FINAL
TRAFFIC TECHNICAL MEMORANDUM

For

US 301 (SR 43) Project Development and Environment (PD&E) Study
From Falkenburg Road to Causeway Boulevard
WPI SEG. NO.: 421140-6
Hillsborough County

August 2008

Prepared for:

Hillsborough County

In Cooperation With

Florida Department of Transportation – District 7

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1.0 INTRODUCTION

The Florida Department of Transportation (FDOT) is conducting a Traffic Technical Memorandum to evaluate the need and feasibility to widen US 301 to six lanes from Falkenburg Road to Causeway Boulevard. Other improvements will include 12 foot shoulders (five feet of which are paved and can accommodate bicycles), access management, and modifications to the existing stormwater management system to provide water quality and quantity treatment. The proposed roadway improvements will not require acquisition of additional right-of-way (R/W). Additional R/W may be required to provide for stormwater management. Five-foot sidewalks will be added within the existing R/W from Falkenburg Road to Wes Kearney Way. The existing unsignalized intersection with Wes Kearney Way will be maintained. A location map of the study roadway is provided in *Figure 1*.

US 301 is a principal arterial roadway that begins in Sarasota County, proceeds in a northeasterly direction, and exits Florida northeast of the City of Jacksonville, Florida. The study roadway segment of US 301 is a north-south four-lane divided roadway within a R/W that varies from 200 feet to 249 feet. The existing cross-section of the US 301 study roadway segment is shown in *Figure 2*.

The build alternative proposes to widen the roadway from four lanes to six lanes by adding lanes to the outside of the existing travel lanes. The no-build alternative will be evaluated throughout the Public Hearing process.

1.1 Purpose of Traffic Technical Memorandum

The purpose of this Traffic Technical Memorandum is to examine the existing and future traffic conditions for both the no build alternative and the build alternative. This analysis includes documentation of the methodology used to develop 2030 design year traffic link and turning movement volumes. This includes documenting existing link volumes, turning movement volumes at significant intersections, and other roadway characteristics within the project study area.

The information used to assess current and projected level-of-service (LOS) conditions for the subject corridor, serves as the basis for determining the build roadway and intersection geometry.

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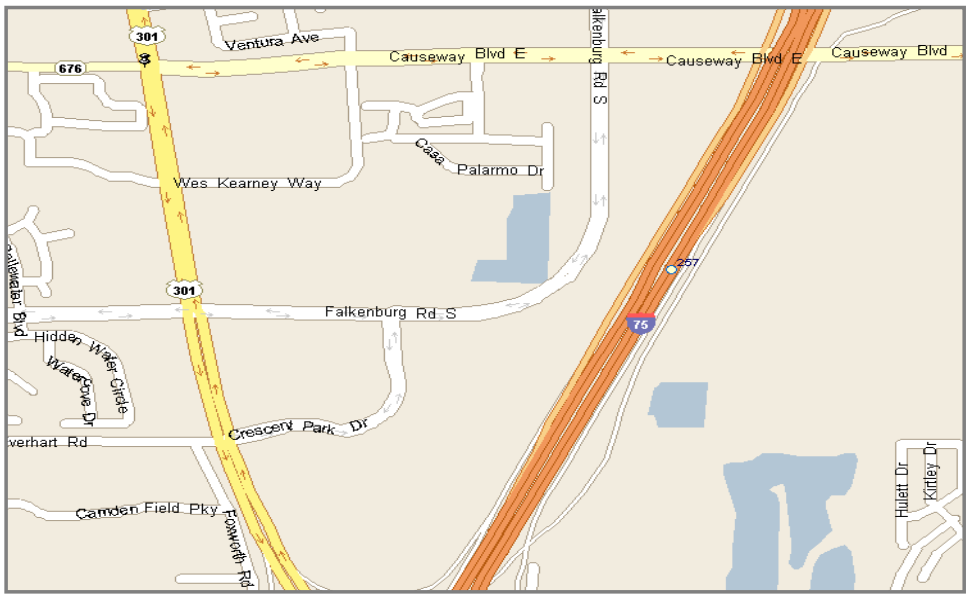
Legend
Study Roadway Segment
Turning Movement Count Location
Machine Tube Count Location



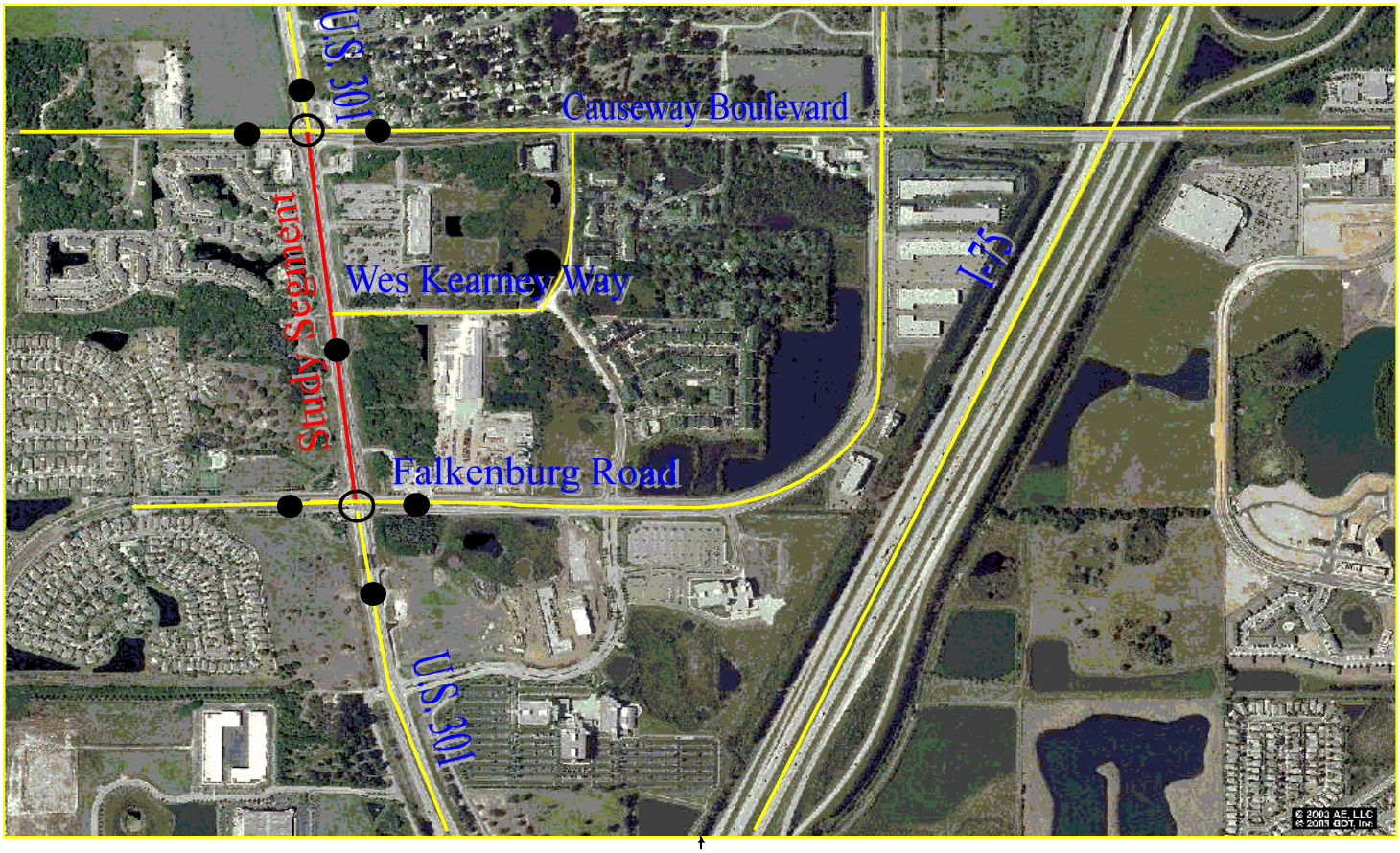
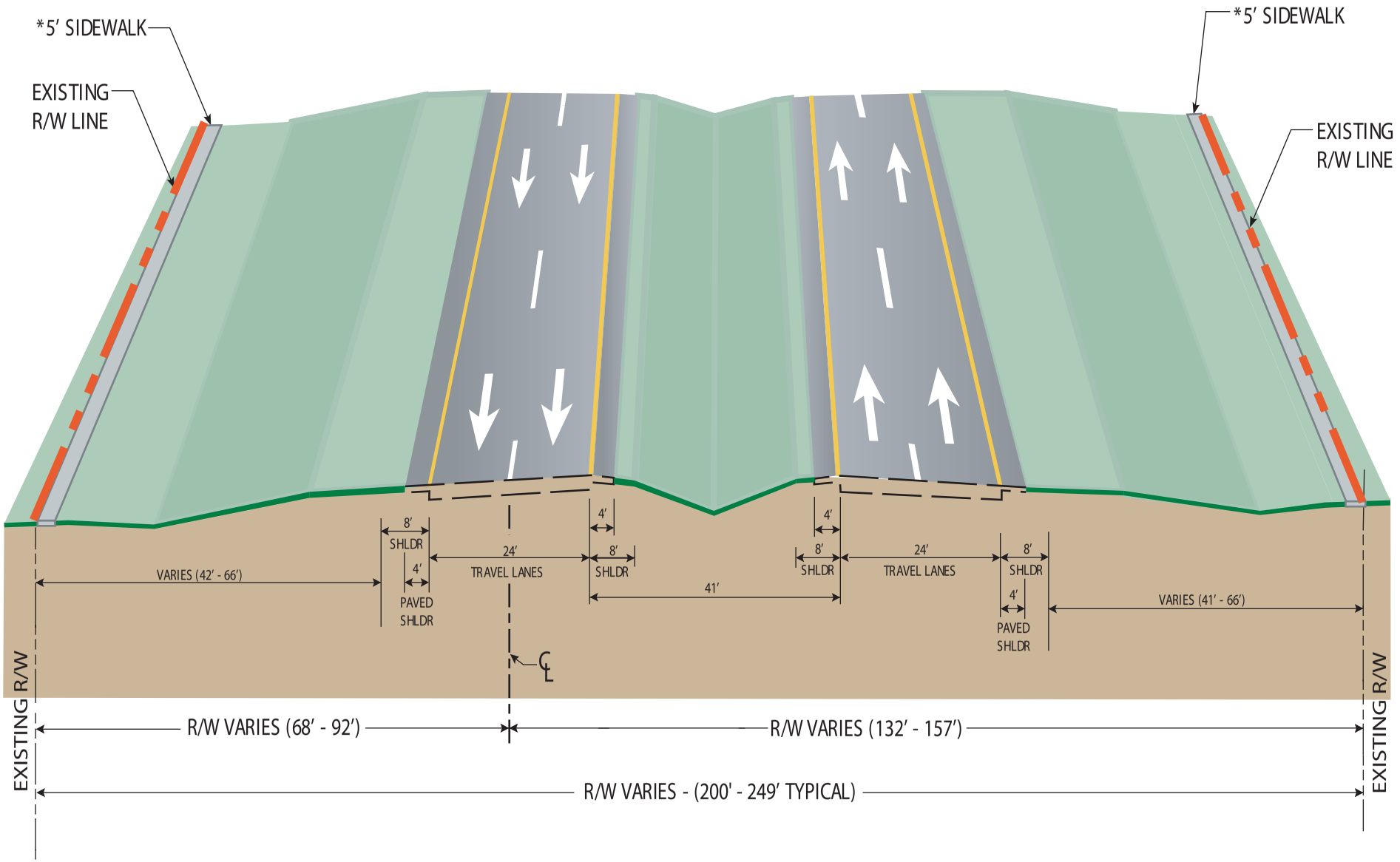


Figure 1
Study Roadway Segment
U.S. 301 TTM: Falkenburg Road to Causeway Boulevard
Hillsborough County, Florida

Kimley-Horn and Associates, Inc.



* Existing sidewalk is from
Wes Kearney Way to Causeway Blvd.

EXISTING TYPICAL SECTION (4 TO 6 LANES)
US 301 (SR 43)
FROM FALKENBURG RD TO CAUSEWAY BLVD

FIGURE 2

2.0 EXISTING CONDITIONS ANALYSIS

Traffic analyses conducted for 2007 existing conditions were based on Average Annual Daily Traffic (AADT) volumes, approach and departure machine counts and intersection turning movement counts. Existing and future conditions were analyzed to determine operational LOS. For existing conditions analysis, US 301 is classified as a four-lane urban divided arterial.

2.1 Existing Geometry

The existing typical geometry along US 301 consists of four 12-foot lanes (two lanes in each direction), a 41-foot-wide grass median, and grass swales varying in width from 41 feet to 66 feet, within an existing R/W that varies from 200 feet to 249 feet *(See Figure 2)*. Eight-foot wide shoulders (four feet of which are paved) are also provided to the inside and outside of the travel lanes. Five-foot sidewalks are located near the R/W line from Wes Kearney Way to Causeway Boulevard.

2.2 Existing Traffic Volumes

Existing traffic volumes were determined based upon approach machine tube counts, intersection turning movement counts, and the design hour K_{30} and D_{30} factors. The turning movement counts were conducted during the typical weekday (Tuesday – Thursday) a.m. (7:00 a.m. to 9:00 a.m.) and p.m. (4:00 p.m. to 6:00 p.m.) peak-hour of the study intersections of US 301 & Falkenburg Road and US 301 & Causeway Boulevard to determine turning volume percentages at the two study intersections. Intersection count locations and machine count locations are shown in *Figure 1*. Raw turning movement counts are provided in *Appendix A*.

A 72-hour machine count was performed in September 2006 but due to volumes lower than expected, the AADT for U.S. 301 between Falkenburg Road and Causeway Boulevard was based upon data contained on the Florida Department of Transportation (FDOT) Florida Traffic Information (FTI) CD for 2006 (count station #105259), the count information is contained in *Appendix B*. The original machine count is included in *Appendix C* for reference.

Machine tube counts conducted along US 301 (*Appendix C*) during 2006 were grown to year 2007 (using a yearly growth rate) so that all existing AADT volumes are normalized to 2007 volumes. In addition, the machine tube counts that are provided shown in Figure 1 have been seasonally adjusted so as to provide AADT volumes. The AADT approach volumes for Falkenburg Road and Causeway Boulevard, east of U.S. 301, (shown in Figure 1, seasonally adjusted) were obtained from Hillsborough County from counts conducted in 2007 and are contained in *Appendix C*.

2.3 Existing K, D, and T, Factors

The existing K_{30} and D_{30} factors and a T_{24}-factor or truck percentage were determined based upon an average value of the K_{30}, D_{30} and T_{24} factors presented in the FDOT FTI data CD for the previous three years (2006, 2005 and 2004). The average K_{30}, D_{30} and T_{24} factors were within the minimum and maximum acceptable factors in the Project Traffic Forecasting Handbook. The existing design factors are presented below:

K_{30} – factor: 9.24%
D_{30} – factor: 55.06%
T_{24} – factor: 8.90%

Existing 2007 roadway AADT volumes are shown in *Figure 3*. Directional volumes are typically reversed between the a.m. and p.m. design hours and are shown in *Table 1* and *Table 2*, respectively, along the US 301 study corridor.

Table 1 2007 Existing A.M. Design Hour Traffic Volume Characteristics

Roadway	From	To	AADT*	A.M. Design-Hour Two-way Volume	Daily Trucks	A.M. Peak Hour Directional			
						NB Volume	SB Volume	Peak-To-Daily Ratio	Directional Distribution
US 301	Falkenburg Road	Causeway Boulevard	36,961	3,415	8.90%	1,880	1,535	9.24%	55.06%

*2006 FDOT count station #105259, grown to 2007 volumes.

Table 2 2007 Existing P.M. Design Hour Traffic Volume Characteristics

Roadway	From	To	AADT*	P.M. Design-Hour Two-way Volume	Daily Trucks	P.M. Peak Hour Directional			
						NB Volume	SB Volume	Peak-To-Daily Ratio	Directional Distribution
US 301	Falkenburg Road	Causeway Boulevard	36,961	3,415	8.90%	1,535	1,880	9.24%	55.06%

*2006 FDOT count station #105259, grown to 2007 volumes.

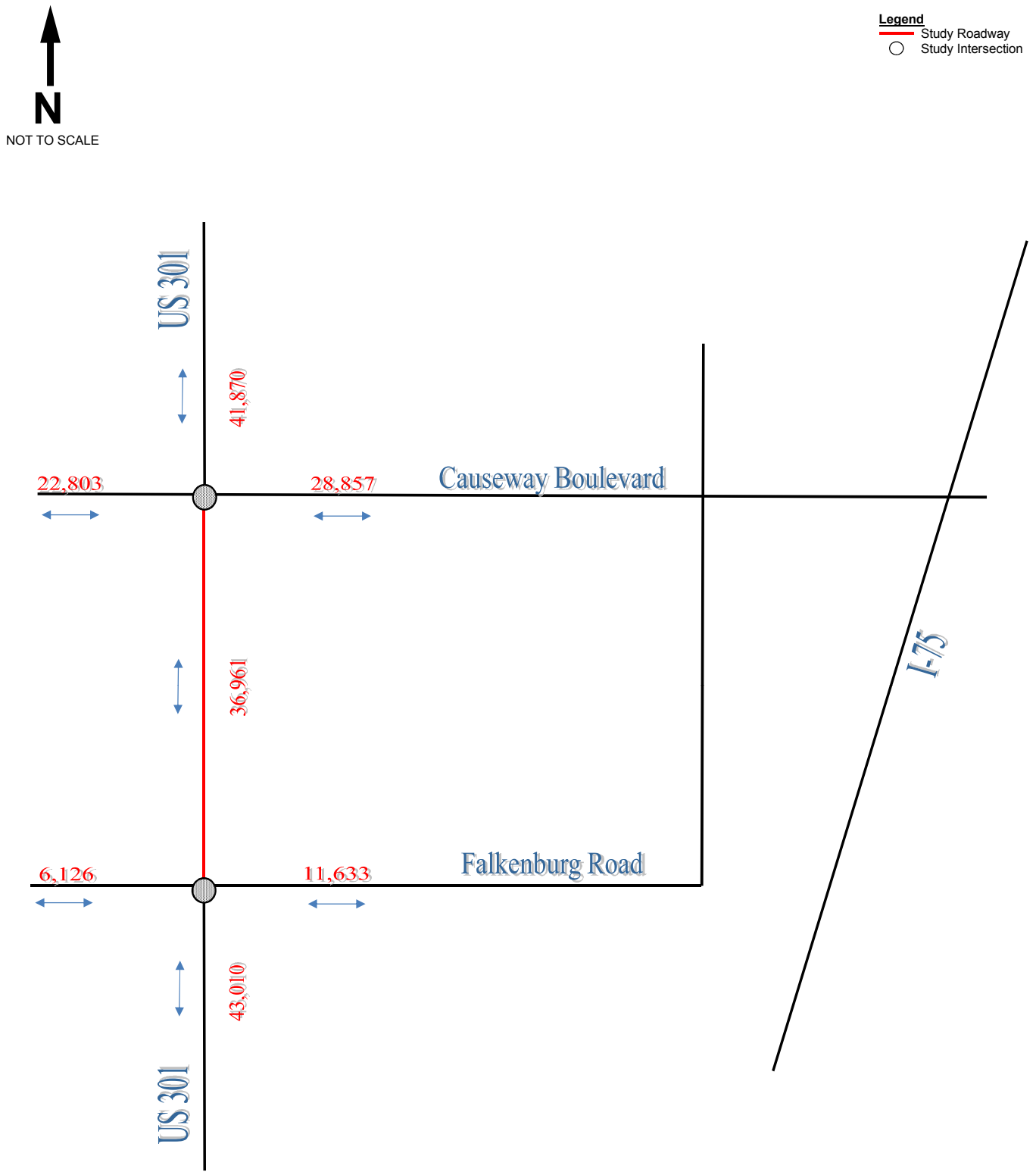


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Figure 3
Existing 2007 AADT (Two-Way Volumes at Each Intersection Leg)
U.S. 301 TTM: Falkenburg Road to Causeway Boulevard
Hillsborough County, Florida

2.4 Existing Level of Service Analyses

Existing 2007 AADT volumes, machine tube approach and departure volumes, and a.m. and p.m. peak-hour turning movement volumes were obtained on US 301 from Falkenburg Road to Causeway Boulevard. The existing timing information was obtained from Hillsborough County and is contained in *Appendix D.*

2.5 Link Level of Service

The existing link levels of service analyses were performed using the methodologies found in the *Highway Capacity Manual (HCM)* using *Synchro ™ Version 6*, for arterials. Link levels of service were determined for a.m. and p.m. design hour volumes. The existing a.m. and p.m. design hour link levels of service are shown in *Tables 3 and 4*. The intersection volume worksheets are included in *Appendix E.* Existing link levels of service Synchro analysis worksheets are provided in the *Appendix F.*

Table 3 2007 A.M. Design Hour Existing Link Level of Service

	U.S. 301 Cross Street	Signal Delay (s)	Travel Time (s)	Arterial Speed (mph)	Arterial LOS
Northbound	Falkenburg Road	53.6	80.6	12.1	F
	Causeway Boulevard	47.2	85.9	22.5	D
	Total	**100.8**	**166.5**	**17.5**	**E**
Southbound	Causeway Boulevard	56.1	96.6	19.3	E
	Falkenburg Road	29.4	68.1	28.4	C
	Total	**85.5**	**164.7**	**23.1**	**D**

Table 4 2007 P.M. Design Hour Existing Link Level of Service

	U.S. 301 Cross Street	Signal Delay (s)	Travel Time (s)	Arterial Speed (mph)	Arterial LOS
Northbound	Falkenburg Road	26.0	51.0	17.6	E
	Causeway Boulevard	50.0	88.7	21.8	D
	Total	**76.0**	**139.7**	**20.3**	**E**
Southbound	Causeway Boulevard	90.5	131.3	14.4	F
	Falkenburg Road	53.9	92.6	20.9	E
	Total	**144.4**	**223.9**	**17.1**	**E**

2.6 Intersection Levels of Service

Existing 2007 a.m. and p.m. design hour traffic volumes were determined by applying the traffic factors (K_{30}, D_{30}) to the AADT volumes for the approaches of US 301, Falkenburg Road, and Causeway Boulevard in conjunction with the turning percentages obtained from the a.m. and p.m. peak-hour turning movement counts. Existing a.m. and p.m. design hour volumes at the study locations are shown in *Figures 4 and 5,* respectively.

