc.com; Hussein, Akram M.; Sherrard, Antone N; Erik Fleming
Subject: US 92 at County Line Road - Revised Traffic Projections

Rick –

I wanted to thank you and the other District 7 staff/consultants for meeting with me today and providing me an opportunity to discuss the US 92/County Line Road traffic projections. Based on the outcome of this meeting, it is my understanding that District 7 supports the revised 2040 AADT volumes and peak hour volumes that were recommended in AIM's December 15, 2015 memorandum to Tony Sherrard (District 1). Consequently, we will direct our traffic subconsultant (HDR) to start making the necessary revisions to the District 1 Draft Design Traffic Technical Memorandum (DTTM) for the US 92/County Line Road intersection (including the opening year and design year peak hour signalized intersection analyses). It is also my understanding that the District 7 DTTM will reference the information contained in the District 1 DTTM for the US 92/County Line Road intersection. Consequently, we will provide Inwood and American with all of the future year information for this intersection as soon as District 1 approves the Final US 92 DTTM.

Thanks again,
greg



Final Design Traffic Technical Memorandum

US 92 PD&E Study

from County Line Road to Wabash Avenue
Polk County



Financial Project ID: 433558-1-22-01
Federal Aid Project No.: TBD
ETDM No.: 3192

August 2016

MEMORANDUM



**AIM Engineering
& Surveying, Inc.**

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Tampa, Florida 33619

813-627-4144
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Fax: 813-664-1899

Successfully providing our clients and the community with quality planning, engineering and surveying services since 1980.

Date: December 15, 2015

To: Tony Sherrard – FDOT District One

From: Greg Root

Subject: US 92 PD&E Study from County Line Road to Wabash Avenue –
Revised Design Year Traffic Volumes for the US 92/County Line Road Intersection
FPID: 433558-1-22-01

We conducted a review of the October 2015 Draft Design Traffic Technical Memorandum (DTTM) prepared by American Consulting Engineers (ACE) in support of the FDOT District Seven US 92 PD&E Reevaluation from east of I-4 to east of County Line Road. This District Seven PD&E Reevaluation includes the US 92/County Line Road intersection. Since the District One US 92 PD&E Study also includes the US 92/County Line Road intersection, the purpose of this review was to compare the existing year and design year traffic volumes documented in the District Seven Draft DTTM with the traffic volumes documented in the June 2015 Draft DTTM prepared by HDR in support of the District One PD&E Study.

Tables 1 and 2 provide comparisons of the existing daily and peak hour traffic volumes. The traffic counts conducted for the District One PD&E study were conducted in February and April of 2014, while the traffic counts conducted for the District Seven PD&E study were conducted in March of 2015. Table 3 provides a comparison of the existing and design year (2040) AADT volumes, along with the average yearly growth rates calculated based on these volumes. A review of Table 3 indicates that there are significant differences in the 2040 AADT volumes for three of the four legs at the County Line Road intersection. These differences range from approximately 8,300 vehicles per day (vpd) to 20,700 vpd. In addition, the 2040 AADT volume on the east leg of this intersection documented in the October 2015 Draft DTTM does not justify the widening (four-laning) of US 92 east of County Line Road. Table 4 provides a comparison of the 2040 two-way and peak direction peak hour volumes. The peak hour-to-daily volume ratios (K-factors) and directional distributions (D-factors) that these 2040 peak hour volumes reflect are also summarized in Table 4, along with the overall K- and D-factors that were recommended for use in these two PD&E studies.

Table 5 provides a comparison of the existing peak hour turning movement volumes and the 2040 peak hour turning movement volumes. The volumes that are highlighted represent those that have the most significant increases. Table 6 provides a comparison of the 2035 and 2040 Peak Season Weekday Average Daily Traffic (PSWADT) volumes and AADT volumes obtained from several versions of the Polk TPO Cost Affordable LRTP Model and the Tampa Bay Regional Planning Model (TBRPM). One of the reasons why there are significant differences in the design year AADT volumes at the County Line Road intersection is that this intersection is located at the ‘edge’ of the Polk TPO Model and the TBRPM. The Polk TPO model incorporates the western leg of the County Line Road intersection as an external station while the TBRPM incorporates the eastern leg of this intersection as an external station. There is a significant difference between the PSWADT volume projected for US 92 east of County Line Road based on using the TBRPM (where this leg is included as an external station) and the PSWADT volume projected

for this same location using the Polk TPO Model (where the entire US 92 roadway is included in the model network). A similar situation occurs on the west leg of the County Line Road intersection. Another contributing factor to the discrepancies in the design year AADT volumes involves the use of different methodologies to “adjust” the 2040 AADT volumes (for the District Seven PD&E study) and escalate the 2035 AADT volumes to 2040 AADT volumes (for the District One study).