The intersection analyses for 2007 existing a.m. and p.m. design hour conditions were completed using the signalized intersection methodologies found in the *Highway Capacity Manual (HCM)* using *Synchro* ^{TM} *Version 6*. The lane geometry used in the existing analysis is shown in *Figure* 6. The existing signal timings were obtained from Hillsborough County staff for the existing conditions analysis and are provided in *Appendix D*. Recently completed intersection improvements at the intersection of U.S. 301 & Falkenburg Road (additional northbound and eastbound left-turn lanes, for a total of two each) have been included in the existing intersection analysis. The existing a.m. and p.m. design hour intersection analyses are summarized in *Tables 5 and 6,* respectively. Existing 2007 intersection and link levels of service are shown in *Figures 7 and 8.* Existing 2007 Synchro intersection analyses worksheets are provided in the *Appendix F.*

Table 5 2007 Existing A.M. Design Hour Intersection Conditions

Intersection	Intersection Delay	Intersection LOS	Approach			
			NB	SB	EB	WB
US 301 & Falkenburg Road	47.3	D	D	C	E	E
US 301 & Causeway Boulevard	80.8	F	D	F	D	F

Table 6 2007 Existing P.M. Design Hour Intersection Conditions

Intersection	Intersection Delay	Intersection LOS	Approach			
			NB	SB	EB	WB
US 301 & Falkenburg Road	50.8	D	C	D	E	F
US 301 & Causeway Boulevard	108.3	F	F	F	F	F

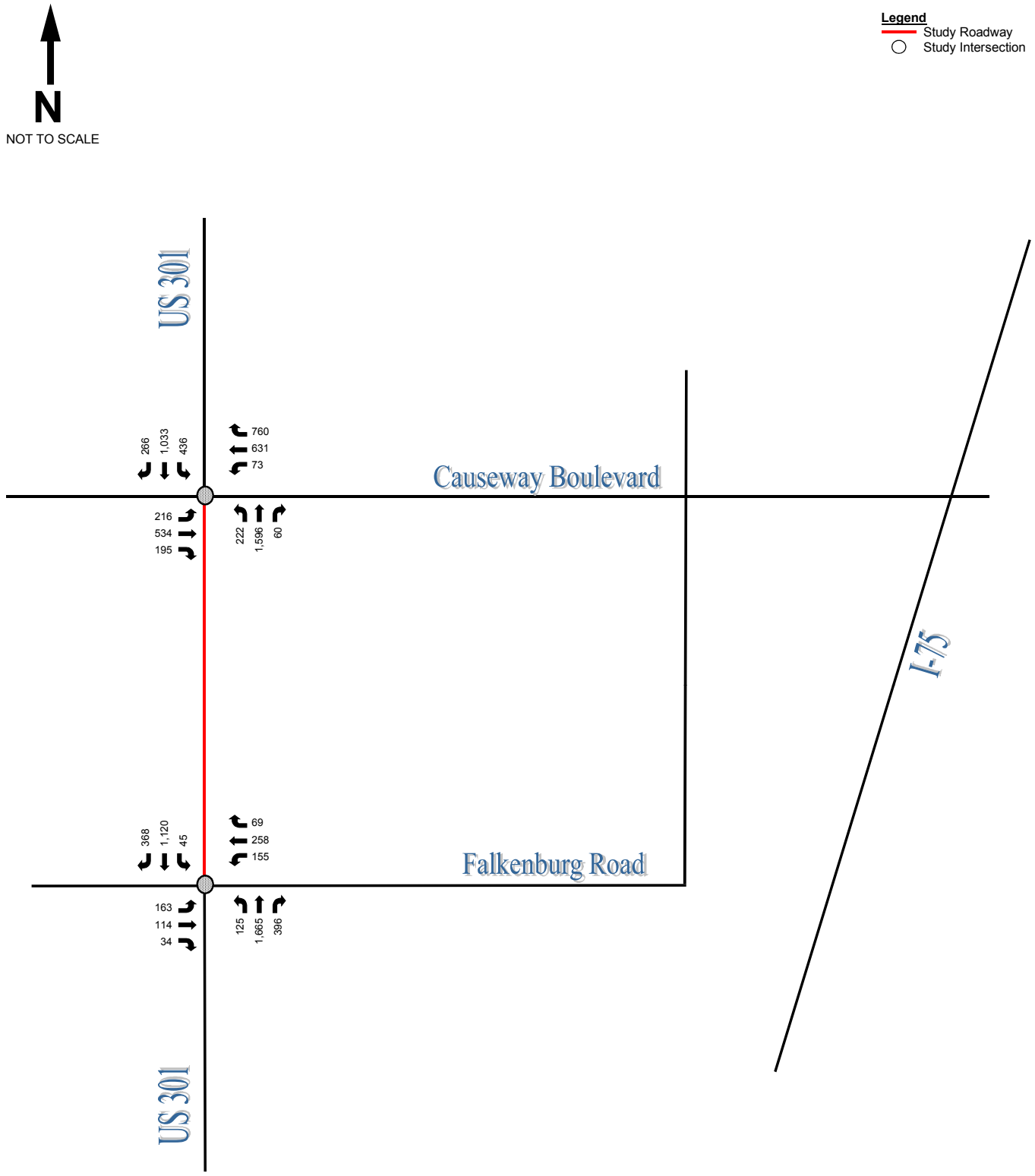


Figure 4
Existing 2007 A.M. Design Hour Intersection Turning Movement Volumes
U.S. 301 TTM: Falkenburg Road to Causeway Boulevard
Hillsborough County, Florida

Kimley-Horn and Associates, Inc.

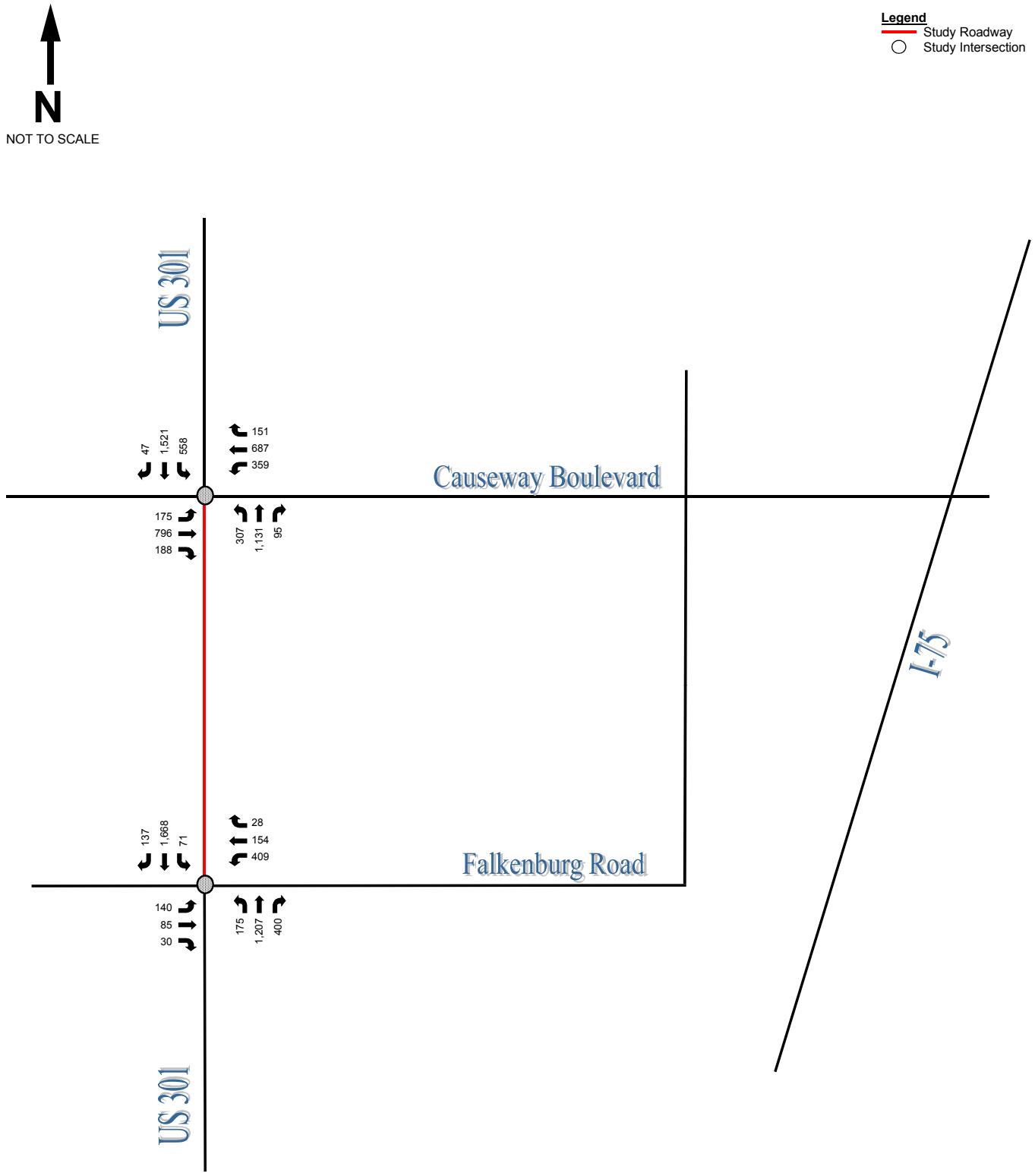
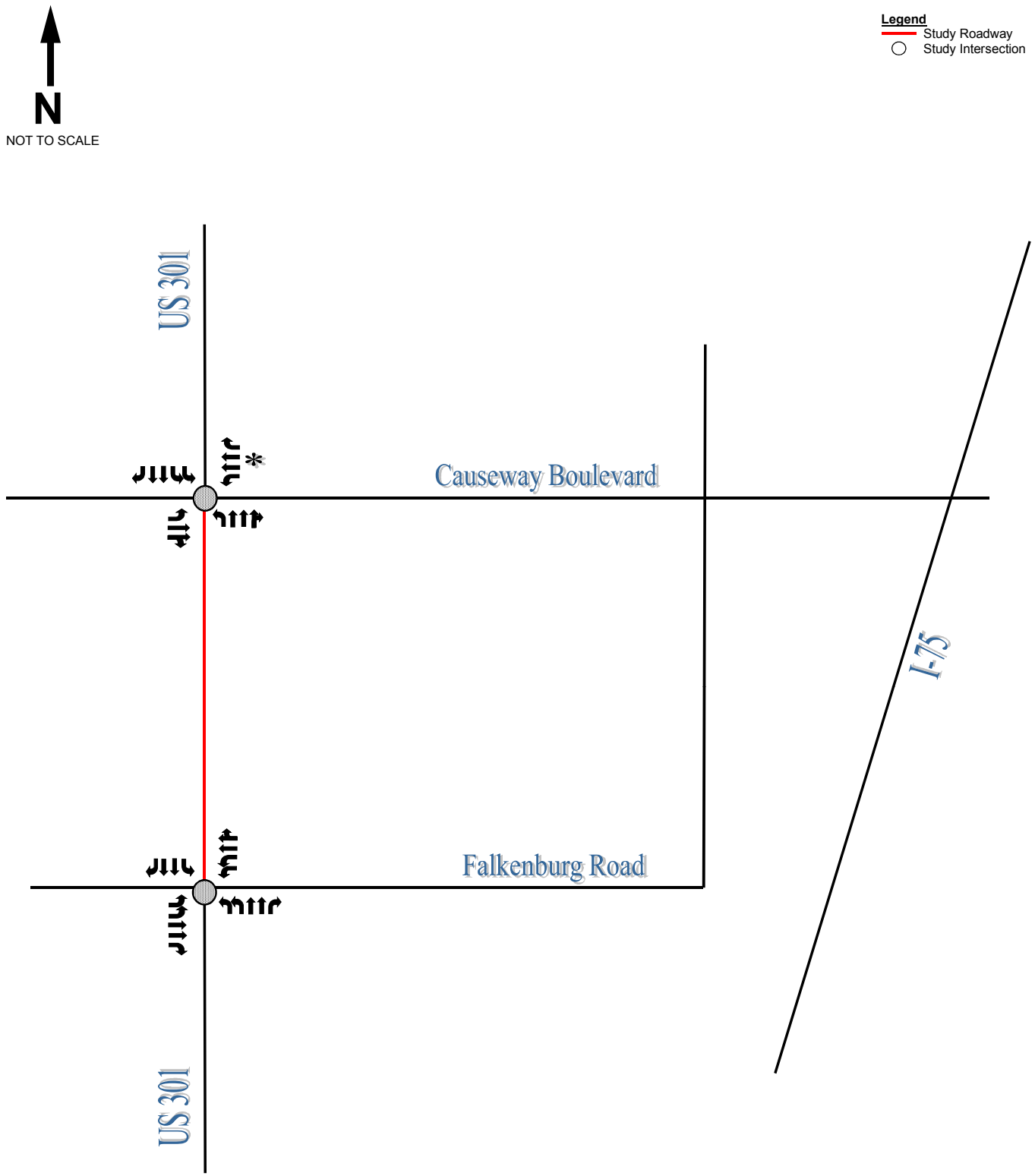


Figure 5
Existing 2007 P.M. Design Hour Intersection Turning Movement Volumes
U.S. 301 TTM: Falkenburg Road to Causeway Boulevard
Hillsborough County, Florida

Kimley-Horn and Associates, Inc.



*Westbound through lane drops ~500 feet west of U.S. 301

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Figure 6
Existing 2007 Intersection Geometry
U.S. 301 TTM: Falkenburg Road to Causeway Boulevard
Hillsborough County, Florida

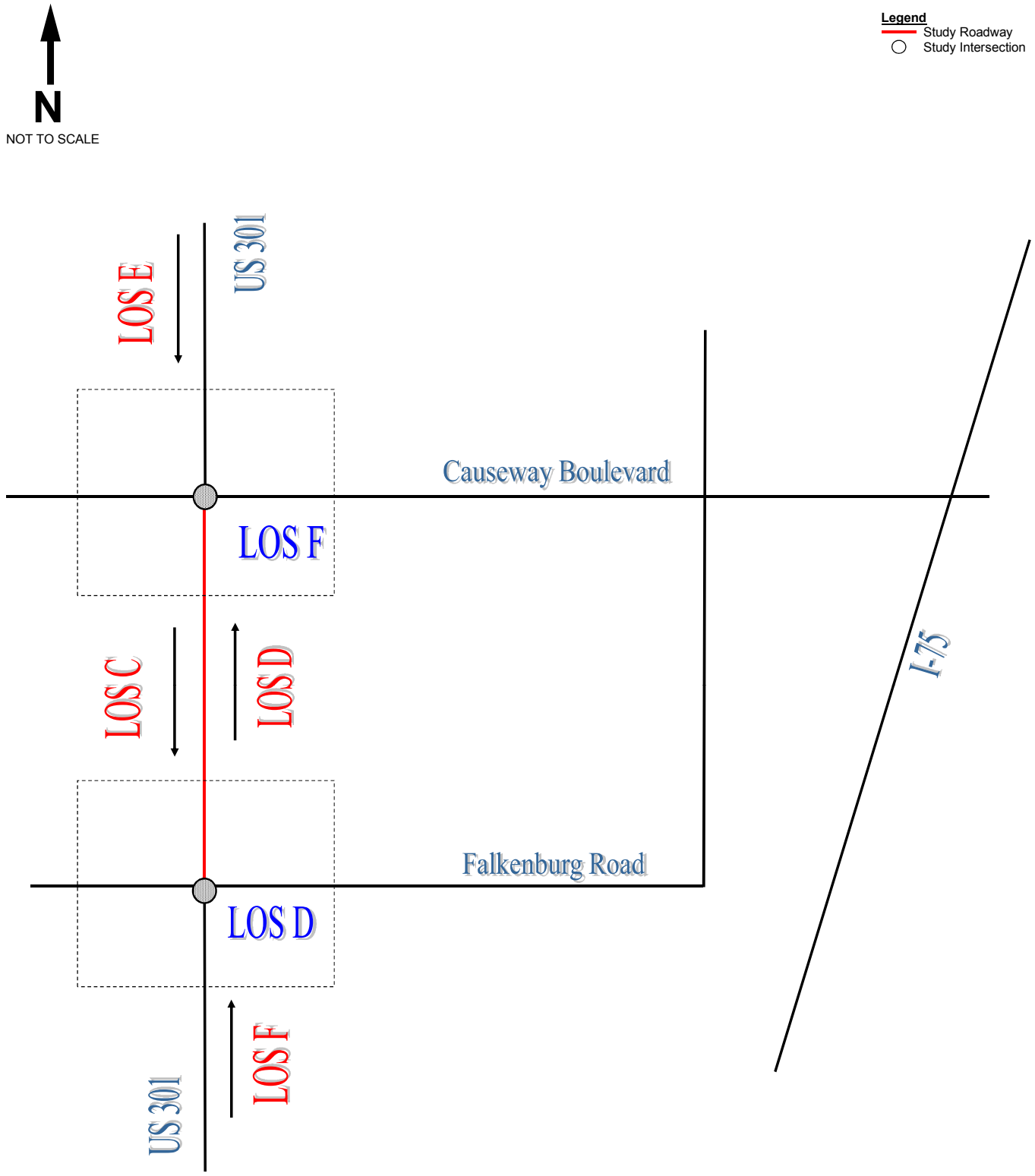

Figure 7
Existing 2007 A.M. Design Hour
Intersection Level of Service & Link Level of Service
U.S. 301 TTM: Falkenburg Road to Causeway Boulevard
Hillsborough County, Florida

Kimley-Horn and Associates, Inc.

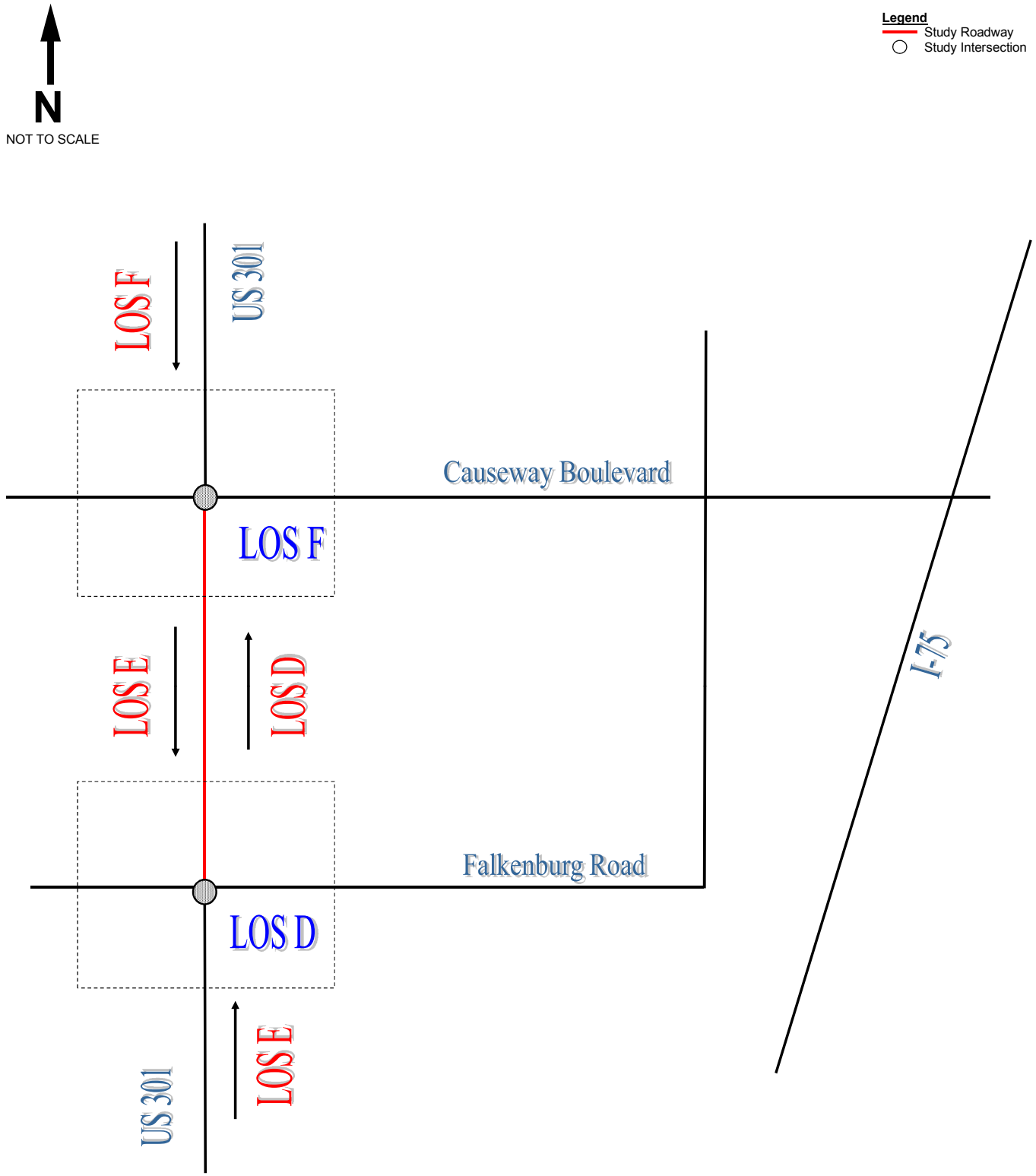

Figure 8
Existing 2007 P.M. Design Hour
Intersection Level of Service & Link Level of Service
U.S. 301 TTM: Falkenburg Road to Causeway Boulevard
Hillsborough County, Florida

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3.0 FUTURE CONDITIONS ANALYSES

The purpose of this section is to summarize the future travel demands and operational conditions on the subject corridor. Future condition analyses were conducted for the full-build alternative under year 2030 design year traffic volumes.

Year 2030 traffic forecasts were developed using methodologies described in the FDOT traffic forecasting handbook. The growth rates were calculated using the Tampa Bay Regional Planning Model (TBRPM) for 2008 and 2025 and applied to the year 2007 AADT volumes to determine the 2030 AADT volumes. This approach was used because the originally developed 2030 AADT volumes, based upon the 2025 model volumes, did not properly reflect growth along the corridor. When compared to the 2007 existing volumes, the 2030 model volumes were similar to, or less than, the 2007 existing volumes. Based upon 2008 and 2025 traffic models, a growth rate of 2.67 percent was applied to the existing 2007 AADT traffic volumes in order to obtain future 2030 volumes. The year 2030 future AADT volumes are shown, by approach, in *Figure* 9. The existing turning percentages from the turning movement counts were applied to the directional design hour volumes, developed by multiplying the year 2030 AADT volumes by the K_{30} and D_{30} traffic factors. Intersection analysis worksheets are provided in the *Appendix E.* The 2030 volumes for the a.m. and p.m. design hour are illustrated in *Figures 10 and 11,* respectively.

Using the 2030 design hour traffic volumes, an intersection capacity analysis was conducted for the study intersections. The intersection analysis was performed using the methodologies found in the *Highway Capacity Manual (HCM)* using *Synchro* ™ *Version 6*, for signalized intersections.

3.1 2030 Existing Plus Committed (No Build) Alternative Geometry

As part of this analysis, future roadway and intersection improvements were used for the study intersections. The year 2030 future lane geometry is shown in *Figure* 12. Improvements included (FDOT Item # 255599-1) in the future conditions analysis of the intersection of US 301 & Causeway Boulevard were the following:

1. Additional southbound to eastbound left-turn lane
2. Additional eastbound to northbound left-turn lane
3. Additional eastbound to southbound right-turn lane
4. Additional northbound to westbound left-turn lane
5. Additional westbound to southbound left-turn lane
6. Additional westbound receiving lane (existing westbound through lane drops west of U.S. 301)

3.2 2030 Build Alternative Geometry

The build alternative proposes to widen US 301 between Falkenburg Road and Causeway Boulevard from four lanes to six lanes by adding lanes to the outside of the existing travel lanes. The 2030 build alternative geometry is shown in *Figure* 13.

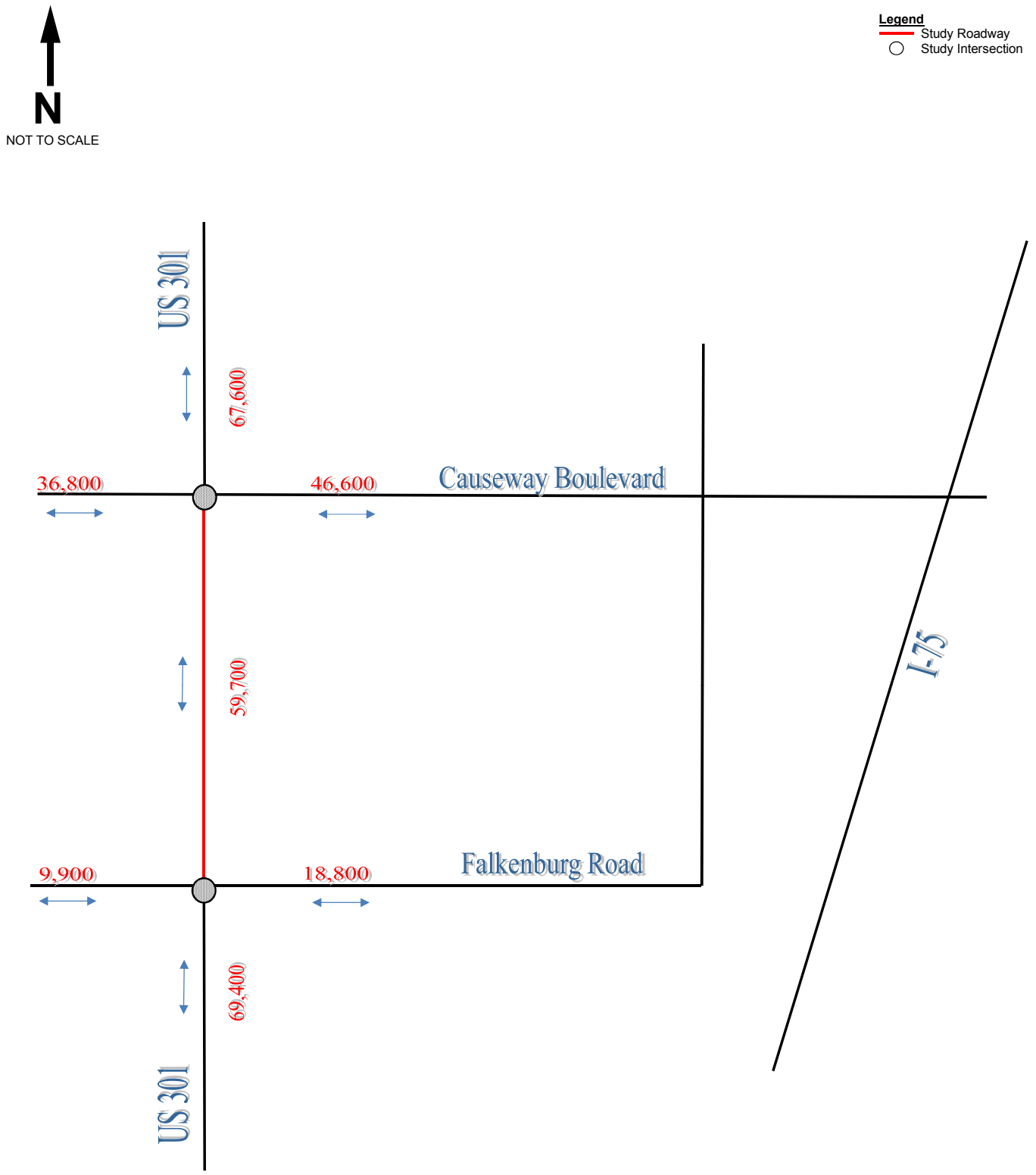

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Figure 9
Future 2030 AADT (Two-Way Volumes at Each Intersection Leg)
U.S. 301 TTM: Falkenburg Road to Causeway Boulevard
Hillsborough County, Florida

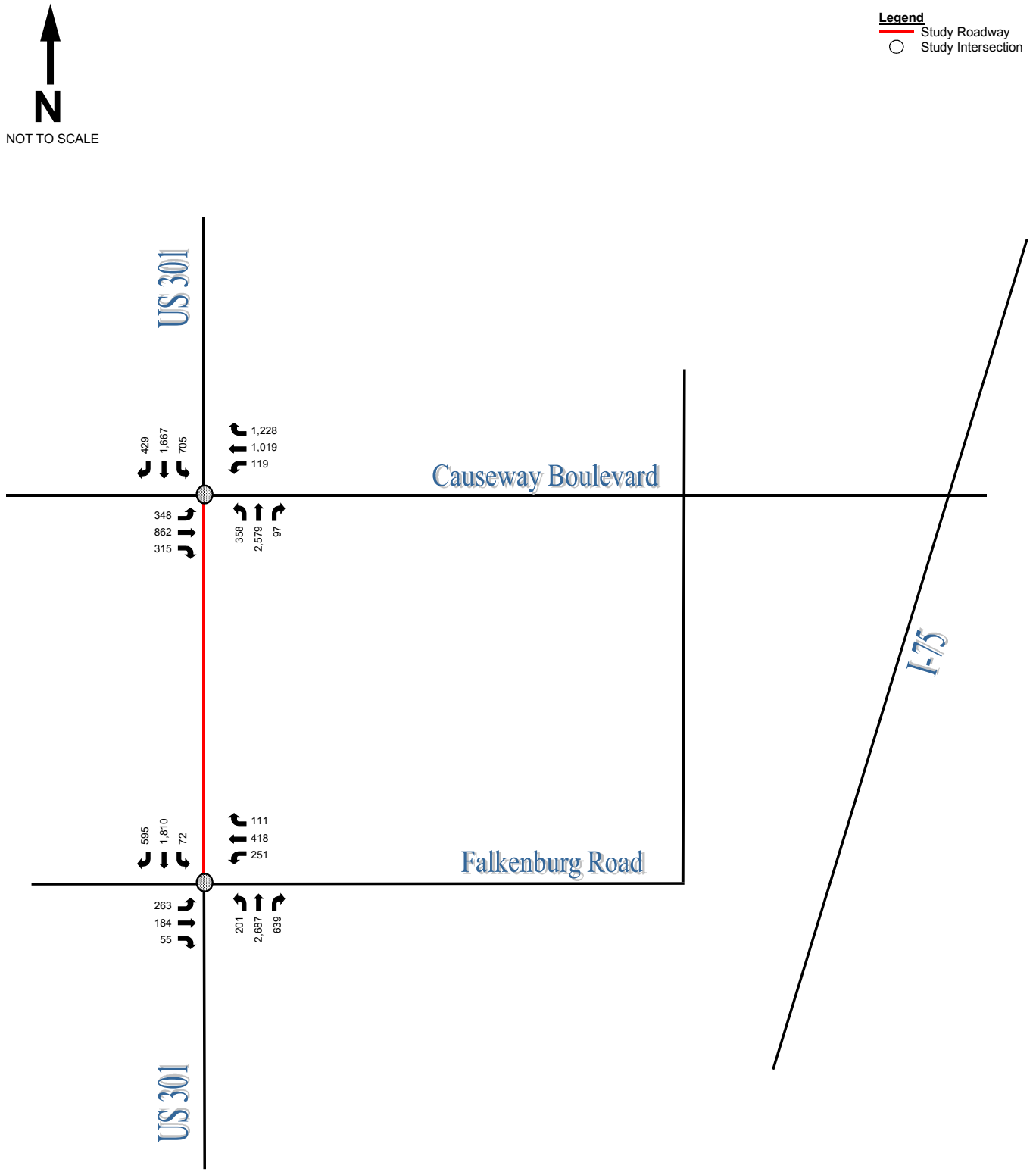

Figure 10
Future 2030 A.M. Design Hour Intersection Turning Movement Volumes
U.S. 301 TTM: Falkenburg Road to Causeway Boulevard
Hillsborough County, Florida

Kimley-Horn and Associates, Inc.

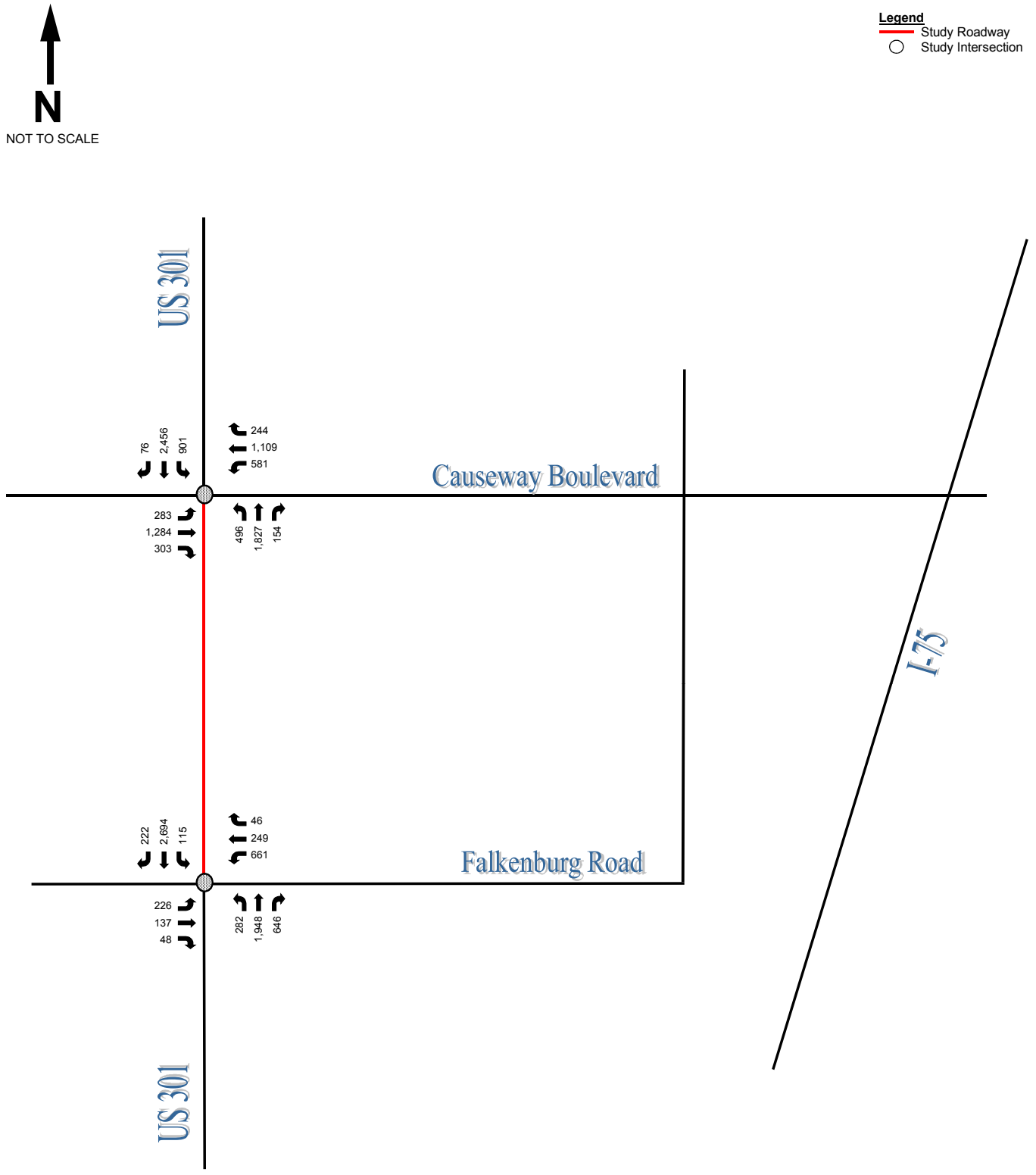

Figure 11
Future 2030 P.M. Design Hour Intersection Turning Movement Volumes
U.S. 301 TTM: Falkenburg Road to Causeway Boulevard
Hillsborough County, Florida

Kimley-Horn and Associates, Inc.

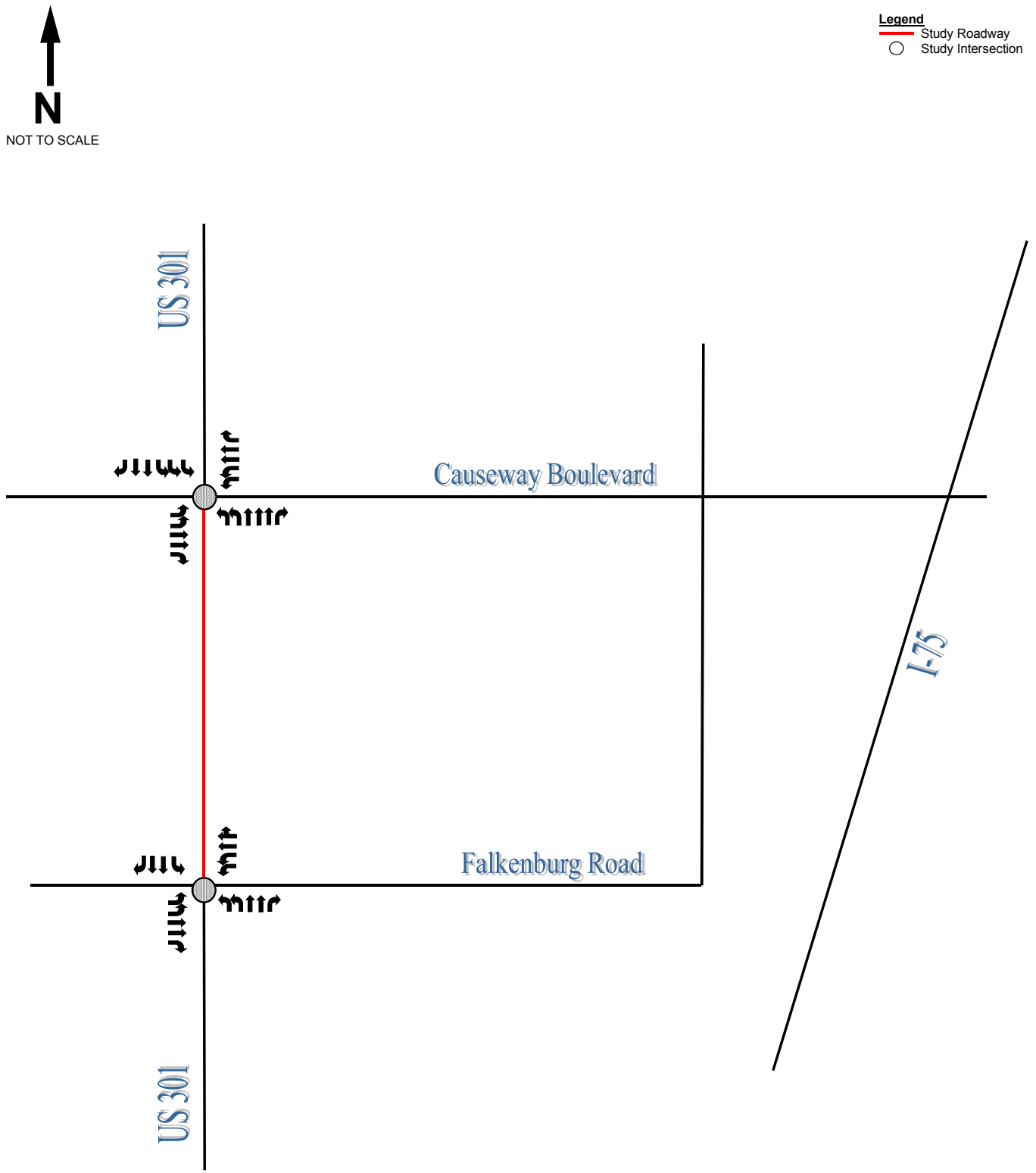

Figure 12
Future 2030 Existing plus Committed Intersection Geometry (No-Build)
U.S. 301 TTM: Falkenburg Road to Causeway Boulevard
Hillsborough County, Florida

Kimley-Horn and Associates, Inc.

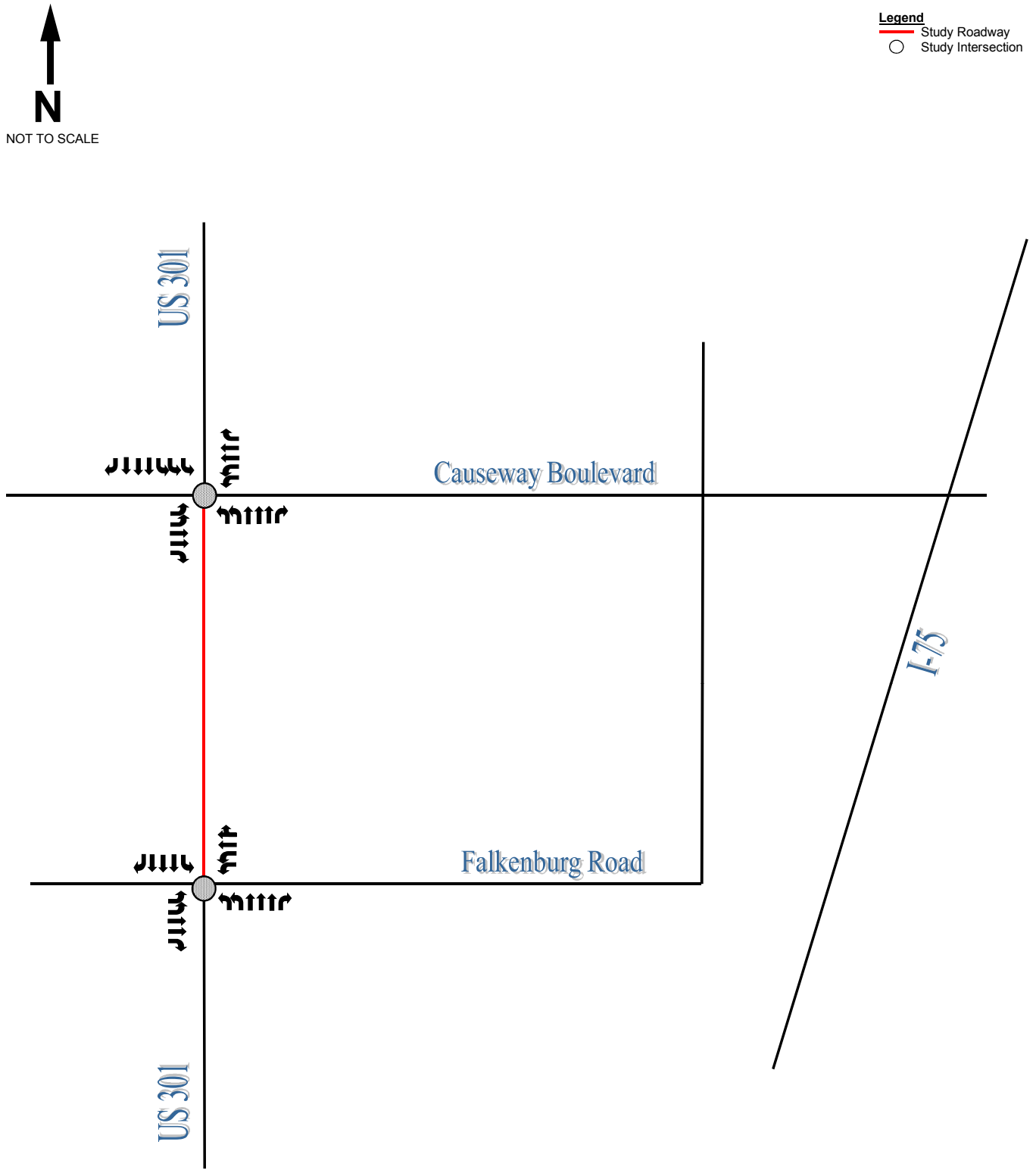

Figure 13
Future 2030 Build Intersection Geometry
U.S. 301 TTM: Falkenburg Road to Causeway Boulevard
Hillsborough County, Florida

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3.3 Future K, D, and T Factors

The projected 2030 design year traffic characteristics for the a.m. and p.m. design hours are detailed in *Table 7* and *Table 8* respectively. Area-wide K_{30} and D_{30} factors and a T_{24}-factor or truck percentage were determined based upon an average value of the K_{30}, D_{30} and T_{24} factors presented in the FDOT FTI data CD for the previous three years (2006, 2005 and 2004). The future design factors are presented below:

K_{30} – factor: 9.24%
D_{30} – factor: 55.06%
T_{24} – factor: 8.90%

Future AADT volumes and two-way a.m. and p.m. design hour directional volumes for the design year 2030 conditions are shown in *Figures 9*.

Table 7 2030 A.M. Design Hour Traffic Volume Characteristics

Roadway	From	To	AADT	A.M. Design Hour Two-way Volume	Daily Trucks	A.M. Peak Hour Directional			
						NB Volume	SB Volume	Peak - to - Daily Ratio	Directional Distribution
US 301	Falkenburg Road	Causeway Boulevard	59,700	5,516	8.90%	3,037	2,479	9.24%	55.06%

Table 8 2030 P.M. Design Hour Traffic Volume Characteristics

Roadway	From	To	AADT	P.M. Design Hour Two-way Volume	Daily Trucks	P.M. Peak Hour Directional			
						NB Volume	SB Volume	Peak - to - Daily Ratio	Directional Distribution
US 301	Falkenburg Road	Causeway Boulevard	59,700	5,516	8.90%	2,479	3,037	9.24%	55.06%

4.0 FUTURE CONDITIONS ANALYSES

The design year no-build link level of service was determined for the US 301 study roadway segment by applying the design year AADT two-way volumes to the existing roadway geometry. Based upon the results of the existing conditions roadway analysis, it is anticipated that the roadway segment of US 301 between Falkenburg Road and Causeway Boulevard will operate below the LOS D standard with the addition of the future conditions daily traffic volumes under no-build conditions. The results for a.m. and p.m. design hours are shown in *Tables 9 and 10,* respectively. These results are consistent with the analysis and are the driving force for the improvements contained in the build alternative.

Table 9 2030 A.M. Design Hour Link Levels of Service No Build Alternative

	U.S. 301 Cross Street	Signal Delay (s)	Travel Time (s)	Arterial Speed (mph)	Arterial LOS
Northbound	Falkenburg Road	252.0	279.0	3.5	F
	Causeway Boulevard	231.7	270.4	7.2	F
	Total	**483.7**	**549.4**	**5.3**	**F**
Southbound	Causeway Boulevard	282.7	323.2	5.8	F
	Falkenburg Road	50.9	89.6	21.6	D
	Total	**333.6**	**412.8**	**9.2**	**F**

Table 10 2030 P.M. Design Hour Link Levels of Service No Build Alternative

	U.S. 301 Cross Street	Signal Delay (s)	Travel Time (s)	Arterial Speed (mph)	Arterial LOS
Northbound	Falkenburg Road	75.2	100.2	9.0	F
	Causeway Boulevard	645.7	684.4	2.8	F
	Total	**720.9**	**784.6**	**3.6**	**F**
Southbound	Causeway Boulevard	405.0	445.8	4.2	F
	Falkenburg Road	252.9	291.6	6.6	F
	Total	**657.9**	**737.4**	**5.2**	**F**

4.1 No-Build Alternative Intersection Levels of Service

The intersection analyses for the design hour no-build traffic conditions were completed using the signalized intersection methodologies found in the HCM using *Synchro Version 6*. Synchro intersection analysis worksheets for the design year are provided in the *Appendix F*. Under year 2030 a.m. and p.m. design hour traffic conditions, the intersections of US 301 & Falkenburg Road and US 301 & Causeway Boulevard are both expected to operate below the accepted LOS D performance standard. Intersection analyses results for the 2030 no-build build alternative are shown in *Tables 11 and 12*. Design year intersection level of service analysis for a.m. and p.m. design hours are illustrated in *Figures 14 and 15,* respectively.

Table 11 2030 A.M. Design Hour Intersection No Build Conditions

Intersection	Intersection Delay	Intersection LOS	Approach			
			NB	SB	EB	WB
US 301 & Falkenburg Road	136.4	F	F	D	E	F
US 301 & Causeway Boulevard	306.7	F	F	F	F	F

Table 12 2030 P.M. Design Hour Intersection No Build Conditions

Intersection	Intersection Delay	Intersection LOS	Approach			
			NB	SB	EB	WB
US 301 & Falkenburg Road	158.3	F	E	F	E	F
US 301 & Causeway Boulevard	451.7	F	F	F	F	F

4.2 Build Alternative Link Level of Service

The design year link level of service analysis was performed using the methodologies found in the *Highway Capacity Manual (HCM)* using *Synchro ™ Version 6*. The results of the design year 2030 a.m. and p.m. design hour link levels of service are detailed in *Tables 13 and 14,* respectively. As indicated, the study roadway is expected to operate below LOS D in year 2030 future conditions. The year 2030 Synchro analyses worksheets are provided in *Appendix F*. The addition of the proposed third northbound and southbound through lane will improve traffic conditions over the no-build alternative.

Table 13 2030 A.M. Design Hour Link Levels of Service Build Alternative					
	U.S. 301 Cross Street	**Signal Delay (s)**	**Travel Time (s)**	**Arterial Speed (mph)**	**Arterial LOS**
Northbound	Falkenburg Road	59.4	86.6	11.3	F
	Causeway Boulevard	207.7	246.4	7.9	F
	Total	**267.1**	**333.0**	**8.8**	**F**
Southbound	Causeway Boulevard	81.6	122.1	15.3	F
	Falkenburg Road	31.3	70.0	27.7	C
	Total	**112.9**	**192.1**	**19.8**	**E**

Table 14 2030 P.M. Design Hour Link Levels of Service Build Alternative					
	U.S. 301 Cross Street	**Signal Delay (s)**	**Travel Time (s)**	**Arterial Speed (mph)**	**Arterial LOS**
Northbound	Falkenburg Road	25.9	53.4	18.5	E
	Causeway Boulevard	397.9	436.6	4.4	F
	Total	**423.8**	**490.0**	**6.0**	**F**
Southbound	Causeway Boulevard	163.6	201.5	9.4	F
	Falkenburg Road	48.0	86.7	22.3	D
	Total	**211.6**	**288.2**	**13.3**	**F**

4.3 Build Alternative Intersection Level of Service

The intersection analyses for the 2030 design hour traffic conditions were completed using the signalized intersection methodologies found in the HCM using *Synchro Version 6*. Synchro intersection analysis worksheets for the design year are provided in *Appendix F*.

Under year 2030 a.m. and p.m. design hour traffic conditions, the intersections of US 301 & Falkenburg Road and US 301 & Causeway Boulevard are both expected to operate below the accepted LOS D performance standard. Intersection analyses results for the 2030 build alternative are shown in *Tables 15 and 16.* Design year intersection level of service analysis for a.m. and p.m. design hours are illustrated in *Figures 14 and 15,* respectively.