In recognition of the need for both studies to utilize the same design year traffic projections at the County Line Road intersection, we have developed some revised AADT and peak hour volumes. The last column in Table 6 provides our recommended design year AADT volumes. Our recommended 2040 AADT volume for US 92 on the west side of County Line Road is 28,950 vpd which is exactly the same as the 2040 AADT volume documented in the District Seven October 2015 Draft DTTM. Our recommended 2040 AADT volume for US 92 on the east side of County Line Road is 36,900 vpd which is exactly the same as the 2040 AADT volume documented in the District One June 2015 Draft DTTM. The 2040 AADT volumes that we are recommending for County Line Road south and north of US 92 are different than the 2040 AADT volumes that were documented in each of the Draft DTTM's. Our recommended design year a.m. and p.m. peak hour turning movement volumes are provided in Table 7. Table 8 provides a summary of the 2040 AADT volumes, two-way peak hour volumes and directional peak hour volumes, along with the K-factors and D-factors that these peak hour volumes reflect.

We would like to meet with the appropriate District One staff and discuss the information that we have provided in this memorandum as well as answer any questions that the District may have. Once we have received concurrence from both District One and District Seven on the revised design year traffic projections, we will direct HDR to revise their Draft DTTM and submit a Final DTTM to District One for their review and approval.

Table 1: 2014/2015 AADT and Peak Hour Volume Comparison for the US 92/County Line Road Intersection

Intersection Leg	2014 AADT Volume	2014 AM Peak Hour								2015 AADT Volume	2015 AM Peak Hour							
		Actual 2-Way Pk Hr Volume	Actual Pk Dir Pk Hr Volume	K	D	Estimated 2-Way Pk Hr Volume	Estimated Pk Dir Pk Hr Volume	K	D		Actual 2-Way Pk Hr Volume	Actual Pk Dir Pk Hr Volume	K	D	Estimated 2-Way Pk Hr Volume	Estimated Pk Dir Pk Hr Volume	K	D
West	9,000	597	342	6.63%	57.29%	610	305	6.78%	50.00%	10,000	480	254	4.80%	52.92%	866	484	8.66%	55.89%
East	10,300	622	324	6.04%	52.09%	660	370	6.41%	56.06%	11,600	603	312	5.20%	51.74%	1077	622	9.28%	57.75%
South	21,000	1974	1127	9.40%	57.09%	1865	1070	8.88%	57.37%	26,500	1837	945	6.93%	51.44%	2529	1302	9.54%	51.48%
North	21,400	1859	1039	8.69%	55.89%	1755	975	8.20%	55.56%	25,250	1722	912	6.82%	52.96%	2332	1263	9.24%	54.16%

Average				7.69%	55.59%			7.57%	54.75%					5.94%	52.27%			9.18%	54.82%
Target Values								9.00%	56.00%									9.00%	59.60%

Intersection Leg	2014 AADT Volume	2014 PM Peak Hour								2015 AADT Volume	2015 PM Peak Hour							
		Actual 2-Way Pk Hr Volume	Actual Pk Dir Pk Hr Volume	K	D	Estimated 2-Way Pk Hr Volume	Estimated Pk Dir Pk Hr Volume	K	D		Actual 2-Way Pk Hr Volume	Actual Pk Dir Pk Hr Volume	K	D	Estimated 2-Way Pk Hr Volume	Estimated Pk Dir Pk Hr Volume	K	D
West	9,000	883	510	9.81%	57.76%	840	455	9.33%	54.17%	10,000	943	554	9.43%	58.75%	1284	713	12.84%	55.53%
East	10,300	899	560	8.73%	62.29%	840	485	8.16%	57.74%	11,600	834	496	7.19%	59.47%	957	535	8.25%	55.90%
South	21,000	2263	1269	10.78%	56.08%	2115	1190	10.07%	56.26%	26,500	1982	1062	7.48%	53.58%	2400	1293	9.06%	53.88%
North	21,400	2123	1241	9.92%	58.46%	1985	1155	9.28%	58.19%	25,250	1925	1037	7.62%	53.87%	2291	1224	9.07%	53.43%