Table 15 2030 A.M. Design Hour (Build Alternative) Intersection Conditions

Intersection	Intersection Delay (sec)	Intersection LOS	Approach LOS			
			NB	SB	EB	WB
US 301 & Falkenburg Road	58.9	E	D	D	E	F
US 301 & Causeway Boulevard	203.8	F	F	F	E	F

Table 16 2030 P.M. Design Hour (Build Alternative) Intersection Conditions

Intersection	Intersection Delay (sec)	Intersection LOS	Approach LOS			
			NB	SB	EB	WB
US 301 & Falkenburg Road	68.4	E	C	D	E	F
US 301 & Causeway Boulevard	223.2	F	F	F	F	F

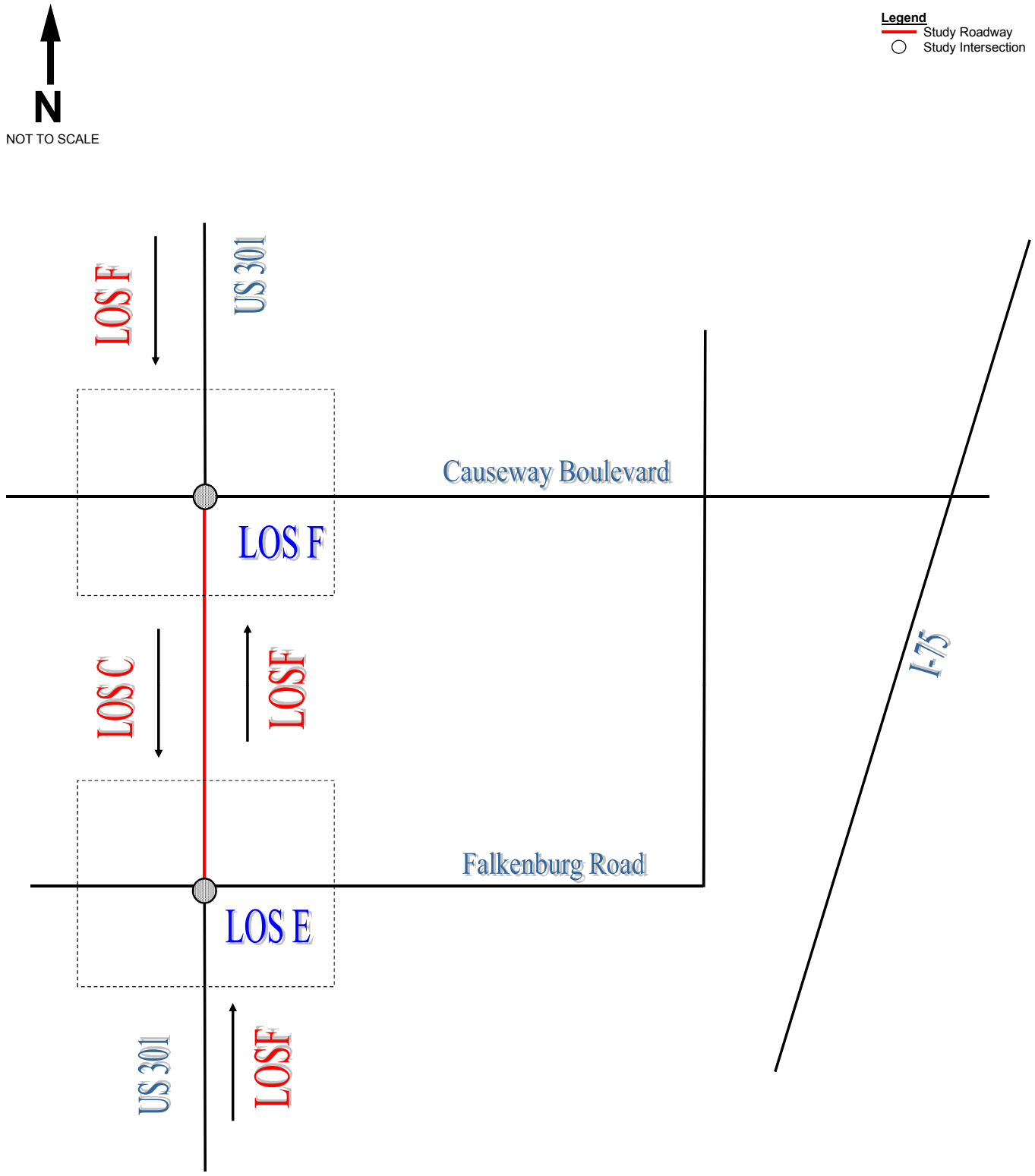

Figure 14
Future 2030 A.M. Design Hour Build Alternative
Intersection Level of Service & Link Level of Service
U.S. 301 TTM: Falkenburg Road to Causeway Boulevard
Hillsborough County, Florida

Kimley-Horn and Associates, Inc.

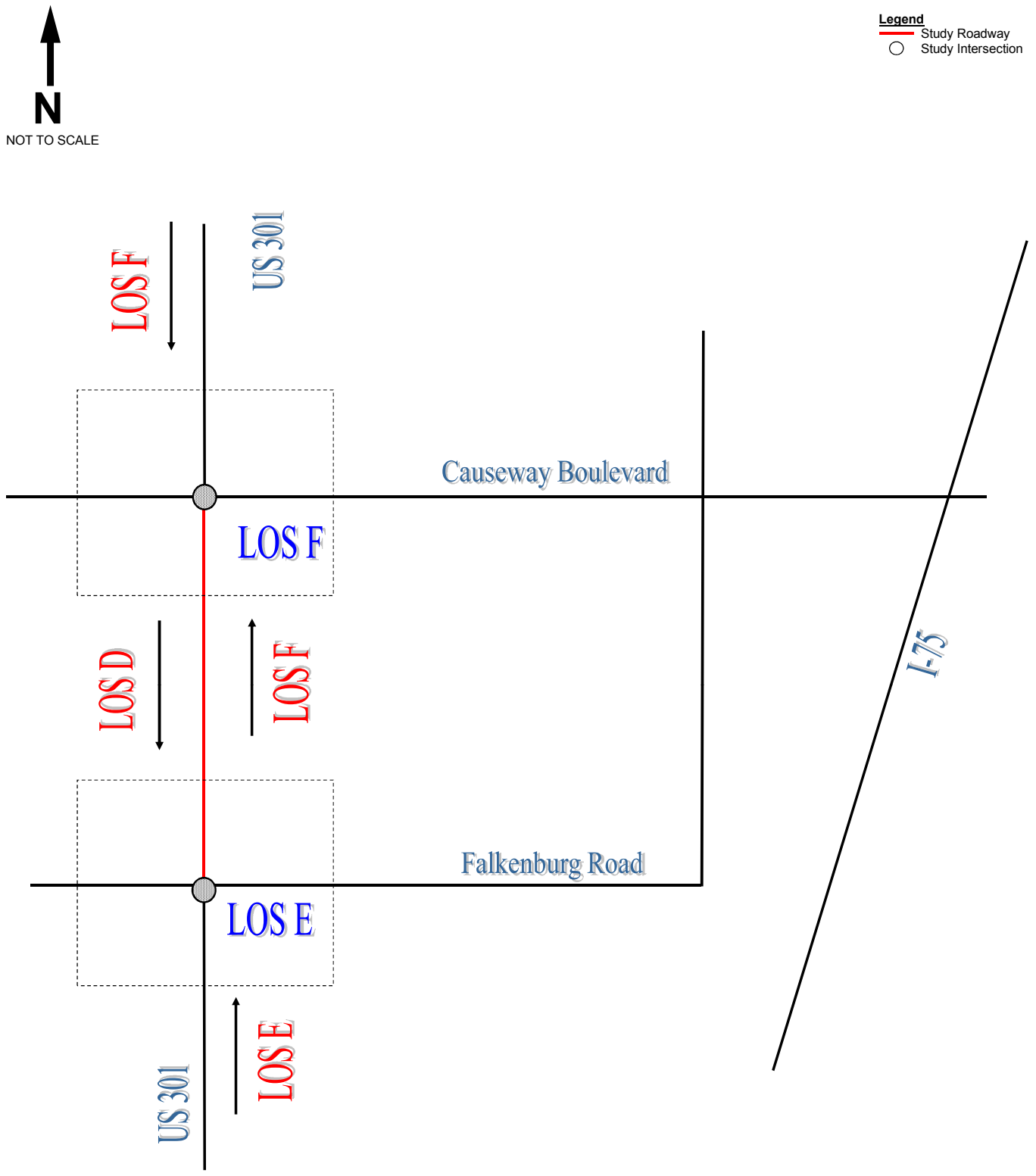

Figure 15
Future 2030 P.M. Design Hour Build Alternative
Intersection Level of Service & Link Level of Service
U.S. 301 TTM: Falkenburg Road to Causeway Boulevard
Hillsborough County, Florida

Kimley-Horn and Associates, Inc.

4.4 Recommended Design Hour Intersection Improvements

The intersection analysis for the 2030 design hours resulted in overall intersection LOS below the LOS D standard. Based upon the results of the intersection analysis the improvements listed below, by intersection, are required for the intersections to operate at the accepted LOS D standard during the 2030 design hour. The revised a.m. and p.m. design hour levels of service are contained in *Tables 17 and 18,* respectively and are contained in *Appendix F.* The year 2030 traffic mandated intersection geometry is shown in *Figure 16.*

US 301 & Falkenburg Road:

1. One additional northbound and southbound through lane (for a total of eight on US 301)

US 301 & Causeway Boulevard:

1. One additional eastbound to northbound left-turn lane (for a total of three)
2. One additional eastbound to southbound right-turn lane (for a total of two)
3. One additional westbound to southbound left-turn lane (for a total of three)
4. Two additional westbound to northbound right-turn lane (for a total of three)
5. One additional northbound to westbound left-turn lane (for a total of three)
6. One additional northbound and southbound through lane (for a total of four on US 301)
7. Two additional eastbound and westbound through lanes (for a total of four on Causeway Boulevard)

It is anticipated that the signal timings at both intersections will be required to be adjusted in the future to accommodate changes in the traffic patterns and in the intersection geometries. In addition, the right-turn phasing was changed to provide protected plus overlap phasing to the eastbound and westbound dual right-turn lanes and overlap phasing to the northbound and southbound right-turn lanes. The existing 140 second cycle length was assumed to remain in place in the future analysis.

Table 17 2030 A.M. Design Hour Intersection Conditions with Traffic Mandated Improvements

Intersection	Intersection Delay (sec)	Intersection LOS	Approach LOS			
			NB	SB	EB	WB
US 301 & Falkenburg Road	33.4	C	C	B	E	E
US 301 & Causeway Boulevard	44.1	D	C	D	D	E

Table 18 2030 P.M. Design Hour Intersection Conditions with Traffic Mandated Improvements

Intersection	Intersection Delay (sec)	Intersection LOS	Approach LOS			
			NB	SB	EB	WB
US 301 & Falkenburg Road	40.7	D	D	C	E	E
US 301 & Causeway Boulevard	53.6	D	C	E	E	E

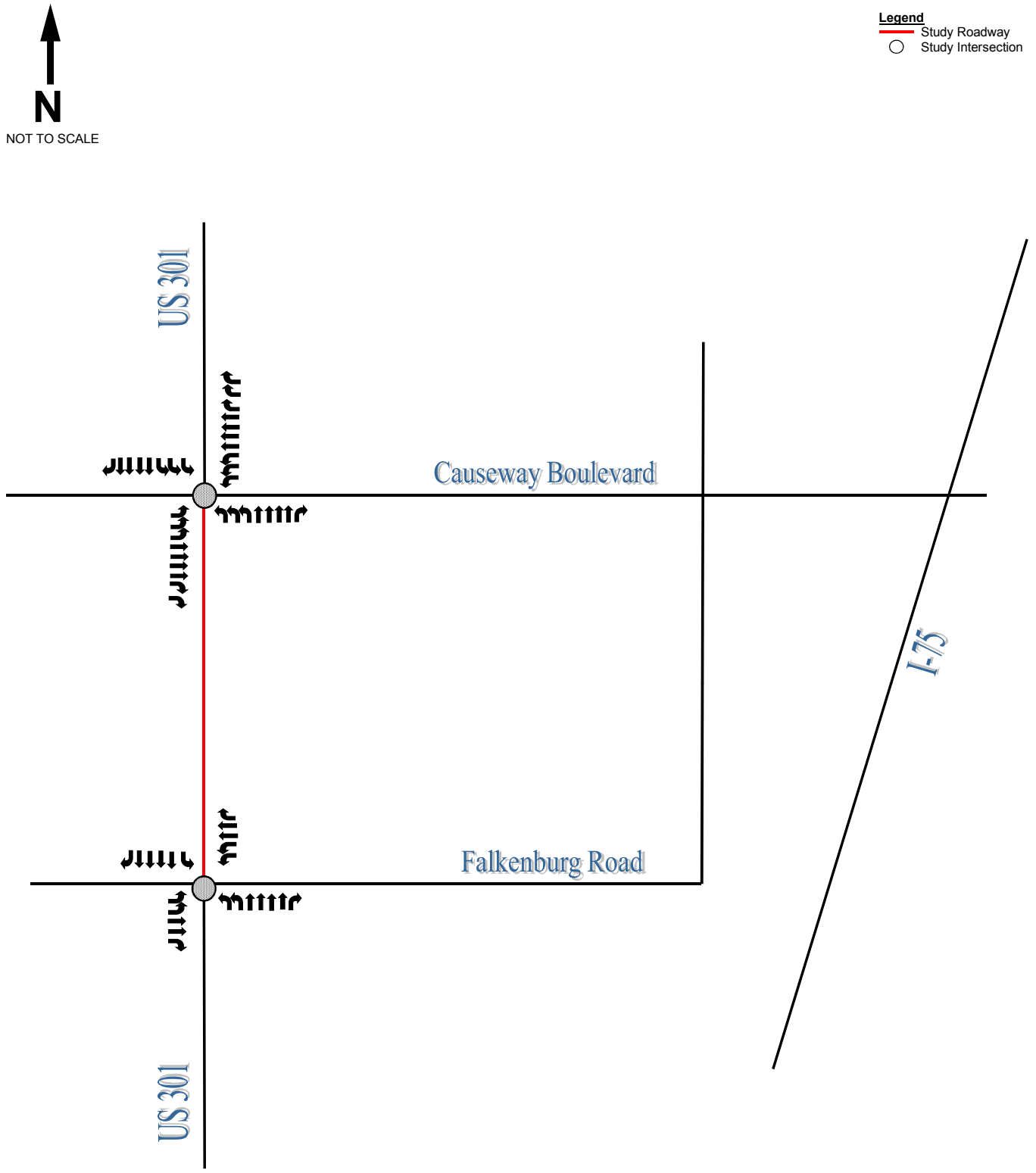

Figure 16
Future 2030 Traffic MandatedIntersection Geometry
U.S. 301 TTM: Falkenburg Road to Causeway Boulevard
Hillsborough County, Florida

Kimley-Horn and Associates, Inc.

4.5 Turn Lane Length Analysis

In addition to the intersection LOS analysis, turn lane length analyses were performed for the signalized study area intersections utilizing the red time formula. The required total turn lane lengths for the year 2030 Design Hour volumes and the improvements listed in Section 4.1.4 are shown in *Table 19* and detailed in *Appendix G.*

Table 19 Turn Lane Calculations for 2030 Conditions

Location	# of Turn Lanes	Design-Hour Volume	Storage Length (feet)	Deceleration Distance (feet)	Total Length (feet)
US 301 & Falkenburg Road					
Eastbound left-turn	2	263	250	290	540
Eastbound right-turn	1	55	125	290	415
Westbound left-turn	2	661	550	290	840
Northbound left-turn	2	282	275	350	625/750*
Northbound right-turn	1	646	775	350	1,125
Southbound left-turn	1	115	225	350	575
Southbound right-turn	1	595	675	350	1,025
US 301 & Causeway Boulevard					
Eastbound left-turn	3	348	225	290	515
Eastbound right-turn	2	315	200	290	490
Westbound left-turn	3	581	375	290	665
Westbound right-turn	3	1,228	575	290	865
Northbound left-turn	3	496	325	350	675/850*
Northbound right-turn	1	154	175	350	525 /850*
Southbound left-turn	3	901	525	350	875
Southbound right-turn	1	429	475	350	825

*Length required due to through movement queue lengths.

In addition to the turn length analysis, a review of the through movement queue lengths was completed to determine if any of the through movements at the intersections are anticipated to block (starve) the proposed turn lanes. The results indicated that the northbound left-turn lane at the US 301 & Falkenburg Road intersection would need to be lengthened to avoid being blocked by the through movement queue lengths. It is anticipated that a total turn lane length of 750 feet would be required for the northbound left-turn lane. Also, the northbound left and right-turn lanes at the intersection of US 301 & Causeway Boulevard need to be approximately 850 feet in length to avoid being blocked by the northbound through movement.

The length of the segment of US 301 between Falkenburg Road and Crescent Park Drive, the next roadway to the south, is approximately 1,350 feet. The total turn lane length for the northbound right-turn lane at the intersection of US 301 & Falkenburg is anticipated to be 1,125 feet in total length, therefore it is anticipated that the full length of the turn lane will be accommodated between the two study intersections on US 301.

4.6 Safety Analysis

Crash data was obtained from the FDOT's Crash Analysis Reporting Program (CAR) for 2001 through 2005. Crash data for the proposed project along US 301 was reported between mileposts 20.100 and 20.700. Raw crash data provided by FDOT can be found in the *Appendix H.*

The crash data collected along U.S. 301 can be summarized statistically based on the number of crashes, the frequency of crashes, the crash rate, the critical crash rate, and the safety ratio. Crash statistics for the roadway segment of US 301 between Falkenburg Road and Causeway Boulevard are summarized below:

- Length *(miles)* = 0.52
- Number of crashes = 294
- Frequency *(per year)* = 59
- Crash Rate *(per million vehicle miles)* = 8.38
- Critical Crash Rate *(millions of vehicle miles)* = 9.14
- Safety Ratio = 0.92

In addition the crash data can be summarized by the type of crashes, fatalities, number of injuries, weather conditions, and location of crashes. From 2001 through 2005, 294 crashes were reported, and of those 294 crashes, 139 crashes resulted in 244 injuries and 0 fatalities; all other crashes were described as property damage as shown in *Table 20.*

Table 20 Types of Crashes								
Year	Fatal		Non Fatal		Property Damage	Totals		
	Crashes	**Fatalities**	**Crashes**	**Injuries**	Crashes	Crashes	Fatalities	Injuries
2001	0	0	24	51	22	46	0	51
2002	0	0	21	36	26	47	0	36
2003	0	0	29	56	24	53	0	56
2004	0	0	27	42	33	60	0	42
2005	0	0	38	59	50	88	0	59
Total	0	0	139	244	155	294	0	244

The 294 crashes reported consisted of 139 (47 percent) rear-end collisions, 72 (24 percent) angle crashes, 28 (9 percent) crashes involving a left turn, 19 (6 percent) sideswipes, and the remaining 14 percent were described as other crashes. Forty-five percent of the vehicles involved in crashes were moving straight ahead and 30 percent were moving slowly, stopped, or stalled. *Table 21* summarizes the causes of crashes per harmful event.

Table 21 Crashes Per Harmful Event		
Category/Description	**Number**	**Percent**
Collision with moving vehicle in transit, rear-end	139	47.3
Collision with moving vehicle in transit, angle	72	24.5
Collision with moving vehicle in transit, left-turn	28	9.52
Collision with moving vehicle in transit, sideswipe	19	6.46
Collision with moving vehicle in transit, head-on	8	2.72
All other (explain)	8	2.72
Collision with moving vehicle in transit, right-turn	5	1.70
Collision with moving vehicle on roadway	3	1.02
Moving vehicle hit utility pole/light pole	3	1.02
Collision with moveable object on road	2	0.68
Overturned	2	0.68
Collision with moving vehicle in transit, backed into	1	0.34
Collision with pedestrian	1	0.34
Collision with moped	1	0.34
Moving vehicle hit sign/sign post	1	0.34
Tractor/trailer jackknifed	1	0.34
Total	**294**	**100**

5.0 ACCESS MANAGEMENT

Currently the study area segment of US 301 between Falkenburg Road and Causeway Boulevard has an access management classification of five (5). Wes Kearney Way is currently the only unsignalized median opening located between Causeway Boulevard and Falkenburg Road. This opening is located approximately 1,375 feet north of the intersection of U.S. 301 & Falkenburg Road and approximately 1,300 feet south of the intersection of U.S. 301 & Causeway Boulevard. This median opening does not meet the recommended median opening spacing, for a Class 5 roadway (minimum full median spacing 2,640 feet) however, it was previously granted a median opening waiver for a separate project by the Florida Department of Transportation.

6.0 CONCLUSIONS AND RECOMMENDATIONS

The forecasted traffic volumes and analysis results reported in this study are based upon an examination of the build alternative and a build alternative with traffic mandated geometric improvements. This report serves as an evaluation of the traffic impacts related to the proposed US 301 roadway improvements.

Existing conditions analysis show that both the intersections of US 301 & Falkenburg Road and US 301 & Causeway Boulevard currently operate at unacceptable levels of service (LOS). Under 2007 existing conditions, the northbound and southbound directions of US 301 between Falkenburg Road and Causeway Boulevard operate at unacceptable levels of service during the a.m. and p.m. design hour.

Future design year 2030 results indicate that the study roadway and intersections will operate at an unacceptable LOS under build and no-build conditions. However, the addition of the proposed third northbound and southbound through lane will improve traffic conditions over the no-build alternative.

The year 2030 future at grade traffic mandated intersection geometry are listed by intersection below. With the addition of the following improvements the study area intersections are anticipated to operate at acceptable LOS during the 2030 scenario, as detailed in this report. However, at some point in the future, a grade separation or a parallel corridor should be analyzed.

US 301 & Falkenburg Road:

1. One additional northbound and southbound through lane (for a total of eight on US 301)

US 301 & Causeway Boulevard:

1. One additional eastbound to northbound left-turn lane (for a total of three)
2. One additional eastbound to southbound right-turn lane (for a total of two)
3. One additional westbound to southbound left-turn lane (for a total of three)
4. Two additional westbound to northbound right-turn lane (for a total of three)
5. One additional northbound to westbound left-turn lane (for a total of three)
6. One additional northbound and southbound through lane (for a total of four on US 301)
7. Two additional eastbound and westbound through lanes (for a total of four on Causeway Boulevard)

Appendix A
Turning Movement Volumes

Kimley-Horn and Associates, Inc.
10117 Princess Palm Avenue, Suite 300
Tampa, Florida 33610

Intersection: U.S. 301 & Falkenburg Road
Count Year: 2008
Counted By: Kimley-Horn
City/County: Riverview / Hillsborough

File Name : US 301 & Falkenburg Rd
Site Code : 00000000
Start Date : 3/18/2008
Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles - U-Turns

	Falkenburg Road Eastbound					Falkenburg Road Westbound					U.S. 301 Northbound					U.S. 301 Southbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	66	29	4	8	107	30	55	7	3	95	14	263	27	15	319	7	128	35	0	170	691
07:15 AM	95	55	2	13	165	43	82	13	3	141	25	277	35	24	361	3	132	34	5	174	841
07:30 AM	110	64	7	18	199	32	53	9	2	96	25	323	48	16	412	7	178	44	14	243	950
07:45 AM	101	86	6	15	208	36	67	9	2	114	23	292	59	26	400	9	144	45	23	221	943
Total	372	234	19	54	679	141	257	38	10	446	87	1155	169	81	1492	26	582	158	42	808	3425
08:00 AM	74	61	4	15	154	33	38	15	11	97	15	281	54	18	368	7	191	38	9	245	864
08:15 AM	53	39	8	21	121	38	24	7	6	75	20	244	61	25	350	13	158	25	5	201	747
08:30 AM	50	33	1	8	92	26	33	4	1	64	22	236	41	14	313	10	154	15	5	184	653
08:45 AM	44	39	4	12	99	27	30	4	8	69	9	247	46	16	318	13	152	32	3	200	686
Total	221	172	17	56	466	124	125	30	26	305	66	1008	202	73	1349	43	655	110	22	830	2950
Grand Total	593	406	36	110	1145	265	382	68	36	751	153	2163	371	154	2841	69	1237	268	64	1638	6375
Apprch %	51.8	35.5	3.1	9.6		35.3	50.9	9.1	4.8		5.4	76.1	13.1	5.4		4.2	75.5	16.4	3.9		
Total %	9.3	6.4	0.6	1.7	18.0	4.2	6.0	1.1	0.6	11.8	2.4	33.9	5.8	2.4	44.6	1.1	19.4	4.2	1.0	25.7	

	Falkenburg Road Eastbound					Falkenburg Road Westbound					U.S. 301 Northbound					U.S. 301 Southbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection	07:15 AM																				
Volume	380	266	19	61	726	144	240	46	18	448	88	1173	196	84	1541	26	645	161	51	883	3598
Percent	52.3	36.6	2.6	8.4		32.1	53.6	10.3	4.0		5.7	76.1	12.7	5.5		2.9	73.0	18.2	5.8		
07:30 Volume	110	64	7	18	199	32	53	9	2	96	25	323	48	16	412	7	178	44	14	243	950
Peak Factor																					0.947
High Int.	07:45 AM					07:15 AM					07:30 AM					08:00 AM					
Volume	101	86	6	15	208	43	82	13	3	141	25	323	48	16	412	7	191	38	9	245	
Peak Factor					0.873					0.794					0.935					0.901	

Kimley-Horn and Associates, Inc.
10117 Princess Palm Avenue, Suite 300
Tampa, Florida 33610