Average				9.81%	58.65%			9.21%	56.59%					7.93%	56.42%			9.80%	54.68%
Target Values								9.00%	56.00%									9.00%	59.60%

Green values were obtained from the June 2015 Draft Design Traffic Technical Memorandum prepared by HDR for AIM Engineering & Surveying and FDOT District One
 Blue values were obtained from the October 2015 Draft Design Traffic Technical Memorandum prepared by American Consulting Engineers for Inwood Consulting Engineers and FDOT District Seven

Table 2: 2014/2015 Daily Traffic Counts and AADT Volume Comparison for the US 92/County Line Road Intersection

Intersection Leg	2014 Count (2/25/14)	2014 Average Count	2013 Seasonal Adj. Factor ⁽¹⁾	2013 Axle Adj. Factor ⁽²⁾	2014 AADT Volume	Average Seasonal Adj. Factor	Average Axle Adj. Factor	2014 AADT Volume	2015 Count (3/17/15)	2015 Count (3/18/15)	2015 Count (3/19/15)	2015 Average Count	2013 Seasonal Adj. Factor ⁽³⁾	2013 Axle Adj. Factor ⁽⁴⁾	2015 AADT Volume	Average Seasonal Adj. Factor	Average Axle Adj. Factor	2015 AADT Volume
West	10,915	10,915	0.92	0.90	9,000	0.93	0.93	9,440	10,668	11,837	10,658	11,054	0.94	0.96	10,000	0.93	0.93	9,561
East	12,499	12,499	0.92	0.90	10,300	0.93	0.93	10,810	12,744	13,068	12,740	12,851	0.94	0.96	11,600	0.93	0.93	11,115
South	25,365	25,365	0.92	0.90	21,000	0.93	0.93	21,938	29,457	29,759	28,819	29,345	0.94	0.96	26,500	0.93	0.93	25,380
North	25,803	25,803	0.92	0.90	21,400	0.93	0.93	22,317	27,679	28,671	27,554	27,968	0.94	0.96	25,250	0.93	0.93	24,190

Green values were obtained from the June 2015 Draft Design Traffic Technical Memorandum prepared by HDR for AIM Engineering & Surveying and FDOT District One

Blue values were obtained from the October 2015 Draft Design Traffic Technical Memorandum prepared by American Consulting Engineers for Inwood Consulting Engineers and FDOT District Seven

⁽¹⁾ 2013 Seasonal Adjustment Factor for Polk County (Countywide)

⁽²⁾ 2013 Axle Adjustment Factor for US 92 from the Hillsborough/Polk County Line to Wabash Avenue (based on FDOT database)

⁽³⁾ 2013 Seasonal Adjustment Factor for Hillsborough County (Countywide)

⁽⁴⁾ 2013 Axle Adjustment Factor for Hillsborough County (Countywide)

Table 3: 2020 and 2040 AADT Volume Comparison for the US 92/County Line Road Intersection

Intersection Leg	2014 AADT Volume	2020 AADT Volume	2040 AADT Volume	Avg. Yearly Growth Rate (2014-2040)	2015 AADT Volume	2020 AADT Volume	2040 AADT Volume	Avg. Yearly Growth Rate (2015-2040)
West	9,000	12,900	25,900	7.22%	10,000	16,450	28,950	7.58%
East	10,300	16,400	36,900	9.93%	11,600	11,950	13,250	0.57%
South	21,000	27,200	47,800	4.91%	26,500	26,600	27,100	0.09%
North	21,400	27,100	46,200	4.46%	25,250	27,750	37,850	2.00%

Green values were obtained from the June 2015 Draft Design Traffic Technical Memorandum prepared by HDR for AIM Engineering & Surveying and FDOT District One

Blue values were obtained from the October 2015 Draft Design Traffic Technical Memorandum prepared by American Consulting Engineers for Inwood Consulting Engineers and FDOT District Seven

Table 4: 2040 Peak Hour Volume Comparison for the US 92/County Line Road Intersection