Intersection: U.S. 301 & Falkenburg Road
Count Year: 2008
Counted By: Kimley-Horn
City/County: Riverview / Hillsborough

File Name : US 301 & Falkenburg Rd
Site Code : 00000000
Start Date : 3/18/2008
Page No : 1

Groups Printed- Heavy Vehicles

	Falkenburg Road Eastbound					Falkenburg Road Westbound					U.S. 301 Northbound					U.S. 301 Southbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	0	0	0	0	0	1	0	0	0	1	1	6	1	0	8	0	16	0	0	16	25
07:15 AM	0	0	0	0	0	0	1	0	0	1	2	5	0	0	7	0	14	0	0	14	22
07:30 AM	0	0	0	0	0	1	1	0	0	2	0	8	1	0	9	0	18	0	0	18	29
07:45 AM	1	0	0	0	1	1	2	0	0	3	0	7	0	0	7	0	14	0	0	14	25
Total	1	0	0	0	1	3	4	0	0	7	3	26	2	0	31	0	62	0	0	62	101
08:00 AM	0	0	0	0	0	0	2	1	0	3	0	9	1	0	10	1	23	3	0	27	40
08:15 AM	1	0	0	1	2	0	1	0	0	1	1	12	2	2	17	0	20	2	0	22	42
08:30 AM	1	0	0	0	1	0	0	0	0	0	2	8	0	0	10	0	18	0	0	18	29
08:45 AM	0	0	0	0	0	2	2	0	1	5	0	19	0	0	19	0	21	0	0	21	45
Total	2	0	0	1	3	2	5	1	1	9	3	48	3	2	56	1	82	5	0	88	156
Grand Total	3	0	0	1	4	5	9	1	1	16	6	74	5	2	87	1	144	5	0	150	257
Apprch %	75.0	0.0	0.0	25.0		31.3	56.3	6.3	6.3		6.9	85.1	5.7	2.3		0.7	96.0	3.3	0.0		
Total %	1.2	0.0	0.0	0.4	1.6	1.9	3.5	0.4	0.4	6.2	2.3	28.8	1.9	0.8	33.9	0.4	56.0	1.9	0.0	58.4	

	Falkenburg Road Eastbound					Falkenburg Road Westbound					U.S. 301 Northbound					U.S. 301 Southbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection	08:00 AM																				
Volume	2	0	0	1	3	2	5	1	1	9	3	48	3	2	56	1	82	5	0	88	156
Percent	66.7	0.0	0.0	33.3		22.2	55.6	11.1	11.1		5.4	85.7	5.4	3.6		1.1	93.2	5.7	0.0		
08:45 Volume	0	0	0	0	0	2	2	0	1	5	0	19	0	0	19	0	21	0	0	21	45
Peak Factor																					0.867
High Int.	08:15 AM					08:45 AM					08:45 AM					08:00 AM					
Volume	1	0	0	1	2	2	2	0	1	5	0	19	0	0	19	1	23	3	0	27	
Peak Factor					0.375					0.450					0.737					0.815	

Kimley-Horn and Associates, Inc.
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File Name : US 301 & Falkenburg Rd
Site Code : 00000000
Start Date : 3/18/2008
Page No : 1

Groups Printed- U-Turns

	Falkenburg Road Eastbound					Falkenburg Road Westbound					U.S. 301 Northbound					U.S. 301 Southbound					
Start Time	Left	Thru	Right	RTO R	App. Total	Left	Thru	Right	RTO R	App. Total	Left	Thru	Right	RTO R	App. Total	Left	Thru	Right	RTO R	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3	0	0	0	3	4
Total	0	0	0	0	0	1	0	0	0	1	2	0	0	0	2	5	0	0	0	5	8
08:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	1	0	0	0	1	3
08:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	1	0	0	0	1	4	0	0	0	4	0	0	0	0	0	1	0	0	0	1	6
Total	1	0	0	0	1	7	0	0	0	7	1	0	0	0	1	2	0	0	0	2	11
Grand Total	1	0	0	0	1	8	0	0	0	8	3	0	0	0	3	7	0	0	0	7	19
Apprch %	100.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		
Total %	5.3	0.0	0.0	0.0	5.3	42.1	0.0	0.0	0.0	42.1	15.8	0.0	0.0	0.0	15.8	36.8	0.0	0.0	0.0	36.8	

	Falkenburg Road Eastbound					Falkenburg Road Westbound					U.S. 301 Northbound					U.S. 301 Southbound					
Start Time	Left	Thru	Right	RTO R	App. Total	Left	Thru	Right	RTO R	App. Total	Left	Thru	Right	RTO R	App. Total	Left	Thru	Right	RTO R	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Intersection	07:30 AM																				
Volume	0	0	0	0	0	3	0	0	0	3	2	0	0	0	2	6	0	0	0	6	11
Percent	0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		
07:45 Volume	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	3	0	0	0	3	4
Peak Factor																					0.688
High Int.	6:45:00 AM					07:30 AM					07:45 AM					07:45 AM					
Volume	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	3	0	0	0	3	
Peak Factor										0.750					0.500					0.500	

Default Titles
Change These in The Preferences Window
Select File/Preference in the Main Menu
Then Click the Titles Tab

Counted by : Ryan / Richie
Weather : warm / dry
Board # : 1321 / 1322

File Name : US_301@Causeway_Blvd
Site Code : 00000000
Start Date : 04/05/2007

Groups Printed- ALL VEHICLES

	US 301 From North				CAUSEWAY BLVD From East				US 301 From South				CAUSEWAY BLVD From West				
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Int. Total
Factor	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	
07:00 AM	35	90	28	0	109	142	24	0	10	223	46	0	33	56	19	0	815
07:15 AM	47	115	37	0	118	128	24	0	15	329	43	0	44	66	42	0	1008
07:30 AM	39	134	66	0	185	127	8	0	9	332	44	0	35	78	40	0	1097
07:45 AM	28	106	76	0	182	143	16	0	12	301	59	0	22	129	31	0	1105
Total	149	445	207	0	594	540	72	0	46	1185	192	0	134	329	132	0	4025
08:00 AM	19	159	38	0	107	94	10	0	12	311	31	0	31	88	33	0	933
08:15 AM	22	132	56	0	105	84	18	0	12	211	44	0	29	79	29	0	821
08:30 AM	24	128	42	0	44	105	7	0	7	205	41	0	32	108	41	0	784
08:45 AM	8	110	55	0	63	57	21	0	6	208	50	0	12	77	34	0	701
Total	73	529	191	0	319	340	56	0	37	935	166	0	104	352	137	0	3239
09:00 AM	25	145	43	0	52	112	14	0	9	161	49	0	25	81	23	0	739
09:15 AM	19	121	43	0	34	63	18	0	16	212	44	0	28	91	35	0	724
09:30 AM	23	158	54	0	42	46	16	0	15	112	29	0	21	78	22	0	616
09:45 AM	20	140	64	0	46	111	32	0	12	123	30	0	35	75	24	0	712
Total	87	564	204	0	174	332	80	0	52	608	152	0	109	325	104	0	2791
11:00 AM	26	143	68	0	43	86	23	0	10	133	34	0	31	82	20	0	699
11:15 AM	24	136	47	0	52	110	28	0	21	98	38	0	28	108	31	0	721
11:30 AM	33	157	95	0	30	74	21	0	21	144	45	0	28	95	34	0	777
11:45 AM	34	132	87	0	48	98	32	0	18	133	35	0	28	107	36	0	788
Total	117	568	297	0	173	368	104	0	70	508	152	0	115	392	121	0	2985
12:00 PM	32	186	128	0	38	89	31	0	13	130	54	0	44	98	30	0	873
12:15 PM	27	145	66	0	72	121	40	0	20	143	26	0	33	125	32	0	850
12:30 PM	45	177	97	0	57	94	32	0	15	151	30	0	38	98	30	0	864
12:45 PM	44	144	73	0	66	138	32	0	16	148	40	0	37	108	34	0	880
Total	148	652	364	0	233	442	135	0	64	572	150	0	152	429	126	0	3467
03:00 PM	28	237	88	0	49	109	34	0	16	155	40	0	33	122	34	0	945
03:15 PM	31	284	90	0	44	81	26	0	14	184	41	0	27	113	36	0	971
03:30 PM	31	285	110	0	42	103	29	0	21	122	30	0	54	142	40	0	1009
03:45 PM	46	233	66	0	62	68	25	0	15	144	29	0	35	166	50	0	939
Total	136	1039	354	0	197	361	114	0	66	605	140	0	149	543	160	0	3864
04:00 PM	41	305	89	0	28	104	15	0	19	125	38	0	28	153	38	0	983
04:15 PM	36	298	101	0	49	106	39	0	30	150	36	0	46	159	43	0	1093
04:30 PM	45	346	104	0	47	104	49	0	22	166	36	0	39	125	22	0	1105
04:45 PM	25	370	135	2	40	90	37	0	8	120	56	0	31	191	37	0	1142
Total	147	1319	429	2	164	404	140	0	79	561	166	0	144	628	140	0	4323
05:00 PM	35	400	91	0	48	112	47	0	14	163	34	0	56	147	45	0	1192
05:15 PM	29	479	158	0	27	104	65	0	7	134	35	0	30	231	76	0	1375
05:30 PM	35	495	161	0	30	117	73	0	7	144	39	0	31	240	80	0	1452
05:45 PM	38	520	173	0	27	104	65	0	9	135	33	0	34	243	83	0	1464
Total	137	1894	583	0	132	437	250	0	37	576	141	0	151	861	284	0	5483
Grand Total	994	7010	2629	2	1986	3224	951	0	451	5550	1259	0	1058	3859	1204	0	30177
Apprch %	9.3	65.9	24.7	0.0	32.2	52.3	15.4	0.0	6.2	76.4	17.3	0.0	17.3	63.0	19.7	0.0	
Total %	3.3	23.2	8.7	0.0	6.6	10.7	3.2	0.0	1.5	18.4	4.2	0.0	3.5	12.8	4.0	0.0	

Default Titles
Change These in The Preferences Window
Select File/Preference in the Main Menu
Then Click the Titles Tab

File Name : US_301@Causeway_Blvd
Site Code : 00000000
Start Date : 04/05/2007

	US 301 From North					CAUSEWAY BLVD From East					US 301 From South					CAUSEWAY BLVD From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:15 AM to 08:00 AM - Peak 1 of 1																					
Intersection	07:15 AM																				
Volume	133	514	217	0	864	592	492	58	0	1142	48	1273	177	0	1498	132	361	146	0	639	4143
Percent	15.4	59.5	25.1	0.0		51.8	43.1	5.1	0.0		3.2	85.0	11.8	0.0		20.7	56.5	22.8	0.0		
07:45 Volume	28	106	76	0	210	182	143	16	0	341	12	301	59	0	372	22	129	31	0	182	1105
Peak Factor																					0.937
High Int.	07:30 AM					07:45 AM					07:15 AM					07:45 AM					
Volume	39	134	66	0	239	182	143	16	0	341	15	329	43	0	387	22	129	31	0	182	
Peak Factor					0.904					0.837					0.968					0.878	
Peak Hour From 12:00 PM to 12:45 PM - Peak 1 of 1																					
Intersection	12:00 PM																				
Volume	148	652	364	0	1164	233	442	135	0	810	64	572	150	0	786	152	429	126	0	707	3467
Percent	12.7	56.0	31.3	0.0		28.8	54.6	16.7	0.0		8.1	72.8	19.1	0.0		21.5	60.7	17.8	0.0		
12:45 Volume	44	144	73	0	261	66	138	32	0	236	16	148	40	0	204	37	108	34	0	179	880
Peak Factor																					0.985
High Int.	12:00 PM					12:45 PM					12:45 PM					12:15 PM					
Volume	32	186	128	0	346	66	138	32	0	236	16	148	40	0	204	33	125	32	0	190	
Peak Factor					0.841					0.858					0.963					0.930	
Peak Hour From 05:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	137	1894	583	0	2614	132	437	250	0	819	37	576	141	0	754	151	861	284	0	1296	5483
Percent	5.2	72.5	22.3	0.0		16.1	53.4	30.5	0.0		4.9	76.4	18.7	0.0		11.7	66.4	21.9	0.0		
05:45 Volume	38	520	173	0	731	27	104	65	0	196	9	135	33	0	177	34	243	83	0	360	1464
Peak Factor																					0.936
High Int.	05:45 PM					05:30 PM					05:00 PM					05:45 PM					
Volume	38	520	173	0	731	30	117	73	0	220	14	163	34	0	211	34	243	83	0	360	
Peak Factor					0.894					0.931					0.893					0.900	

Kimley-Horn & Associates Inc.
10117 Princess Palm Avenue, Suite 300
Tampa FL, 33610

Intersection: US 301 & Falkenburg Rd
Count Year: 2005
Counted By: KHA
City/County: Brandon/Hillsborough

File Name : 1590d_1[1]
Site Code : 00004132
Start Date : 11/15/2005
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - U-Turns

	US 301 Southbound					Falkenburg Rd Westbound					US 301 Northbound					Falkenburg Rd Eastbound					
Start Time	Left	Thru	Right	RTO R	App. Total	Left	Thru	Right	RTO R	App. Total	Left	Thru	Right	RTO R	App. Total	Left	Thru	Right	RTO R	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	3	396	29	3	431	89	41	6	10	146	13	210	31	6	260	32	26	3	5	66	903
04:15 PM	2	337	24	2	365	90	25	4	10	129	14	183	42	21	260	32	27	10	7	76	830
04:30 PM	7	392	18	0	417	89	25	9	8	131	19	188	56	15	278	35	42	4	5	86	912
04:45 PM	9	394	19	0	422	106	29	4	3	142	21	176	28	26	251	26	21	2	2	51	866
Total	21	1519	90	5	1635	374	120	23	31	548	67	757	157	68	1049	125	116	19	19	279	3511
05:00 PM	7	375	31	4	417	105	40	9	3	157	21	206	44	20	291	30	19	4	3	56	921
05:15 PM	9	345	26	3	383	101	39	5	2	147	20	208	53	21	302	36	27	1	6	70	902
05:30 PM	15	287	28	6	336	128	46	6	8	188	48	286	130	28	492	41	21	9	7	78	1094
05:45 PM	22	311	20	8	361	156	56	10	13	235	65	382	128	39	614	56	30	17	14	117	1327
Total	53	1318	105	21	1497	490	181	30	26	727	154	1082	355	108	1699	163	97	31	30	321	4244
Grand Total	74	2837	195	26	3132	864	301	53	57	1275	221	1839	512	176	2748	288	213	50	49	600	7755
Apprch %	2.4	90.6	6.2	0.8		67.8	23.6	4.2	4.5		8.0	66.9	18.6	6.4		48.0	35.5	8.3	8.2		
Total %	1.0	36.6	2.5	0.3	40.4	11.1	3.9	0.7	0.7	16.4	2.8	23.7	6.6	2.3	35.4	3.7	2.7	0.6	0.6	7.7	

	US 301 Southbound					Falkenburg Rd Westbound					US 301 Northbound					Falkenburg Rd Eastbound					
Start Time	Left	Thru	Right	RTO R	App. Total	Left	Thru	Right	RTO R	App. Total	Left	Thru	Right	RTO R	App. Total	Left	Thru	Right	RTO R	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	53	1318	105	21	1497	490	181	30	26	727	154	1082	355	108	1699	163	97	31	30	321	4244
Percent	3.5	88.0	7.0	1.4		67.4	24.9	4.1	3.6		9.1	63.7	20.9	6.4		50.8	30.2	9.7	9.3		
05:45 Volume	22	311	20	8	361	156	56	10	13	235	65	382	128	39	614	56	30	17	14	117	1327
Peak Factor																					0.800
High Int.	05:00 PM					05:45 PM					05:45 PM					05:45 PM					
Volume	7	375	31	4	417	156	56	10	13	235	65	382	128	39	614	56	30	17	14	117	
Peak Factor					0.897					0.773					0.692					0.686	

Kimley-Horn & Associates Inc.
10117 Princess Palm Avenue, Suite 300
Tampa FL, 33610

Intersection: US 301 & Falkenburg Rd
Count Year: 2005
Counted By: KHA
City/County: Brandon/Hillsborough

File Name : 1590d_1[1]
Site Code : 00004132
Start Date : 11/15/2005
Page No : 1

Groups Printed- Heavy Vehicles

	US 301 Southbound					Falkenburg Rd Westbound					US 301 Northbound					Falkenburg Rd Eastbound					
Start Time	Left	Thru	Right	RTO R	App. Total	Left	Thru	Right	RTO R	App. Total	Left	Thru	Right	RTO R	App. Total	Left	Thru	Right	RTO R	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	0	16	0	0	16	2	0	0	0	2	0	7	0	0	7	0	0	0	1	1	26
04:15 PM	0	11	0	0	11	0	1	0	0	1	0	15	0	0	15	0	0	0	0	0	27
04:30 PM	3	9	1	0	13	1	1	0	0	2	0	21	2	0	23	0	0	1	0	1	39
04:45 PM	0	14	0	0	14	0	0	0	0	0	0	12	0	1	13	2	0	0	0	2	29
Total	3	50	1	0	54	3	2	0	0	5	0	55	2	1	58	2	0	1	1	4	121
05:00 PM	1	6	0	0	7	0	0	1	0	1	0	14	0	0	14	0	0	0	1	1	23
05:15 PM	0	8	0	0	8	0	0	0	0	0	0	8	0	1	9	0	0	0	0	0	17
05:30 PM	1	6	0	0	7	0	0	0	0	0	0	20	0	0	20	0	0	0	0	0	27
05:45 PM	1	4	1	0	6	0	0	0	0	0	0	44	0	0	44	0	0	0	0	0	50
Total	3	24	1	0	28	0	0	1	0	1	0	86	0	1	87	0	0	0	1	1	117
Grand Total	6	74	2	0	82	3	2	1	0	6	0	141	2	2	145	2	0	1	2	5	238
Apprch %	7.3	90.2	2.4	0.0		50.0	33.3	16.7	0.0		0.0	97.2	1.4	1.4		40.0	0.0	20.0	40.0		
Total %	2.5	31.1	0.8	0.0	34.5	1.3	0.8	0.4	0.0	2.5	0.0	59.2	0.8	0.8	60.9	0.8	0.0	0.4	0.8	2.1	

	US 301 Southbound					Falkenburg Rd Westbound					US 301 Northbound					Falkenburg Rd Eastbound					
Start Time	Left	Thru	Right	RTO R	App. Total	Left	Thru	Right	RTO R	App. Total	Left	Thru	Right	RTO R	App. Total	Left	Thru	Right	RTO R	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:00 PM																				
Volume	3	50	1	0	54	3	2	0	0	5	0	55	2	1	58	2	0	1	1	4	121
Percent	5.6	92.6	1.9	0.0		60.0	40.0	0.0	0.0		0.0	94.8	3.4	1.7		50.0	0.0	25.0	25.0		
04:30 Volume	3	9	1	0	13	1	1	0	0	2	0	21	2	0	23	0	0	1	0	1	39
Peak Factor																					0.776
High Int.	04:00 PM					04:00 PM					04:30 PM					04:45 PM					
Volume	0	16	0	0	16	2	0	0	0	2	0	21	2	0	23	2	0	0	0	2	
Peak Factor					0.844					0.625					0.630					0.500	

Kimley-Horn & Associates Inc.
10117 Princess Palm Avenue, Suite 300
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Intersection: US 301 & Falkenburg Rd
Count Year: 2005
Counted By: KHA
City/County: Brandon/Hillsborough

File Name : 1590d_1[1]
Site Code : 00004132
Start Date : 11/15/2005
Page No : 1

Groups Printed- U-Turns

	US 301 Southbound					Falkenburg Rd Westbound					US 301 Northbound					Falkenburg Rd Eastbound					
Start Time	Left	Thru	Right	RTO R	App. Total	Left	Thru	Right	RTO R	App. Total	Left	Thru	Right	RTO R	App. Total	Left	Thru	Right	RTO R	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	1	0	0	0	1	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
04:30 PM	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
04:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	4	0	0	0	4	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	7
05:00 PM	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
05:15 PM	3	0	0	0	3	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
05:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Total	7	0	0	0	7	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	10
Grand Total	11	0	0	0	11	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	17
Apprch %	100.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	64.7	0.0	0.0	0.0	64.7	35.3	0.0	0.0	0.0	35.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

	US 301 Southbound					Falkenburg Rd Westbound					US 301 Northbound					Falkenburg Rd Eastbound					
Start Time	Left	Thru	Right	RTO R	App. Total	Left	Thru	Right	RTO R	App. Total	Left	Thru	Right	RTO R	App. Total	Left	Thru	Right	RTO R	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:30 PM																				
Volume	6	0	0	0	6	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	10
Percent	100.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
05:15 Volume	3	0	0	0	3	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
Peak Factor																					0.625
High Int.	05:15 PM					05:00 PM					3:45:00 PM					3:45:00 PM					
Volume	3	0	0	0	3	2	0	0	0	2											
Peak Factor					0.500					0.500											

Kimley-Horn & Associates Inc.
10117 Princess Palm Avenue, Suite 300
Tampa FL, 33610

Intersection: US 301 & Causeway Blvd
Count Year: 2006
Counted By: Adams Traffic
City/County: Brandon/Hillsborough

File Name : 2134d_0[1]
Site Code : 00000000
Start Date : 6/8/2006
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - U-Turns

	US 301 Southbound					CAUSEWAY BOULEVARD Westbound					US 301 Northbound					CAUSEWAY BOULEVARD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
04:00 PM	77	248	13	1	339	46	88	30	33	197	39	126	6	20	191	43	132	31	12	218	945
04:15 PM	83	283	12	8	386	37	89	12	47	185	35	143	11	31	220	35	146	36	10	227	1018
04:30 PM	115	257	13	5	390	33	99	17	43	192	52	157	18	20	247	22	169	39	10	240	1069
04:45 PM	98	288	13	1	400	46	112	29	24	211	54	139	6	23	222	20	145	29	12	206	1039
Total	373	1076	51	15	1515	162	388	88	147	785	180	565	41	94	880	120	592	135	44	891	4071
05:00 PM	142	334	9	0	485	50	115	31	26	222	44	193	17	22	276	44	152	43	18	257	1240
05:15 PM	108	406	13	6	533	49	91	6	50	196	45	167	20	36	268	39	149	27	13	228	1225
05:30 PM	166	385	10	1	562	42	97	28	20	187	49	161	8	33	251	29	170	35	18	252	1252
05:45 PM	121	338	15	0	474	66	91	22	37	216	38	127	10	24	199	33	140	30	13	216	1105
Total	537	1463	47	7	2054	207	394	87	133	821	176	648	55	115	994	145	611	135	62	953	4822
Grand Total	910	2539	98	22	3569	369	782	175	280	1606	356	1213	96	209	1874	265	1203	270	106	1844	8893
Apprch %	25.5	71.1	2.7	0.6		23.0	48.7	10.9	17.4		19.0	64.7	5.1	11.2		14.4	65.2	14.6	5.7		
Total %	10.2	28.6	1.1	0.2	40.1	4.1	8.8	2.0	3.1	18.1	4.0	13.6	1.1	2.4	21.1	3.0	13.5	3.0	1.2	20.7	

	US 301 Southbound					CAUSEWAY BOULEVARD Westbound					US 301 Northbound					CAUSEWAY BOULEVARD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	05:00 PM																				
Volume	537	1463	47	7	2054	207	394	87	133	821	176	648	55	115	994	145	611	135	62	953	4822
Percent	26.1	71.2	2.3	0.3		25.2	48.0	10.6	16.2		17.7	65.2	5.5	11.6		15.2	64.1	14.2	6.5		
05:30 Volume	166	385	10	1	562	42	97	28	20	187	49	161	8	33	251	29	170	35	18	252	1252
Peak Factor																					0.963
High Int.	05:30 PM					05:00 PM					05:00 PM					05:00 PM					
Volume	166	385	10	1	562	50	115	31	26	222	44	193	17	22	276	44	152	43	18	257	
Peak Factor					0.914					0.925					0.900					0.927	

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Page No : 1

Groups Printed- Heavy Vehicles

	US 301 Southbound					CAUSEWAY BOULEVARD Westbound					US 301 Northbound					CAUSEWAY BOULEVARD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
04:00 PM	6	9	3	0	18	1	1	0	2	4	6	14	0	0	20	5	4	9	2	20	62
04:15 PM	1	3	3	2	9	0	5	1	2	8	5	7	0	3	15	3	0	2	0	5	37
04:30 PM	0	9	2	1	12	0	1	1	2	4	9	12	2	0	23	0	1	2	0	3	42
04:45 PM	1	5	2	1	9	0	1	0	1	2	8	16	0	0	24	3	2	2	0	7	42
Total	8	26	10	4	48	1	8	2	7	18	28	49	2	3	82	11	7	15	2	35	183
05:00 PM	2	1	0	0	3	0	4	2	0	6	9	9	0	1	19	2	1	10	2	15	43
05:15 PM	2	3	2	3	10	0	3	1	3	7	4	9	1	2	16	1	3	6	0	10	43
05:30 PM	0	1	2	1	4	1	1	0	0	2	4	7	0	2	13	1	1	4	2	8	27
05:45 PM	1	4	5	0	10	0	1	1	1	3	4	6	0	0	10	4	1	7	0	12	35
Total	5	9	9	4	27	1	9	4	4	18	21	31	1	5	58	8	6	27	4	45	148
Grand Total	13	35	19	8	75	2	17	6	11	36	49	80	3	8	140	19	13	42	6	80	331
Apprch %	17.3	46.7	25.3	10.7		5.6	47.2	16.7	30.6		35.0	57.1	2.1	5.7		23.8	16.3	52.5	7.5		
Total %	3.9	10.6	5.7	2.4	22.7	0.6	5.1	1.8	3.3	10.9	14.8	24.2	0.9	2.4	42.3	5.7	3.9	12.7	1.8	24.2	

	US 301 Southbound					CAUSEWAY BOULEVARD Westbound					US 301 Northbound					CAUSEWAY BOULEVARD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:00 PM																				
Volume	8	26	10	4	48	1	8	2	7	18	28	49	2	3	82	11	7	15	2	35	183
Percent	16.7	54.2	20.8	8.3		5.6	44.4	11.1	38.9		34.1	59.8	2.4	3.7		31.4	20.0	42.9	5.7		
04:00 Volume	6	9	3	0	18	1	1	0	2	4	6	14	0	0	20	5	4	9	2	20	62
Peak Factor																					0.738
High Int.	04:00 PM					04:15 PM					04:45 PM					04:00 PM					
Volume	6	9	3	0	18	0	5	1	2	8	8	16	0	0	24	5	4	9	2	20	
Peak Factor					0.667					0.563					0.854					0.438	

Kimley-Horn & Associates Inc.
10117 Princess Palm Avenue, Suite 300
Tampa FL, 33610

Intersection: US 301 & Causeway Blvd
Count Year: 2006
Counted By: Adams Traffic
City/County: Brandon/Hillsborough

File Name : 2134d_0[1]
Site Code : 00000000
Start Date : 6/8/2006
Page No : 1

Groups Printed- U-Turns

	US 301 Southbound					CAUSEWAY BOULEVARD Westbound					US 301 Northbound					CAUSEWAY BOULEVARD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
Total	1	0	0	0	1	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	4
											5	0	0	0	5	0	0	0	0	0	6
05:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	3
Grand Total	2	0	0	0	2	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	9
Apprch %	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
Total %	22.2	0.0	0.0	0.0	22.2	0.0	0.0	0.0	0.0	0.0	77.8	0.0	0.0	0.0	77.8	0.0	0.0	0.0	0.0	0.0	

	US 301 Southbound					CAUSEWAY BOULEVARD Westbound					US 301 Northbound					CAUSEWAY BOULEVARD Eastbound					
Start Time	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Left	Thru	Right	RTOR	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Intersection	04:15 PM																				
Volume	1	0	0	0	1	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	7
Percent	100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		100.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0		
04:45 Volume	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	4
Peak Factor																					0.438
High Int.	04:30 PM					3:45:00 PM					04:45 PM					3:45:00 PM					
Volume	1	0	0	0	1	0	0	0	0	0	4	0	0	0	4						
Peak Factor					0.250										0.375						

Appendix B
FDOT Count Information

FLORIDA DEPARTMENT OF TRANSPORTATION
2006 Annual Average Daily Traffic Report - Report Type: ALL

County: 10 HILLSBOROUGH

Site	Site Type	Description	Direction 1	Direction 2	AADT Two-Way	"K" Fctr	"D" Fctr	"T" Fctr
5259		US 301/SR 43, S OF SR 676/CAUSEWAY BLVD	N 16500	S 19500	36000 C	9.41F	55.29F	8.99A

Site Type : P= Portable; T= Telemetered
AADT Flags : C= Computed; E= Manual Est; F= First Yr Est P= Prior Year; S= Second Yr Est; T= Third Yr Est; X= Unknown
"K/D" Flags : A= Actual; F= Volume Fctr Catg; D= Dist/Func. Class; P= Prior Year; S= State-wide Default; W= One-Way Road
"T" Flags : A= Actual; F= Axle Fctr Catg; D= Dist/Func. Class; P= Prior Year; S= State-wide Default; X= Cross-Reference

Appendix C
Machine Approach Tube Counts

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

****

Data File : D0919001.PRN
Station : 000009180603
Identification : 000065310001 Interval : 15 minutes
Start date : Sep 19, 06 Start time : 00:00
Stop date : Sep 19, 06 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : US 301 btwn Alambra Ave & Causeway Blvd

****

Sep 19 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	39	14	14	26	36	84	261	490	425	289	254	226
30	21	19	17	35	49	129	380	486	420	281	186	238
45	23	24	18	40	58	186	457	598	372	275	242	236
00	23	33	18	40	74	256	520	530	359	242	216	240
Hr Total	106	90	67	141	217	655	1618	2104	1576	1087	898	940

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	259	261	256	225	273	321	272	194	107	129	99	39
30	205	262	245	208	255	241	189	130	96	80	59	51
45	260	267	234	267	238	235	176	139	95	88	73	42
00	232	260	196	255	276	202	171	117	102	69	47	50
Hr Total	956	1050	931	955	1042	999	808	580	400	366	278	182

24 Hour Total : 18046
AM peak hour begins : 07:00 AM peak volume : 2104 Peak hour factor : 0.88
PM peak hour begins : 16:15 PM peak volume : 1090 Peak hour factor : 0.85

****

Sep 19 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	69	38	29	22	35	23	120	202	240	238	223	228
30	62	30	30	30	34	56	162	210	259	240	221	264
45	42	36	22	24	35	76	200	260	250	221	201	271
00	29	23	28	34	46	100	199	260	281	248	227	300
Hr Total	202	127	109	110	150	255	681	932	1030	947	872	1063

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	286	235	288	344	434	587	463	311	234	173	141	103
30	293	245	284	342	468	458	436	265	223	160	105	90
45	261	297	280	439	524	387	423	203	205	162	127	106
00	289	282	327	425	569	516	375	268	196	125	87	81
Hr Total	1129	1059	1179	1550	1995	1948	1697	1047	858	620	460	380

24 Hour Total : 20400
AM peak hour begins : 11:30 AM peak volume : 1150 Peak hour factor : 0.96
PM peak hour begins : 16:15 PM peak volume : 2148 Peak hour factor : 0.91

****

Data File : D0919001.PRN
Station : 000009180603
Identification : 000065310001 Interval : 15 minutes
Start date : Sep 19, 06 Start time : 00:00
Stop date : Sep 19, 06 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : US 301 btwn Alambra Ave & Causeway Blvd

Sep 19 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	108	52	43	48	71	107	381	692	665	527	477	454
30	83	49	47	65	83	185	542	696	679	521	407	502
45	65	60	40	64	93	262	657	858	622	496	443	507
00	52	56	46	74	120	356	719	790	640	490	443	540
Hr Total	308	217	176	251	367	910	2299	3036	2606	2034	1770	2003

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	545	496	544	569	707	908	735	505	341	302	240	142
30	498	507	529	550	723	699	625	395	319	240	164	141
45	521	564	514	706	762	622	599	342	300	250	200	148
00	521	542	523	680	845	718	546	385	298	194	134	131
Hr Total	2085	2109	2110	2505	3037	2947	2505	1627	1258	986	738	562

24 Hour Total : 38446
AM peak hour begins : 07:00 AM peak volume : 3036 Peak hour factor : 0.88
PM peak hour begins : 16:15 PM peak volume : 3238 Peak hour factor : 0.89

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0920001.PRN
Station : 000009180603
Identification : 000065310001 Interval : 15 minutes
Start date : Sep 20, 06 Start time : 00:00
Stop date : Sep 20, 06 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : US 301 btwn Alambra Ave & Causeway Blvd

Sep 20 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	51	24	14	22	40	75	276	508	413	297	245	255
30	32	35	22	38	57	126	373	532	416	245	241	230
45	31	30	21	46	47	171	420	582	358	247	263	217
00	35	26	25	44	59	225	498	525	343	243	221	238
Hr Total	149	115	82	150	203	597	1567	2147	1530	1032	970	940

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	258	246	226	245	255	360	209	193	121	121	98	74
30	248	249	258	238	237	263	216	156	102	90	75	64
45	260	298	264	313	250	267	201	161	125	96	74	59
00	277	245	269	265	210	249	216	138	105	98	48	35
Hr Total	1043	1038	1017	1061	952	1139	842	648	453	405	295	232

24 Hour Total : 18607
AM peak hour begins : 07:00 AM peak volume : 2147 Peak hour factor : 0.92
PM peak hour begins : 17:00 PM peak volume : 1139 Peak hour factor : 0.79

Sep 20 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	54	32	14	25	29	44	108	195	257	257	211	216
30	57	30	29	26	29	50	153	180	242	214	224	245
45	30	40	25	30	30	77	144	235	252	228	169	282
00	48	22	21	23	34	69	199	266	251	206	247	304
Hr Total	189	124	89	104	122	240	604	876	1002	905	851	1047

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	290	288	316	316	405	610	461	297	225	177	113	77
30	241	257	316	338	441	590	426	290	203	149	133	81
45	266	259	298	371	529	571	355	256	172	168	129	101
00	269	294	303	436	502	542	320	212	171	104	100	83
Hr Total	1066	1098	1233	1461	1877	2313	1562	1055	771	598	475	342

24 Hour Total : 20004
AM peak hour begins : 11:15 AM peak volume : 1121 Peak hour factor : 0.92
PM peak hour begins : 17:00 PM peak volume : 2313 Peak hour factor : 0.95

Data File : D0920001.PRN
Station : 000009180603
Identification : 000065310001
Start date : Sep 20, 06
Stop date : Sep 20, 06
City/Town : Tampa
Location : US 301 btwn Alambra Ave & Causeway Blvd
Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Hillsborough

Sep 20 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	105	56	28	47	69	119	384	703	670	554	456	471
30	89	65	51	64	86	176	526	712	658	459	465	475
45	61	70	46	76	77	248	564	817	610	475	432	499
00	83	48	46	67	93	294	697	791	594	449	468	542
Hr Total	338	239	171	254	325	837	2171	3023	2532	1937	1821	1987

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	548	534	542	561	660	970	670	490	346	298	211	151
30	489	506	574	576	678	853	642	446	305	239	208	145
45	526	557	562	684	779	838	556	417	297	264	203	160
00	546	539	572	701	712	791	536	350	276	202	148	118
Hr Total	2109	2136	2250	2522	2829	3452	2404	1703	1224	1003	770	574

24 Hour Total : 38611
AM peak hour begins : 07:00 AM peak volume : 3023 Peak hour factor : 0.93
PM peak hour begins : 17:00 PM peak volume : 3452 Peak hour factor : 0.89

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

****

Data File : D0921001.PRN
Station : 000009180603
Identification : 000065310001 Interval : 15 minutes
Start date : Sep 21, 06 Start time : 00:00
Stop date : Sep 21, 06 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : US 301 btwn Alambra Ave & Causeway Blvd

****

Sep 21 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	43	16	22	22	38	90	242	508	468	296	223	267
30	42	12	14	42	43	135	362	523	413	223	243	242
45	31	31	16	57	80	194	448	614	373	275	236	236
00	23	26	21	33	69	241	523	532	340	254	233	241
Hr Total	139	85	73	154	230	660	1575	2177	1594	1048	935	986

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	261	235	242	254	270	334	266	202	126	165	111	90
30	247	246	245	265	278	280	227	163	132	119	92	60
45	272	293	272	292	254	293	214	154	143	92	77	74
00	289	254	248	252	286	243	207	112	109	102	76	56
Hr Total	1069	1028	1007	1063	1088	1150	914	631	510	478	356	280

24 Hour Total : 19230
AM peak hour begins : 07:00 AM peak volume : 2177 Peak hour factor : 0.89
PM peak hour begins : 16:45 PM peak volume : 1193 Peak hour factor : 0.89

****

Sep 21 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	83	47	51	34	50	30	112	239	245	249	209	214
30	69	35	35	41	38	45	132	239	244	221	213	287
45	52	41	43	31	34	72	185	258	236	225	213	257
00	55	37	51	55	51	109	201	283	240	245	224	276
Hr Total	259	160	180	161	173	256	630	1019	965	940	859	1034

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	295	284	276	359	458	559	465	339	240	218	151	120
30	325	289	311	374	466	601	402	283	250	229	142	99
45	290	255	287	423	493	623	382	289	232	183	141	119
00	295	235	333	467	512	510	309	239	221	164	75	105
Hr Total	1205	1063	1207	1623	1929	2293	1558	1150	943	794	509	443

24 Hour Total : 21353
AM peak hour begins : 11:30 AM peak volume : 1153 Peak hour factor : 0.89
PM peak hour begins : 16:45 PM peak volume : 2295 Peak hour factor : 0.92

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Data File : D0921001.PRN
Station : 000009180603
Identification : 000065310001 Interval : 15 minutes
Start date : Sep 21, 06 Start time : 00:00
Stop date : Sep 21, 06 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : US 301 btwn Alambra Ave & Causeway Blvd

Sep 21 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	126	63	73	56	88	120	354	747	713	545	432	481
30	111	47	49	83	81	180	494	762	657	444	456	529
45	83	72	59	88	114	266	633	872	609	500	449	493
00	78	63	72	88	120	350	724	815	580	499	457	517
Hr Total	398	245	253	315	403	916	2205	3196	2559	1988	1794	2020

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	556	519	518	613	728	893	731	541	366	383	262	210
30	572	535	556	639	744	881	629	446	382	348	234	159
45	562	548	559	715	747	916	596	443	375	275	218	193
00	584	489	581	719	798	753	516	351	330	266	151	161
Hr Total	2274	2091	2214	2686	3017	3443	2472	1781	1453	1272	865	723

24 Hour Total : 40583
AM peak hour begins : 07:00 AM peak volume : 3196 Peak hour factor : 0.92
PM peak hour begins : 16:45 PM peak volume : 3488 Peak hour factor : 0.95

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0919002.PRN
Station : 000009180604
Identification : 000138590001
Start date : Sep 19, 06
Stop date : Sep 19, 06
City/Town : Tampa
Location : US 301 btwn Falkenburg Rd & Everhart Rd
Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : Hillsborough

Sep 19 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	35	27	19	20	39	77	229	375	365	316	227	226
30	23	27	23	28	44	111	294	385	372	286	241	264
45	18	19	27	35	69	197	351	444	355	246	255	257
00	32	20	20	38	81	199	385	473	340	281	266	284
Hr Total	108	93	89	121	233	584	1259	1677	1432	1129	989	1031

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	248	224	233	232	285	268	232	174	135	121	88	61
30	252	251	249	244	253	254	200	141	154	132	84	71
45	230	254	203	263	271	228	191	144	112	116	68	76
00	249	289	262	275	280	266	175	170	121	87	45	35
Hr Total	979	1018	947	1014	1089	1016	798	629	522	456	285	243

24 Hour Total : 17741
AM peak hour begins : 07:00 AM peak volume : 1677 Peak hour factor : 0.89
PM peak hour begins : 16:00 PM peak volume : 1089 Peak hour factor : 0.96

Sep 19 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	65	35	29	30	45	61	131	264	248	259	217	240
30	62	33	24	40	41	71	187	257	263	268	251	300
45	44	33	33	34	66	88	235	312	303	247	235	253
00	31	35	41	38	62	114	281	286	276	220	241	273
Hr Total	202	136	127	142	214	334	834	1119	1090	994	944	1066

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	264	259	275	346	438	645	487	354	285	215	137	98
30	285	274	308	355	530	534	456	232	235	199	130	93
45	288	305	296	393	515	471	429	220	194	180	111	94
00	313	285	337	407	478	562	363	277	218	137	93	102
Hr Total	1150	1123	1216	1501	1961	2212	1735	1083	932	731	471	387

24 Hour Total : 21704
AM peak hour begins : 07:00 AM peak volume : 1119 Peak hour factor : 0.90
PM peak hour begins : 17:00 PM peak volume : 2212 Peak hour factor : 0.86

Data File : D0919002.PRN
Station : 000009180604
Identification : 000138590001 Interval : 15 minutes
Start date : Sep 19, 06 Start time : 00:00
Stop date : Sep 19, 06 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : US 301 btwn Falkenburg Rd & Everhart Rd

Sep 19 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	100	62	48	50	84	138	360	639	613	575	444	466
30	85	60	47	68	85	182	481	642	635	554	492	564
45	62	52	60	69	135	285	586	756	658	493	490	510
00	63	55	61	76	143	313	666	759	616	501	507	557
Hr Total	310	229	216	263	447	918	2093	2796	2522	2123	1933	2097

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	512	483	508	578	723	913	719	528	420	336	225	159
30	537	525	557	599	783	788	656	373	389	331	214	164
45	518	559	499	656	786	699	620	364	306	296	179	170
00	562	574	599	682	758	828	538	447	339	224	138	137
Hr Total	2129	2141	2163	2515	3050	3228	2533	1712	1454	1187	756	630

24 Hour Total : 39445
AM peak hour begins : 07:00 AM peak volume : 2796 Peak hour factor : 0.92
PM peak hour begins : 16:30 PM peak volume : 3245 Peak hour factor : 0.89

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0920002.PRN
Station : 000009180604
Identification : 000138590001 Interval : 15 minutes
Start date : Sep 20, 06 Start time : 00:00
Stop date : Sep 20, 06 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : US 301 btwn Falkenburg Rd & Everhart Rd

Sep 20 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	34	29	19	28	40	89	284	454	485	296	241	232
30	67	30	14	23	49	142	352	478	418	281	239	253
45	22	27	29	30	71	177	437	513	379	294	230	254
00	29	40	14	53	57	220	443	524	326	311	257	265
Hr Total	152	126	76	134	217	628	1516	1969	1608	1182	967	1004

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	244	208	210	257	226	284	211	169	130	96	116	65
30	249	246	258	257	218	276	241	166	124	103	82	55
45	245	249	253	275	282	252	204	174	111	99	71	64
00	264	245	264	306	259	264	237	148	91	73	53	31
Hr Total	1002	948	985	1095	985	1076	893	657	456	371	322	215

24 Hour Total : 18584
AM peak hour begins : 07:15 AM peak volume : 2000 Peak hour factor : 0.95
PM peak hour begins : 16:30 PM peak volume : 1101 Peak hour factor : 0.97

Sep 20 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	56	31	19	26	40	71	140	249	238	252	202	224
30	59	43	31	37	41	80	167	232	287	214	249	246
45	36	30	24	30	45	85	198	272	263	234	210	267
00	51	33	37	40	36	107	234	249	261	203	268	291
Hr Total	202	137	111	133	162	343	739	1002	1049	903	929	1028

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	294	295	317	315	431	621	481	331	295	201	166	110
30	276	243	339	334	409	573	403	321	255	224	172	101
45	275	254	353	387	494	560	358	268	248	204	121	96
00	239	334	290	369	472	527	307	290	254	178	106	87
Hr Total	1084	1126	1299	1405	1806	2281	1549	1210	1052	807	565	394

24 Hour Total : 21316
AM peak hour begins : 11:30 AM peak volume : 1128 Peak hour factor : 0.96
PM peak hour begins : 17:00 PM peak volume : 2281 Peak hour factor : 0.92

Data File : D0920002.PRN
Station : 000009180604
Identification : 000138590001 Interval : 15 minutes
Start date : Sep 20, 06 Start time : 00:00
Stop date : Sep 20, 06 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : US 301 btwn Falkenburg Rd & Everhart Rd

Sep 20 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	90	60	38	54	80	160	424	703	723	548	443	456
30	126	73	45	60	90	222	519	710	705	495	488	499
45	58	57	53	60	116	262	635	785	642	528	440	521
00	80	73	51	93	93	327	677	773	587	514	525	556
Hr Total	354	263	187	267	379	971	2255	2971	2657	2085	1896	2032

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	538	503	527	572	657	905	692	500	425	297	282	175
30	525	489	597	591	627	849	644	487	379	327	254	156
45	520	503	606	662	776	812	562	442	359	303	192	160
00	503	579	554	675	731	791	544	438	345	251	159	118
Hr Total	2086	2074	2284	2500	2791	3357	2442	1867	1508	1178	887	609

24 Hour Total : 39900
AM peak hour begins : 07:15 AM peak volume : 2991 Peak hour factor : 0.95
PM peak hour begins : 17:00 PM peak volume : 3357 Peak hour factor : 0.93

Adams Traffic
813-763-7763

Volume Report with 24 Hour Totals

Data File : D0921002.PRN
Station : 000009180604
Identification : 000138590001 Interval : 15 minutes
Start date : Sep 21, 06 Start time : 00:00
Stop date : Sep 21, 06 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : US 301 btwn Falkenburg Rd & Everhart Rd

Sep 21 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	50	27	15	25	34	98	214	415	425	266	289	262
30	43	27	30	35	46	125	297	436	386	265	276	275
45	30	22	11	46	67	168	366	456	344	287	260	233
00	31	12	23	27	69	181	416	457	350	253	265	238
Hr Total	154	88	79	133	216	572	1293	1764	1505	1071	1090	1008

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	283	182	246	270	247	276	245	177	134	117	99	71
30	270	215	266	291	280	279	258	147	157	115	81	60
45	278	268	225	247	273	288	239	170	135	114	79	58
00	289	258	287	281	257	299	221	154	130	120	81	44
Hr Total	1120	923	1024	1089	1057	1142	963	648	556	466	340	233

24 Hour Total : 18534
AM peak hour begins : 07:15 AM peak volume : 1774 Peak hour factor : 0.97
PM peak hour begins : 17:00 PM peak volume : 1142 Peak hour factor : 0.95

Sep 21 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	62	32	36	40	50	67	142	280	311	310	236	243
30	54	36	35	26	45	75	175	261	320	238	231	268
45	53	47	46	42	53	82	255	355	297	275	239	244
00	39	36	47	34	51	132	286	300	291	295	250	264
Hr Total	208	151	164	142	199	356	858	1196	1219	1118	956	1019

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	275	304	311	355	464	566	528	362	242	269	169	115
30	335	355	319	355	449	632	430	330	271	270	148	101
45	285	280	329	367	490	605	433	299	281	251	140	121
00	288	312	337	430	462	536	300	283	244	170	80	98
Hr Total	1183	1251	1296	1507	1865	2339	1691	1274	1038	960	537	435

24 Hour Total : 22962
AM peak hour begins : 07:30 AM peak volume : 1286 Peak hour factor : 0.91
PM peak hour begins : 17:00 PM peak volume : 2339 Peak hour factor : 0.93

Data File : D0921002.PRN
Station : 000009180604
Identification : 000138590001 Interval : 15 minutes
Start date : Sep 21, 06 Start time : 00:00
Stop date : Sep 21, 06 Stop time : 24:00
City/Town : Tampa County : Hillsborough
Location : US 301 btwn Falkenburg Rd & Everhart Rd

Sep 21 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	112	59	51	65	84	165	356	695	736	576	525	505
30	97	63	65	61	91	200	472	697	706	503	507	543
45	83	69	57	88	120	250	621	811	641	562	499	477
00	70	48	70	61	120	313	702	757	641	548	515	502
Hr Total	362	239	243	275	415	928	2151	2960	2724	2189	2046	2027

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	558	486	557	625	711	842	773	539	376	386	268	186
30	605	570	585	646	729	911	688	477	428	385	229	161
45	563	548	554	614	763	893	672	469	416	365	219	179
00	577	570	624	711	719	835	521	437	374	290	161	142
Hr Total	2303	2174	2320	2596	2922	3481	2654	1922	1594	1426	877	668

24 Hour Total : 41496
AM peak hour begins : 07:30 AM peak volume : 3010 Peak hour factor : 0.93
PM peak hour begins : 17:00 PM peak volume : 3481 Peak hour factor : 0.96