Intersection Leg	2040 AADT Volume	2040 AM Peak Hour				2040 AADT Volume	2040 AM Peak Hour			
		Actual 2-Way Pk Hr Volume	Actual Pk Dir Pk Hr Volume	K	D		Actual 2-Way Pk Hr Volume	Actual Pk Dir Pk Hr Volume	K	D
West	25,900	2380	1325	9.19%	55.67%	28,950	1494	1053	5.16%	70.48%
East	36,900	3365	1880	9.12%	55.87%	13,250	1502	791	11.34%	52.66%
South	47,800	4300	2275	9.00%	52.91%	27,100	3222	1967	11.89%	61.05%
North	46,200	4155	2265	8.99%	54.51%	37,850	3024	1602	7.99%	52.98%

Average Target Values

9.07%	54.74%
9.00%	56.00%

9.09%	59.29%
9.00%	59.60%

Intersection Leg	2040 AADT Volume	2040 PM Peak Hour				2040 AADT Volume	2040 PM Peak Hour			
		Actual 2-Way Pk Hr Volume	Actual Pk Dir Pk Hr Volume	K	D		Actual 2-Way Pk Hr Volume	Actual Pk Dir Pk Hr Volume	K	D
West	25,900	2335	1325	9.02%	56.75%	28,950	2254	1553	7.79%	68.90%
East	36,900	3320	1880	9.00%	56.63%	13,250	1500	1017	11.32%	67.80%
South	47,800	4300	2275	9.00%	52.91%	27,100	3183	2052	11.75%	64.47%
North	46,200	4155	2265	8.99%	54.51%	37,850	3067	1835	8.10%	59.83%

Average Target Values

9.00%	55.20%
9.00%	56.00%

9.74%	65.25%
9.00%	59.60%

Green values were obtained from the June 2015 Draft Design Traffic Technical Memorandum prepared by HDR for AIM Engineering & Surveying and FDOT District One
 Blue values were obtained from the October 2015 Draft Design Traffic Technical Memorandum prepared by American Consulting Engineers for Inwood Consulting Engineers and FDOT District Seven

Table 5: 2014/2015 and 2040 Peak Hour Volume Comparison for US 92/County Line Road Intersection

Approach	Movement	2014 AM Pk Hr Volume	2040 AM Pk Hr Volume	2014 PM Pk Hr Volume	2040 PM Pk Hr Volume	2015 AM Pk Hr Volume	2040 AM Pk Hr Volume	2015 PM Pk Hr Volume	2040 PM Pk Hr Volume
EB	LT	60	140	61	120	52	216	61	244
	TH	180	860	204	740	125	518	207	826
	RT	102	325	108	150	77	319	121	483
WB	LT	92	350	154	475	118	269	121	118
	TH	134	785	281	860	127	289	261	254
	RT	72	350	125	545	67	153	114	111
NB	LT	81	150	138	325	67	89	132	162
	TH	688	1400	1055	1600	793	1053	713	877
	RT	78	475	76	350	85	113	75	92
SB	LT	66	545	59	350	81	160	56	99
	TH	933	1600	732	1400	697	1379	820	1451
	RT	40	120	91	140	32	63	161	285

Green values were obtained from the June 2015 Draft Design Traffic Technical Memorandum prepared by HDR for AIM Engineering & Surveying and FDOT District One

Blue values were obtained from the October 2015 Draft Design Traffic Technical Memorandum prepared by American Consulting Engineers for Inwood Consulting Engineers and FDOT District Seven

Table 6: Future Year PSWADT and AADT Volume Comparison

Roadway	Location	2035 PSWADT Polk TPO Model ⁽¹⁾	2035 AADT Polk TPO Model ⁽¹⁾	2035 PSWADT Polk TPO Model ⁽²⁾	2035 AADT Polk TPO Model ⁽²⁾	2040 AADT ⁽³⁾	2040 AADT ⁽⁴⁾	2035 PSWADT TBRPM	2035 AADT TBRPM	2040 PSWADT TBRPM	2040 AADT TBRPM	2040 AADT ⁽⁵⁾	Recommended 2040 AADT
US 92	West of Co. Line Rd.	20,500 ⁽⁶⁾	19,270	20,500 ⁽⁶⁾	19,270	21,715	25,900	28,200	27,072	27,800	26,688	28,950	28,950
US 92	East of Co. Line Rd.	36,000	33,840	35,100	32,994	38,397	36,900	22,000 ⁽⁶⁾	21,120	13,800 ⁽⁶⁾	13,248	13,250	36,900
Co. Line Rd.	South of CR 542	46,200	43,428	42,900	40,326	N/A	N/A	37,500	36,000	34,700	33,312	27,100	N/A
Co. Line Rd.	South of US 92	51,000	47,940	47,800	44,932	50,630	47,800	N/A	N/A	37,800	36,288	N/A	38,900 ⁽⁷⁾
Co. Line Rd.	North of US 92	31,400	29,516	25,200	23,688	24,233	46,200	50,600	48,576	47,400	45,504	37,850	45,500
CR 542	East of Co. Line Rd.	6,700	6,298	5,800	5,452	N/A	N/A	5,400 ⁽⁶⁾	5,184	4,000 ⁽⁶⁾	3,840	N/A	N/A