9180602	65310010	1	0	92106	2400	92106	15	2	2	100	198	300							
0	0	0	0	0	0	0	0	0	22000000	'FHWA-USA									
'Tampa	'Hillsboroug'US		301 btwn	Wes	Kearney	&	Falkenburg Rd												
2	15																		
1	2	1	2																
0	0			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Total
1	1	2	15	0	17	5	0	3	0	0	0	0	0	0	0	0	0	0	25
1	2	2	15	0	26	5	0	0	0	1	0	1	0	0	0	0	0	0	33
1	1	2	30	0	12	8	0	1	0	0	0	0	0	0	0	0	0	0	21
1	2	2	30	1	23	1	0	0	0	2	0	2	0	0	0	0	0	0	29
1	1	2	45	0	12	3	0	2	0	0	0	0	0	0	0	0	0	0	17
1	2	2	45	0	18	3	0	0	0	0	0	3	0	0	0	0	0	0	24
1	1	2	100	0	9	4	0	0	0	0	0	0	0	0	0	0	0	0	13
1	2	2	100	0	11	0	0	0	0	0	0	5	0	0	0	0	0	0	16
1	1	2	115	0	7	3	0	0	0	0	0	0	0	0	0	0	0	0	10
1	2	2	115	0	13	4	0	0	0	0	1	0	0	0	0	0	0	0	18
1	1	2	130	0	2	3	0	1	0	0	0	0	0	0	0	0	0	0	6
1	2	2	130	0	10	1	0	0	0	0	0	6	0	0	0	0	0	0	17
1	1	2	145	0	6	4	0	0	0	0	0	0	0	0	0	0	0	0	10
1	2	2	145	0	11	3	0	0	1	0	0	2	0	6	0	0	0	0	23
1	1	2	200	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
1	2	2	200	0	7	1	0	0	0	0	1	6	0	0	0	0	0	0	15
1	1	2	215	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	5
1	2	2	215	0	12	0	0	0	0	0	1	4	0	1	0	0	0	0	18
1	1	2	230	0	7	1	0	1	0	0	0	0	0	0	0	0	0	0	9
1	2	2	230	0	12	0	1	0	0	0	0	4	1	0	0	0	0	0	18
1	1	2	245	0	6	4	0	0	0	0	0	0	0	0	0	0	0	0	10
1	2	2	245	0	11	1	0	2	1	0	1	4	0	0	0	0	0	0	20
1	1	2	300	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	5
1	2	2	300	1	8	1	0	0	0	0	1	10	0	0	0	0	0	0	21
1	1	2	315	0	2	2	0	2	0	0	1	1	0	0	0	0	0	0	8
1	2	2	315	0	12	4	0	0	1	0	0	5	0	0	1	0	0	0	23
1	1	2	330	0	1	1	0	1	0	0	0	0	0	0	0	0	0	0	3
1	2	2	330	0	9	1	0	0	0	0	1	6	0	0	0	0	0	0	17
1	1	2	345	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
1	2	2	345	1	5	1	1	0	1	0	1	5	0	1	0	0	0	0	16
1	1	2	400	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
1	2	2	400	0	10	2	0	0	0	0	1	6	0	0	0	0	0	0	19
1	1	2	415	0	3	3	0	0	0	0	1	1	0	0	0	0	0	0	8
1	2	2	415	0	6	2	0	0	0	0	2	9	0	0	0	0	0	0	19
1	1	2	430	0	5	6	0	0	0	0	0	0	0	0	0	0	0	0	11
1	2	2	430	0	7	1	1	0	1	0	1	5	0	0	0	0	0	0	16
1	1	2	445	0	5	2	0	0	0	0	0	0	0	0	0	0	0	0	7
1	2	2	445	1	9	0	1	0	0	1	0	11	0	0	0	0	0	0	23
1	1	2	500	1	5	1	0	1	1	0	0	2	0	0	0	0	0	0	11
1	2	2	500	0	10	0	0	2	1	0	1	8	0	0	0	1	0	0	23
1	1	2	515	0	9	2	0	0	0	0	0	0	0	0	0	0	0	0	11
1	2	2	515	1	6	3	0	0	2	0	0	6	1	0	0	0	0	0	19
1	1	2	530	0	10	8	1	1	0	0	0	0	0	0	0	0	0	0	20
1	2	2	530	1	7	8	0	1	1	0	1	11	0	0	0	0	0	0	30
1	1	2	545	0	12	4	0	0	0	0	0	0	0	0	0	0	0	0	16
1	2	2	545	0	15	6	0	2	3	0	2	12	0	0	0	0	0	0	40
1	1	2	600	0	17	12	0	6	2	0	1	0	0	0	0	0	0	0	38
1	2	2	600	3	22	10	1	1	10	0	0	12	0	0	0	1	0	0	60
1	1	2	615	0	16	16	1	3	0	0	1	0	0	0	0	0	0	0	37

1	2	2	615	0	31	23	3	0	2	0	3	5	0	0	0	0	0	0	67
1	1	2	630	0	25	19	1	7	2	0	1	0	0	0	0	0	0	0	55
1	2	2	630	2	35	18	2	5	5	0	2	9	2	0	0	0	0	0	80
1	1	2	645	2	52	19	1	5	2	0	0	0	0	0	0	0	0	0	81
1	2	2	645	0	50	13	3	4	5	1	0	10	0	0	0	0	0	0	86
1	1	2	700	1	68	24	1	4	3	0	0	0	0	0	0	0	0	0	101
1	2	2	700	0	51	15	3	1	10	1	2	19	2	0	0	0	0	0	104
1	1	2	715	0	60	19	2	6	3	0	3	0	0	0	0	0	0	0	93
1	2	2	715	1	65	23	2	3	5	0	0	8	1	0	0	1	0	0	109
1	1	2	730	0	59	26	0	3	1	3	0	0	0	0	0	0	0	0	92
1	2	2	730	1	76	15	4	3	4	1	1	4	1	0	0	1	0	0	111
1	1	2	745	1	79	30	1	4	1	0	2	0	0	0	0	0	0	0	118
1	2	2	745	2	79	18	5	4	11	2	2	9	3	0	0	1	0	1	137
1	1	2	800	1	62	36	2	8	4	0	1	0	0	0	0	0	0	0	114
1	2	2	800	3	82	18	2	6	11	1	4	12	0	0	0	4	0	0	143
1	1	2	815	1	69	35	1	8	2	0	1	0	0	0	0	0	0	0	117
1	2	2	815	0	58	27	4	5	10	0	2	12	1	0	0	0	0	0	119
1	1	2	830	0	68	35	0	9	0	0	0	0	0	0	0	0	0	0	112
1	2	2	830	1	70	27	2	7	8	2	2	5	1	0	0	0	0	0	125
1	1	2	845	3	58	38	1	7	2	0	1	1	0	0	0	0	0	0	111
1	2	2	845	2	59	22	3	10	4	0	2	6	1	0	0	1	0	1	111
1	1	2	900	0	73	35	1	6	1	0	0	0	1	0	0	0	0	1	118
1	2	2	900	3	43	18	4	6	7	0	1	14	2	0	0	0	0	1	99
1	1	2	915	1	50	33	0	12	2	0	1	0	1	0	0	0	0	0	100
1	2	2	915	1	84	24	1	3	5	0	1	11	2	0	0	0	0	0	132
1	1	2	930	0	51	36	2	5	0	0	0	0	0	0	0	0	0	0	94
1	2	2	930	0	40	19	3	3	1	0	2	14	1	0	0	0	0	1	84
1	1	2	945	0	58	35	2	4	2	0	3	0	0	0	0	0	0	0	104
1	2	2	945	0	56	25	1	7	5	0	2	8	2	0	0	0	0	0	106
1	1	2	1000	1	66	43	2	6	0	0	0	0	0	0	0	0	0	0	118
1	2	2	1000	1	48	22	0	8	5	1	3	7	3	0	0	0	0	2	100
1	1	2	1015	0	50	39	1	8	1	0	1	2	0	0	0	0	0	0	102
1	2	2	1015	0	46	23	0	7	2	3	1	9	2	0	0	0	0	1	94
1	1	2	1030	1	52	29	0	8	0	0	0	1	0	0	0	0	0	0	91
1	2	2	1030	2	43	21	0	0	4	0	2	8	1	0	0	0	0	0	81
1	1	2	1045	1	40	31	1	6	1	0	2	2	0	0	0	0	0	0	84
1	2	2	1045	2	47	18	0	2	7	0	4	10	0	0	0	0	0	0	90
1	1	2	1100	1	46	34	0	4	0	0	0	0	0	0	0	0	0	0	85
1	2	2	1100	1	56	13	2	4	1	2	2	8	3	0	0	0	0	1	93
1	1	2	1115	1	48	28	0	8	1	0	1	1	0	0	0	0	0	0	88
1	2	2	1115	0	49	27	1	3	8	0	2	10	3	0	0	1	0	0	104
1	1	2	1130	1	60	34	1	6	0	0	1	0	0	0	0	0	0	0	103
1	2	2	1130	1	48	21	1	3	3	1	0	6	1	0	0	0	0	2	87
1	1	2	1145	0	49	32	1	10	0	0	0	0	0	0	0	0	0	0	92
1	2	2	1145	0	68	18	2	9	4	1	0	6	3	0	0	0	0	0	111
1	1	2	1200	2	66	34	0	10	1	1	0	0	0	0	0	0	0	0	114
1	2	2	1200	3	37	24	2	2	4	1	3	9	0	0	0	0	0	1	86
1	1	2	1215	0	85	40	2	4	1	0	0	1	0	0	0	0	0	0	133
1	2	2	1215	1	65	22	2	4	3	2	1	3	0	0	0	0	0	0	103
1	1	2	1230	1	83	33	0	6	0	0	0	0	0	0	0	0	0	0	123
1	2	2	1230	0	61	25	0	3	4	2	6	13	0	0	0	0	0	0	114
1	1	2	1245	4	83	46	1	9	1	0	0	1	0	0	0	0	0	0	145
1	2	2	1245	0	63	15	2	6	6	3	0	7	1	0	0	1	0	1	105
1	1	2	1300	2	67	34	0	2	2	0	1	1	0	0	0	0	0	0	109
1	2	2	1300	4	62	20	6	2	2	1	2	7	0	0	0	0	0	1	107

1	2	2	2000	1	84	10	0	1	1	7	0	4	0	0	0	0	0	0	108
1	1	2	2015	2	76	29	1	3	0	0	0	0	0	0	0	0	0	0	111
1	2	2	2015	5	91	5	0	2	0	4	0	1	0	0	0	0	0	1	109
1	1	2	2030	1	71	21	0	5	0	0	0	0	0	0	0	0	0	0	98
1	2	2	2030	1	84	15	0	1	0	2	1	3	1	0	0	0	0	0	108
1	1	2	2045	0	69	30	1	3	0	0	0	1	0	0	0	0	0	0	104
1	2	2	2045	3	95	13	0	2	1	0	0	5	0	0	0	0	0	0	119
1	1	2	2100	0	71	21	0	1	0	0	0	0	0	0	0	0	0	0	93
1	2	2	2100	1	76	10	0	1	0	0	1	3	0	0	0	1	0	0	93
1	1	2	2115	1	76	19	0	5	0	0	0	0	0	0	0	0	0	0	101
1	2	2	2115	1	98	6	1	2	0	2	0	2	0	0	0	0	0	1	113
1	1	2	2130	1	69	26	0	4	0	0	0	0	0	0	0	0	0	0	100
1	2	2	2130	2	101	12	0	2	1	1	0	1	1	0	0	0	0	0	121
1	1	2	2145	0	66	31	0	4	0	0	0	0	0	0	0	0	0	0	101
1	2	2	2145	1	79	9	0	1	0	1	1	3	0	0	0	0	0	1	96
1	1	2	2200	0	44	12	0	3	0	0	0	0	0	0	0	0	0	0	59
1	2	2	2200	2	61	13	0	2	0	0	1	1	0	1	0	0	0	0	81
1	1	2	2215	0	42	18	0	1	0	0	0	0	0	0	0	0	0	0	61
1	2	2	2215	0	48	10	0	1	0	3	0	2	0	3	0	0	0	0	67
1	1	2	2230	0	41	17	0	1	0	0	0	1	0	0	0	0	0	0	60
1	2	2	2230	0	43	10	0	0	0	0	0	5	1	0	0	0	0	0	59
1	1	2	2245	1	37	14	0	1	0	0	0	0	0	0	0	0	0	0	53
1	2	2	2245	0	53	7	0	0	0	0	0	3	0	1	0	0	0	0	64
1	1	2	2300	1	29	11	0	0	0	0	0	0	0	0	0	0	0	0	41
1	2	2	2300	0	30	7	0	0	0	1	0	3	1	0	0	0	0	0	42
1	1	2	2315	0	33	7	0	2	0	0	0	0	0	0	0	0	0	0	42
1	2	2	2315	0	46	3	0	0	0	1	0	2	0	0	0	0	0	0	52
1	1	2	2330	0	19	19	0	2	0	0	0	0	0	0	0	0	0	0	40
1	2	2	2330	0	37	3	1	0	0	0	1	2	0	0	1	0	0	0	45
1	1	2	2345	1	29	15	0	1	0	0	0	0	0	0	0	0	0	0	46
1	2	2	2345	0	37	1	0	0	0	0	0	6	0	0	0	0	0	0	44
1	1	2	2400	0	23	12	0	1	0	0	0	0	0	0	0	0	0	0	36
1	2	2	2400	1	40	7	0	0	0	1	1	2	0	0	0	0	0	0	52
																			18483

1	1	2	1315	3	82	47	0	6	1	0	0	0	0	0	0	0	0	0	139
1	2	2	1315	2	77	13	2	4	4	1	2	8	1	0	0	1	0	1	116
1	1	2	1330	0	68	38	0	8	1	0	1	1	1	0	0	0	0	0	118
1	2	2	1330	1	57	12	2	6	8	0	0	14	2	0	0	0	0	0	102
1	1	2	1345	1	76	30	1	4	0	0	0	1	0	0	0	0	0	0	113
1	2	2	1345	2	75	23	5	3	4	2	4	6	3	0	0	0	0	1	128
1	1	2	1400	2	65	44	1	7	0	0	0	0	0	0	0	0	0	0	119
1	2	2	1400	2	66	13	4	7	2	0	0	13	1	0	0	0	0	0	108
1	1	2	1415	0	83	48	1	7	0	0	0	0	0	0	0	0	0	0	139
1	2	2	1415	1	106	21	0	5	1	2	1	2	0	0	0	0	0	0	139
1	1	2	1430	0	82	32	0	9	0	0	0	0	0	0	0	0	0	0	123
1	2	2	1430	3	88	24	1	2	7	0	3	2	0	0	0	1	0	0	131
1	1	2	1445	0	101	45	1	1	1	0	1	1	0	0	0	0	0	0	151
1	2	2	1445	1	82	18	3	2	2	1	1	13	1	0	0	0	0	2	126
1	1	2	1500	0	86	40	0	3	0	0	0	1	0	0	0	0	0	0	130
1	2	2	1500	3	88	12	3	4	4	1	3	2	2	0	0	0	0	0	122
1	1	2	1515	0	102	46	2	14	1	0	0	0	0	0	0	0	0	0	165
1	2	2	1515	3	97	24	3	1	4	5	3	6	3	0	0	0	0	0	149
1	1	2	1530	2	86	43	0	10	0	0	2	0	0	0	0	0	0	0	143
1	2	2	1530	1	86	25	4	3	2	2	0	5	1	0	0	1	0	0	130
1	1	2	1545	3	112	48	1	7	1	1	1	3	0	0	0	0	0	0	177
1	2	2	1545	1	113	36	4	1	2	1	0	4	1	0	0	0	0	0	163
1	1	2	1600	0	132	51	3	12	0	0	1	0	0	0	0	0	0	0	199
1	2	2	1600	2	124	32	7	3	4	1	0	3	0	0	0	0	0	2	178
1	1	2	1615	4	138	57	1	10	0	0	1	0	0	0	0	0	0	0	211
1	2	2	1615	0	129	29	0	6	3	3	1	5	2	0	0	0	0	1	179
1	1	2	1630	2	137	48	0	7	0	0	0	0	0	0	0	0	0	0	194
1	2	2	1630	2	143	30	1	2	4	3	0	5	5	0	0	0	0	0	195
1	1	2	1645	0	137	58	1	9	0	0	0	0	0	0	0	0	0	1	206
1	2	2	1645	2	136	30	1	1	1	5	2	6	0	0	0	0	0	1	185
1	1	2	1700	1	175	61	2	6	0	0	1	0	0	0	0	0	0	0	246
1	2	2	1700	3	173	27	1	4	4	2	2	4	2	0	0	0	0	1	223
1	1	2	1715	0	168	72	1	8	0	0	0	0	0	0	0	0	0	0	249
1	2	2	1715	0	163	29	0	3	4	4	1	7	1	0	0	1	0	1	214
1	1	2	1730	4	204	67	0	8	0	0	0	0	0	0	0	0	0	0	283
1	2	2	1730	4	183	28	1	2	1	5	1	10	0	0	0	0	0	4	239
1	1	2	1745	2	241	60	1	7	0	0	1	0	0	0	0	0	0	0	312
1	2	2	1745	2	214	27	0	0	6	6	1	3	3	0	0	0	0	1	263
1	1	2	1800	1	161	70	1	8	0	0	0	1	0	0	0	0	0	0	242
1	2	2	1800	3	168	23	0	1	0	5	0	9	1	0	0	1	0	2	213
1	1	2	1815	1	184	57	0	4	2	0	0	0	0	0	0	0	0	0	248
1	2	2	1815	2	179	23	0	2	2	4	1	5	1	0	0	1	0	1	221
1	1	2	1830	2	138	60	0	3	0	0	0	0	0	0	0	0	0	0	203
1	2	2	1830	2	167	17	0	2	2	3	0	7	0	0	0	0	0	1	201
1	1	2	1845	1	136	45	0	4	0	0	0	0	0	0	0	0	0	0	186
1	2	2	1845	7	124	23	2	2	3	4	1	5	0	0	0	0	0	1	172
1	1	2	1900	4	94	37	0	6	0	0	0	0	0	0	0	0	0	0	141
1	2	2	1900	1	119	11	1	1	0	4	0	3	0	0	0	0	0	0	140
1	1	2	1915	2	98	45	0	3	0	0	0	0	0	0	0	0	0	0	148
1	2	2	1915	1	112	21	0	2	0	2	0	3	0	0	0	0	0	1	142
1	1	2	1930	2	91	31	0	3	0	0	0	2	0	0	0	0	0	0	129
1	2	2	1930	1	99	15	0	3	0	4	4	7	0	0	0	0	0	0	133
1	1	2	1945	1	98	39	0	5	0	0	0	0	0	0	0	0	0	0	143
1	2	2	1945	2	100	19	0	1	1	2	1	2	1	0	0	0	0	0	129
1	1	2	2000	1	73	29	0	0	0	0	0	0	0	0	0	0	0	0	103

County: 10
Station: 0030
Description: SR 676/22ND ST CSWY, W OF SR 43/US 301 3050
Start Date: 09/19/2007
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	34	21	34	13	102	26	22	24	20	92	194
0100	22	11	26	18	77	18	14	17	17	66	143
0200	13	18	8	9	48	12	9	21	16	58	106
0300	20	6	29	17	72	14	19	14	10	57	129
0400	18	18	32	31	99	22	25	35	40	122	221
0500	33	44	71	70	218	51	70	88	81	290	508
0600	73	99	94	140	406	124	177	194	270	765	1171
0700	132	118	183	162	595	224	261	250	192	927	1522
0800	149	167	137	140	593	232	160	153	171	716	1309
0900	114	119	127	127	487	126	147	139	145	557	1044
1000	111	107	125	142	485	147	158	139	126	570	1055
1100	144	162	140	175	621	141	120	153	128	542	1163
1200	143	174	178	160	655	162	171	167	148	648	1303
1300	152	145	172	140	609	194	174	153	147	668	1277
1400	134	131	187	172	624	171	161	186	169	687	1311
1500	173	199	211	190	773	147	174	187	148	656	1429
1600	225	231	237	246	939	201	166	163	171	701	1640
1700	253	251	267	241	1012	159	176	161	132	628	1640
1800	208	169	186	149	712	165	144	137	127	573	1285
1900	143	119	111	125	498	124	104	114	112	454	952
2000	101	141	103	77	422	105	87	90	85	367	789
2100	111	87	92	68	358	94	86	72	62	314	672
2200	64	42	70	59	235	55	73	69	55	252	487
2300	46	50	36	20	152	45	48	35	34	162	314

24-Hour Totals: 10792 10872
21664

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	1145	670	0645	1005	0645	1578
P.M.	1645	1017	1515	710	1645	1684
Daily	1645	1017	0645	1005	1645	1684

Truck Percentage 7.82 7.14 7.48

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	59	7681	2208	21	262	79	10	124	282	40	5	0	21	0	0	844	10792
W	68	8005	2023	12	218	90	6	95	321	17	7	0	10	0	0	776	10872

County: 10
Station: 0030
Description: SR 676/22ND ST CSWY, W OF SR 43/US 301 3050
Start Date: 09/20/2007
Start Time: 0000

	Direction: E					Direction: W					Combined
Time	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	Total
0000	31	26	25	23	105	33	20	17	20	90	195
0100	16	20	20	24	80	13	15	13	15	56	136
0200	13	19	13	14	59	15	20	14	8	57	116
0300	11	12	20	23	66	13	21	11	20	65	131
0400	24	26	28	34	112	20	25	30	39	114	226
0500	25	26	28	53	132	44	79	81	100	304	436
0600	56	79	100	132	367	118	169	200	268	755	1122
0700	119	138	175	178	610	249	332	226	213	1020	1630
0800	164	187	124	146	621	202	166	170	189	727	1348
0900	128	106	127	124	485	152	162	142	119	575	1060
1000	132	116	137	132	517	133	125	144	126	528	1045
1100	113	165	179	197	654	137	168	123	149	577	1231
1200	187	172	192	156	707	162	185	174	174	695	1402
1300	157	126	165	175	623	166	181	143	191	681	1304
1400	144	167	176	176	663	176	167	154	200	697	1360
1500	204	188	199	209	800	177	153	194	158	682	1482
1600	219	228	226	224	897	205	174	192	188	759	1656
1700	260	219	230	247	956	164	181	141	149	635	1591
1800	223	207	186	155	771	171	153	125	108	557	1328
1900	165	132	135	125	557	119	108	132	107	466	1023
2000	118	117	109	94	438	109	115	91	77	392	830
2100	101	69	80	83	333	112	110	70	70	362	695
2200	67	71	56	61	255	54	58	63	51	226	481
2300	68	46	41	31	186	43	58	39	33	173	359

24-Hour Totals: 10994 11193
22187

Peak Volume Information

	Direction: E		Direction: W		Combined Directions	
	Hour	Volume	Hour	Volume	Hour	Volume
A.M.	1145	748	0645	1075	0645	1639
P.M.	1700	956	1600	759	1615	1656
Daily	1700	956	0645	1075	1615	1656
Truck Percentage	7.43		6.89		7.16	

Classification Summary Database

Dir	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TotTrk	TotVol
E	74	7942	2161	21	282	75	6	120	267	24	3	0	19	0	0	817	10994
W	87	8409	1926	10	199	90	9	123	316	9	6	0	9	0	0	771	11193

52

HNTB Corporation
5110 Eisenhower Blvd. Tampa Fl.
Volume Report with 24 Hour Totals

Data File : D0306004.PRN
Station : 000000000086
Identification : 100053311100
Interval : 15 minutes
Start date : Mar 6, 07
Start time : 00:00
Stop date : Mar 8, 07
Stop time : 24:00
City/Town : BRANDON
County : HILLSBOROUGH
Location : #53 CAUSEWY .2M E.OF 301 TO FALKENBURGH

Mar 6 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	52	23	13	30	16	17	101	153	253	203	206	222
30	35	36	41	47	30	49	94	198	238	187	221	275
45	48	30	28	23	35	77	151	232	234	176	163	317
00	32	40	14	16	60	73	186	224	224	219	213	261
Hr Total	167	129	96	116	141	216	532	807	949	785	803	1075

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	314	245	209	263	326	390	350	217	165	155	112	69
30	275	221	207	283	312	403	293	240	158	190	107	82
45	230	213	261	265	383	344	311	193	148	147	90	49
00	229	234	275	296	343	405	288	194	162	124	84	48
Hr Total	1048	913	952	1107	1364	1542	1242	844	633	616	393	248

24 Hour Total : 16718
AM peak hour begins : 11:15 AM peak volume : 1167 Peak hour factor : 0.92
PM peak hour begins : 17:00 PM peak volume : 1542 Peak hour factor : 0.95

Mar 6 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	33	15	11	12	17	48	170	363	255	181	156	159
30	31	16	18	13	17	68	224	359	240	139	178	186
45	14	19	18	13	45	120	285	380	202	156	160	175
00	21	9	10	21	45	139	316	348	234	155	164	199
Hr Total	99	59	57	59	124	375	995	1450	931	631	658	719

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	217	274	236	172	185	263	208	171	159	125	78	52
30	222	236	219	216	188	215	201	155	134	105	72	45
45	231	183	199	183	203	194	201	172	150	97	74	44
00	254	226	204	204	217	223	185	135	135	100	66	31
Hr Total	924	919	858	775	793	895	795	633	578	427	290	172