⁽¹⁾ Original Polk TPO 2035 Cost Affordable LRTP Model

⁽²⁾ Revised Polk TPO 2035 Cost Affordable LRTP Model (HDR)

⁽³⁾ 2040 AADT obtained via extrapolation using the 2014 and 2035 AADT volumes

⁽⁴⁾ 2040 AADT documented in the June 2015 Draft Design Traffic Technical Memorandum prepared by HDR

⁽⁵⁾ 2040 AADT documented in the October 2015 Draft Design Traffic Technical Memorandum prepared by American Consulting Engineers

⁽⁶⁾ External Station Volume

⁽⁷⁾ Recommended AADT estimated by multiplying the 2040 AADT documented in the June 2015 Draft Design Traffic Technical Memorandum by the ratio of the NCHRP adjusted AADT to the 2040 TBRPM AADT (= 47,800 x (27,100/33,300))

2035 AADT Polk TPO Model = 2035 PSWADT Polk TPO Model x 0.94

2035 AADT Tampa Bay Regional Planning Model = 2035 PSWADT Tampa Bay Regional Planning Model x 0.96

denotes recommended 2040 AADT

Table 7: Recommended 2040 Peak Hour Volumes and Turning Movement Percentages (Revised)

Approach	Movement	2014 AM Pk Hr Volume	2015 AM Pk Hr Volume	2040 AM Pk Hr Volume	2040 AM Pk Hr Turn %	2014 PM Pk Hr Volume	2015 PM Pk Hr Volume	2040 PM Pk Hr Volume	2040 PM Pk Hr Turn %
EB	LT	60	52	200	0.130	61	61	163	0.145
	TH	180	125	1030	0.667	204	207	690	0.612
	RT	102	77	314	0.203	108	121	274	0.243
	Total	342	254	1544	1.000	373	389	1127	1.000
WB	LT	92	118	308	0.213	154	121	372	0.202
	TH	134	127	690	0.476	281	261	1030	0.559
	RT	72	67	451	0.311	125	114	440	0.239
	Total	298	312	1449	1.000	560	496	1842	1.000
NB	LT	81	67	274	0.149	138	132	314	0.151
	TH	688	793	1192	0.649	1055	713	1461	0.701
	RT	78	85	372	0.202	76	75	308	0.148
	Total	847	945	1838	1.000	1269	920	2083	1.000
SB	LT	66	81	440	0.213	59	56	451	0.245
	TH	933	697	1461	0.708	732	820	1192	0.647
	RT	40	32	163	0.079	91	161	200	0.109
	Total	1039	810	2064	1.000	882	1037	1843	1.000

Green values were obtained from the June 2015 Draft Design Traffic Technical Memorandum prepared by HDR for AIM Engineering & Surveying and FDOT District One

Blue values were obtained from the October 2015 Draft Design Traffic Technical Memorandum prepared by American Consulting Engineers for Inwood Consulting Engineers and FDOT District Seven

Table 8: Recommended 2040 Peak Hour Volumes (Revised)

Leg	Direction	2040 Directional AADT	2040 AADT	2040 AM Pk Hr Volume	2040 Two-Way Pk Hr Volume	K	D	2040 PM Pk Hr Volume	2040 Two-Way Pk Hr Volume	K	D		
West	EB	14,475	28,950	1544	2671	9.23%	57.81%	1127	2671	9.23%	57.81%		
	WB	14,475		1127				1544					
East	WB	18,450	36,900	1449	3291	8.92%	55.97%	1842	3291	8.92%	55.97%		
	EB	18,450		1842				1449					
South	NB	19,450	38,900	1838	3921	10.08%	53.12%	2083	3921	10.08%	53.12%		
	SB	19,450		2083				1838					
North	SB	22,750	45,500	2064	3907	8.59%	52.83%	1843	3907	8.59%	52.83%		
	NB	22,750		1843				2064					
Average						9.20%	54.93%					9.20%	54.93%