24 Hour Total : 14216
AM peak hour begins : 07:00 AM peak volume : 1450 Peak hour factor : 0.95
PM peak hour begins : 12:30 PM peak volume : 995 Peak hour factor : 0.91

HNTB Corporation
5110 Eisenhower Blvd. Tampa Fl.
Volume Report with 24 Hour Totals

Data File : D0306004.PRN
Station : 000000000086
Identification : 100053311100 Interval : 15 minutes
Start date : Mar 6, 07 Start time : 00:00
Stop date : Mar 8, 07 Stop time : 24:00
City/Town : BRANDON County : HILLSBOROUGH
Location : #53 CAUSEWY .2M E.OF 301 TO FALKENBURGH

Mar 6 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	85	38	24	42	33	65	271	516	508	384	362	381
30	66	52	59	60	47	117	318	557	478	326	399	461
45	62	49	46	36	80	197	436	612	436	332	323	492
00	53	49	24	37	105	212	502	572	458	374	377	460
Hr Total	266	188	153	175	265	591	1527	2257	1880	1416	1461	1794

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	531	519	445	435	511	653	558	388	324	280	190	121
30	497	457	426	499	500	618	494	395	292	295	179	127
45	461	396	460	448	586	538	512	365	298	244	164	93
00	483	460	479	500	560	628	473	329	297	224	150	79
Hr Total	1972	1832	1810	1882	2157	2437	2037	1477	1211	1043	683	420

24 Hour Total : 30934
AM peak hour begins : 07:00 AM peak volume : 2257 Peak hour factor : 0.92
PM peak hour begins : 17:00 PM peak volume : 2437 Peak hour factor : 0.93

Data File : D0306004.PRN
Station : 000000000086
Identification : 100053311100 Interval : 15 minutes
Start date : Mar 6, 07 Start time : 00:00
Stop date : Mar 8, 07 Stop time : 24:00
City/Town : BRANDON County : HILLSBOROUGH
Location : #53 CAUSEWY .2M E.OF 301 TO FALKENBURGH

Mar 7 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	30	18	23	26	32	32	86	136	214	180	163	181
30	46	32	29	16	24	26	108	153	184	165	166	240
45	42	28	14	15	13	56	109	204	218	191	190	274
00	28	36	30	9	35	102	152	218	216	192	189	308
Hr Total	146	114	96	66	104	216	455	711	832	728	708	1003

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	305	253	192	277	343	430	358	240	182	150	132	89
30	244	209	231	314	290	407	325	235	147	136	113	83
45	254	236	256	282	353	316	323	181	153	128	88	67
00	224	223	220	325	349	368	298	198	153	121	74	48
Hr Total	1027	921	899	1198	1335	1521	1304	854	635	535	407	287

24 Hour Total : 16102
AM peak hour begins : 11:30 AM peak volume : 1131 Peak hour factor : 0.92
PM peak hour begins : 16:30 PM peak volume : 1539 Peak hour factor : 0.89

Mar 7 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	37	22	15	13	16	63	146	341	280	182	152	152
30	21	13	13	18	27	64	261	348	272	172	151	198
45	26	14	21	14	41	125	268	356	229	163	159	147
00	21	9	12	21	43	134	347	337	179	149	165	217
Hr Total	105	58	61	66	127	386	1022	1382	960	666	627	714

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	217	253	173	179	186	259	198	197	148	172	92	65
30	227	247	210	225	201	210	205	156	127	128	75	43
45	282	225	182	181	221	194	204	141	125	132	88	50
00	242	204	200	200	193	235	182	158	127	83	64	31
Hr Total	968	929	765	785	801	898	789	652	527	515	319	189

24 Hour Total : 14311
AM peak hour begins : 06:45 AM peak volume : 1392 Peak hour factor : 0.98

PM peak hour begins : 12:30 PM peak volume : 1024 Peak hour factor : 0.91
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HNTB Corporation
5110 Eisenhower Blvd. Tampa Fl.
Volume Report with 24 Hour Totals

Data File : D0306004.PRN
Station : 000000000086
Identification : 100053311100 Interval : 15 minutes
Start date : Mar 6, 07 Start time : 00:00
Stop date : Mar 8, 07 Stop time : 24:00
City/Town : BRANDON County : HILLSBOROUGH
Location : #53 CAUSEWY .2M E.OF 301 TO FALKENBURGH

Mar 7 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	67	40	38	39	48	95	232	477	494	362	315	333
30	67	45	42	34	51	90	369	501	456	337	317	438
45	68	42	35	29	54	181	377	560	447	354	349	421
00	49	45	42	30	78	236	499	555	395	341	354	525
Hr Total	251	172	157	132	231	602	1477	2093	1792	1394	1335	1717

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	522	506	365	456	529	689	556	437	330	322	224	154
30	471	456	441	539	491	617	530	391	274	264	188	126
45	536	461	438	463	574	510	527	322	278	260	176	117
00	466	427	420	525	542	603	480	356	280	204	138	79
Hr Total	1995	1850	1664	1983	2136	2419	2093	1506	1162	1050	726	476

24 Hour Total : 30413
AM peak hour begins : 07:15 AM peak volume : 2110 Peak hour factor : 0.94
PM peak hour begins : 16:30 PM peak volume : 2422 Peak hour factor : 0.88

Data File : D0306004.PRN
Station : 000000000086
Identification : 100053311100 Interval : 15 minutes
Start date : Mar 6, 07 Start time : 00:00
Stop date : Mar 8, 07 Stop time : 24:00
City/Town : BRANDON County : HILLSBOROUGH
Location : #53 CAUSEWY .2M E.OF 301 TO FALKENBURGH

Mar 8 Eastbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	59	43	22	42	29	28	74	165	263	198	188	255
30	49	42	43	21	28	49	102	187	235	219	225	297
45	37	25	17	30	27	61	127	197	197	201	190	325
00	32	21	16	21	38	82	163	235	208	219	213	306
Hr Total	177	131	98	114	122	220	466	784	903	837	816	1183

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	378	275	246	309	371	450	379	291	207	175	141	113
30	304	238	252	333	349	416	312	256	177	119	101	93
45	337	251	284	337	415	383	318	239	156	144	113	67
00	284	258	239	350	361	458	269	232	150	126	77	53
Hr Total	1303	1022	1021	1329	1496	1707	1278	1018	690	564	432	326

24 Hour Total : 18037
AM peak hour begins : 11:30 AM peak volume : 1313 Peak hour factor : 0.87
PM peak hour begins : 17:00 PM peak volume : 1707 Peak hour factor : 0.93

Mar 8 Westbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	39	14	15	8	22	51	156	359	275	204	150	166
30	28	18	14	20	30	67	233	359	247	163	151	201
45	25	15	9	19	46	126	257	375	200	150	157	184
00	23	12	12	26	40	135	345	352	202	161	172	186
Hr Total	115	59	50	73	138	379	991	1445	924	678	630	737

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	214	259	209	178	189	258	222	190	169	175	106	55
30	213	257	224	190	220	258	221	194	141	128	76	68
45	274	216	208	223	217	203	176	172	164	133	85	50
00	237	254	210	218	205	235	162	126	111	113	59	31
Hr Total	938	986	851	809	831	954	781	682	585	549	326	204

24 Hour Total : 14715
AM peak hour begins : 07:00 AM peak volume : 1445 Peak hour factor : 0.96

PM peak hour begins : 12:30 PM peak volume : 1027 Peak hour factor : 0.94
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HNTB Corporation
5110 Eisenhower Blvd. Tampa Fl.
Volume Report with 24 Hour Totals

Data File : D0306003.PRN
Station : 000000000085
Identification : 100084111100
Interval : 15 minutes
Start date : Mar 6, 07
Start time : 00:00
Stop date : Mar 8, 07
Stop time : 24:00
City/Town : BRANDON
County : HILLSBOROUGH
Location : #84 FALKENBURGH .8M S.OF CAUSEWY TO 301

Mar 6 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	8	1	5	2	1	9	28	109	146	101	84	68
30	4	7	5	3	5	13	41	114	106	92	81	87
45	6	4	5	2	9	22	63	147	122	118	76	94
00	5	2	2	4	13	38	69	160	111	101	81	97
Hr Total	23	14	17	11	28	82	201	530	485	412	322	346

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	87	81	78	95	114	122	122	85	51	24	20	22
30	96	74	105	98	87	124	109	67	39	28	24	10
45	94	86	105	117	115	114	95	60	43	34	12	16
00	75	94	82	112	90	136	84	56	24	24	14	2
Hr Total	352	335	370	422	406	496	410	268	157	110	70	50

24 Hour Total : 5917
AM peak hour begins : 07:15 AM peak volume : 567 Peak hour factor : 0.89
PM peak hour begins : 17:00 PM peak volume : 496 Peak hour factor : 0.91

Mar 6 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	13	6	5	3	6	6	30	121	91	67	65	78
30	8	5	1	3	7	8	51	114	79	55	59	83
45	12	5	5	3	13	22	66	135	59	59	68	101
00	11	11	3	8	8	23	98	125	61	58	80	92
Hr Total	44	27	14	17	34	59	245	495	290	239	272	354

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	85	96	137	118	129	166	117	108	94	94	45	23
30	103	101	117	126	127	138	117	83	73	63	34	17
45	114	121	134	113	139	160	120	111	69	59	36	18
00	107	87	121	116	128	117	115	95	92	37	25	10
Hr Total	409	405	509	473	523	581	469	397	328	253	140	68

24 Hour Total : 6645
AM peak hour begins : 07:00 AM peak volume : 495 Peak hour factor : 0.92
PM peak hour begins : 16:45 PM peak volume : 592 Peak hour factor : 0.89

HNTB Corporation
5110 Eisenhower Blvd. Tampa Fl.
Volume Report with 24 Hour Totals

Data File : D0306003.PRN
Station : 000000000085
Identification : 100084111100 Interval : 15 minutes
Start date : Mar 6, 07 Start time : 00:00
Stop date : Mar 8, 07 Stop time : 24:00
City/Town : BRANDON County : HILLSBOROUGH
Location : #84 FALKENBURGH .8M S.OF CAUSEWY TO 301

Mar 6 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	21	7	10	5	7	15	58	230	237	168	149	146
30	12	12	6	6	12	21	92	228	185	147	140	170
45	18	9	10	5	22	44	129	282	181	177	144	195
00	16	13	5	12	21	61	167	285	172	159	161	189
Hr Total	67	41	31	28	62	141	446	1025	775	651	594	700

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	172	177	215	213	243	288	239	193	145	118	65	45
30	199	175	222	224	214	262	226	150	112	91	58	27
45	208	207	239	230	254	274	215	171	112	93	48	34
00	182	181	203	228	218	253	199	151	116	61	39	12
Hr Total	761	740	879	895	929	1077	879	665	485	363	210	118

24 Hour Total : 12562
AM peak hour begins : 07:15 AM peak volume : 1032 Peak hour factor : 0.91
PM peak hour begins : 17:00 PM peak volume : 1077 Peak hour factor : 0.93

Data File : D0306003.PRN
Station : 000000000085
Identification : 100084111100 Interval : 15 minutes
Start date : Mar 6, 07 Start time : 00:00
Stop date : Mar 8, 07 Stop time : 24:00
City/Town : BRANDON County : HILLSBOROUGH
Location : #84 FALKENBURGH .8M S.OF CAUSEWY TO 301

Mar 7 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	5	1	3	2	3	5	32	82	139	85	87	76
30	5	2	3	3	7	27	32	120	103	92	96	68
45	1	8	8	2	10	32	75	158	97	74	92	76
00	5	6	0	5	15	39	64	175	118	110	85	88
Hr Total	16	17	14	12	35	103	203	535	457	361	360	308

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	97	90	81	106	99	108	109	78	55	32	19	26
30	82	87	102	92	101	126	94	58	29	29	24	6
45	99	92	98	96	108	121	107	35	40	25	22	10
00	68	92	81	97	98	120	81	49	40	31	14	2
Hr Total	346	361	362	391	406	475	391	220	164	117	79	44

24 Hour Total : 5777
AM peak hour begins : 07:15 AM peak volume : 592 Peak hour factor : 0.85
PM peak hour begins : 17:15 PM peak volume : 476 Peak hour factor : 0.94

Mar 7 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	11	8	6	6	5	33	122	83	62	83	71
30	10	2	6	5	4	13	45	119	94	52	77	79
45	7	2	2	4	7	17	74	128	57	61	82	77
00	14	7	11	8	14	35	87	100	62	59	65	78
Hr Total	46	22	27	23	31	70	239	469	296	234	307	305

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	84	93	122	121	136	146	115	112	89	89	52	33
30	90	101	112	117	144	163	109	88	80	79	38	27
45	90	117	132	115	114	151	123	106	88	49	34	18
00	84	117	100	113	138	124	97	82	84	58	30	10
Hr Total	348	428	466	466	532	584	444	388	341	275	154	88

24 Hour Total : 6583
AM peak hour begins : 07:00 AM peak volume : 469 Peak hour factor : 0.92

PM peak hour begins : 16:45 PM peak volume : 598 Peak hour factor : 0.92
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Data File : D0306003.PRN
Station : 000000000085
Identification : 100084111100 Interval : 15 minutes
Start date : Mar 6, 07 Start time : 00:00
Stop date : Mar 8, 07 Stop time : 24:00
City/Town : BRANDON County : HILLSBOROUGH
Location : #84 FALKENBURGH .8M S.OF CAUSEWY TO 301

Mar 7 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	20	12	11	8	9	10	65	204	222	147	170	147
30	15	4	9	8	11	40	77	239	197	144	173	147
45	8	10	10	6	17	49	149	286	154	135	174	153
00	19	13	11	13	29	74	151	275	180	169	150	166
Hr Total	62	39	41	35	66	173	442	1004	753	595	667	613

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	181	183	203	227	235	254	224	190	144	121	71	59
30	172	188	214	209	245	289	203	146	109	108	62	33
45	189	209	230	211	222	272	230	141	128	74	56	28
00	152	209	181	210	236	244	178	131	124	89	44	12
Hr Total	694	789	828	857	938	1059	835	608	505	392	233	132

24 Hour Total : 12360
AM peak hour begins : 07:15 AM peak volume : 1022 Peak hour factor : 0.89
PM peak hour begins : 17:00 PM peak volume : 1059 Peak hour factor : 0.92

HNTB Corporation
5110 Eisenhower Blvd. Tampa Fl.
Volume Report with 24 Hour Totals

Data File : D0306003.PRN
Station : 000000000085
Identification : 100084111100
Start date : Mar 6, 07
Stop date : Mar 8, 07
City/Town : BRANDON
Location : #84 FALKENBURGH .8M S.OF CAUSEWY TO 301
Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : HILLSBOROUGH

Mar 8 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	11	2	1	3	7	11	31	98	134	106	78	86
30	8	1	3	7	5	17	39	111	118	80	90	84
45	6	3	5	9	6	30	70	147	123	91	95	100
00	4	4	8	2	8	31	67	163	130	92	87	76
Hr Total	29	10	17	21	26	89	207	519	505	369	350	346

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	84	102	77	110	120	149	128	95	58	35	26	25
30	79	93	106	93	91	115	97	87	40	37	21	15
45	126	89	110	96	108	119	91	73	35	28	20	10
00	95	87	89	105	107	126	87	57	38	36	13	11
Hr Total	384	371	382	404	426	509	403	312	171	136	80	61

24 Hour Total : 6127
AM peak hour begins : 07:30 AM peak volume : 562 Peak hour factor : 0.86
PM peak hour begins : 17:00 PM peak volume : 509 Peak hour factor : 0.85

Mar 8 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	19	9	1	7	7	7	34	127	93	65	77	77
30	11	4	4	4	4	12	50	132	71	61	85	68
45	11	8	6	10	11	14	79	130	81	65	63	87
00	14	7	3	8	10	28	98	104	57	54	66	94
Hr Total	55	28	14	29	32	61	261	493	302	245	291	326

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	98	99	138	110	142	184	117	137	71	85	51	44
30	116	93	126	114	127	147	134	89	112	82	60	24
45	108	109	112	123	121	136	111	121	85	72	44	18
00	82	109	89	133	150	124	118	88	85	57	37	16
Hr Total	404	410	465	480	540	591	480	435	353	296	192	102

24 Hour Total : 6885
AM peak hour begins : 07:00 AM peak volume : 493 Peak hour factor : 0.93

PM peak hour begins : 16:45 PM peak volume : 617 Peak hour factor : 0.84
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HNTB Corporation
5110 Eisenhower Blvd. Tampa Fl.
Volume Report with 24 Hour Totals

Data File : D0306003.PRN
Station : 000000000085
Identification : 100084111100 Interval : 15 minutes
Start date : Mar 6, 07 Start time : 00:00
Stop date : Mar 8, 07 Stop time : 24:00
City/Town : BRANDON County : HILLSBOROUGH
Location : #84 FALKENBURGH .8M S.OF CAUSEWY TO 301

Mar 8 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	30	11	2	10	14	18	65	225	227	171	155	163
30	19	5	7	11	9	29	89	243	189	141	175	152
45	17	11	11	19	17	44	149	277	204	156	158	187
00	18	11	11	10	18	59	165	267	187	146	153	170
Hr Total	84	38	31	50	58	150	468	1012	807	614	641	672

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	182	201	215	220	262	333	245	232	129	120	77	69
30	195	186	232	207	218	262	231	176	152	119	81	39
45	234	198	222	219	229	255	202	194	120	100	64	28
00	177	196	178	238	257	250	205	145	123	93	50	27
Hr Total	788	781	847	884	966	1100	883	747	524	432	272	163

24 Hour Total : 13012
AM peak hour begins : 07:15 AM peak volume : 1014 Peak hour factor : 0.92
PM peak hour begins : 16:45 PM peak volume : 1107 Peak hour factor : 0.83

84

HNTB Corporation
5110 Eisenhower Blvd. Tampa Fl.
Volume Report with 24 Hour Totals

Data File : D0403023.PRN
Station : 000000000086
Identification : 100039122100
Start date : Apr 3, 07
Stop date : Apr 5, 07
City/Town : BRANDON
Location : FALKENBURG RD 1.2M N OF EAGLE PALM DR.
Interval : 15 minutes
Start time : 00:00
Stop time : 24:00
County : HILLSBOROUGH

Apr 3 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	6	2	3	2	6	22	66	83	69	37	31
30	4	3	6	3	2	11	36	137	65	44	28	40
45	3	2	1	1	6	10	42	139	80	34	21	28
00	1	0	0	2	4	12	57	110	88	40	44	39
Hr Total	14	11	9	9	14	39	157	452	316	187	130	138

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	35	32	48	78	60	51	49	34	18	22	13	12
30	31	39	55	61	48	70	37	38	16	18	15	8
45	50	35	43	84	39	65	36	23	28	17	8	17
00	43	31	53	72	47	46	26	26	15	16	5	5
Hr Total	159	137	199	295	194	232	148	121	77	73	41	42

24 Hour Total : 3194
AM peak hour begins : 07:15 AM peak volume : 469 Peak hour factor : 0.84
PM peak hour begins : 15:00 PM peak volume : 295 Peak hour factor : 0.88

Apr 3 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	6	7	4	2	0	13	19	91	53	59	23	33
30	6	5	1	3	4	4	27	91	44	41	15	28
45	5	3	5	3	4	11	45	63	52	33	33	25
00	2	7	4	1	10	19	68	89	64	35	27	29
Hr Total	19	22	14	9	18	47	159	334	213	168	98	115

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	37	38	48	45	100	80	49	33	27	22	31	17
30	42	32	62	38	88	62	55	36	28	19	15	13
45	33	48	77	48	51	71	42	44	26	17	16	10
00	35	46	59	43	64	83	36	34	25	16	21	8
Hr Total	147	164	246	174	303	296	182	147	106	74	83	48

24 Hour Total : 3186
AM peak hour begins : 07:00 AM peak volume : 334 Peak hour factor : 0.92
PM peak hour begins : 16:00 PM peak volume : 303 Peak hour factor : 0.76

HNTB Corporation
5110 Eisenhower Blvd. Tampa Fl.
Volume Report with 24 Hour Totals

Data File : D0403023.PRN
Station : 000000000086
Identification : 100039122100 Interval : 15 minutes
Start date : Apr 3, 07 Start time : 00:00
Stop date : Apr 5, 07 Stop time : 24:00
City/Town : BRANDON County : HILLSBOROUGH
Location : FALKENBURG RD 1.2M N OF EAGLE PALM DR.

Apr 3 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	12	13	6	5	2	19	41	157	136	128	60	64
30	10	8	7	6	6	15	63	228	109	85	43	68
45	8	5	6	4	10	21	87	202	132	67	54	53
00	3	7	4	3	14	31	125	199	152	75	71	68
Hr Total	33	33	23	18	32	86	316	786	529	355	228	253

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	72	70	96	123	160	131	98	67	45	44	44	29
30	73	71	117	99	136	132	92	74	44	37	30	21
45	83	83	120	132	90	136	78	67	54	34	24	27
00	78	77	112	115	111	129	62	60	40	32	26	13
Hr Total	306	301	445	469	497	528	330	268	183	147	124	90

24 Hour Total : 6380
AM peak hour begins : 07:00 AM peak volume : 786 Peak hour factor : 0.86
PM peak hour begins : 15:30 PM peak volume : 543 Peak hour factor : 0.85

Data File : D0403023.PRN
Station : 000000000086
Identification : 100039122100 Interval : 15 minutes
Start date : Apr 3, 07 Start time : 00:00
Stop date : Apr 5, 07 Stop time : 24:00
City/Town : BRANDON County : HILLSBOROUGH
Location : FALKENBURG RD 1.2M N OF EAGLE PALM DR.

Apr 4 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	2	0	0	2	12	26	86	67	60	22	23
30	6	1	6	0	3	7	30	130	67	33	37	32
45	3	1	1	1	7	15	36	160	65	24	29	29
00	3	0	2	1	4	10	52	104	70	34	26	44
Hr Total	26	4	9	2	16	44	144	480	269	151	114	128

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	28	35	39	78	62	57	46	41	21	19	16	18
30	39	37	60	82	44	66	36	39	26	14	15	6
45	34	45	51	80	47	70	37	30	24	22	5	28
00	29	33	42	48	45	57	42	25	36	27	11	5
Hr Total	130	150	192	288	198	250	161	135	107	82	47	57

24 Hour Total : 3184
AM peak hour begins : 07:00 AM peak volume : 480 Peak hour factor : 0.75
PM peak hour begins : 15:00 PM peak volume : 288 Peak hour factor : 0.88

Apr 4 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	9	3	1	3	2	8	16	85	47	50	33	27
30	8	4	5	2	5	6	27	95	61	36	31	20
45	5	2	4	5	9	5	40	77	52	24	27	29
00	7	5	4	4	6	21	57	79	46	27	29	36
Hr Total	29	14	14	14	22	40	140	336	206	137	120	112

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	37	26	50	47	98	61	53	35	32	41	20	12
30	46	26	75	41	49	56	64	34	35	26	16	11
45	44	37	73	40	51	70	53	38	29	33	17	10
00	48	38	49	44	70	87	49	39	33	30	15	8
Hr Total	175	127	247	172	268	274	219	146	129	130	68	41

24 Hour Total : 3180
AM peak hour begins : 07:00 AM peak volume : 336 Peak hour factor : 0.88

PM peak hour begins : 17:00 PM peak volume : 274 Peak hour factor : 0.79
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HNTB Corporation
5110 Eisenhower Blvd. Tampa Fl.
Volume Report with 24 Hour Totals

Data File : D0403023.PRN
Station : 000000000086
Identification : 100039122100 Interval : 15 minutes
Start date : Apr 3, 07 Start time : 00:00
Stop date : Apr 5, 07 Stop time : 24:00
City/Town : BRANDON County : HILLSBOROUGH
Location : FALKENBURG RD 1.2M N OF EAGLE PALM DR.

Apr 4 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	23	5	1	3	4	20	42	171	114	110	55	50
30	14	5	11	2	8	13	57	225	128	69	68	52
45	8	3	5	6	16	20	76	237	117	48	56	58
00	10	5	6	5	10	31	109	183	116	61	55	80
Hr Total	55	18	23	16	38	84	284	816	475	288	234	240

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	65	61	89	125	160	118	99	76	53	60	36	30
30	85	63	135	123	93	122	100	73	61	40	31	17
45	78	82	124	120	98	140	90	68	53	55	22	38
00	77	71	91	92	115	144	91	64	69	57	26	13
Hr Total	305	277	439	460	466	524	380	281	236	212	115	98

24 Hour Total : 6364
AM peak hour begins : 07:00 AM peak volume : 816 Peak hour factor : 0.86
PM peak hour begins : 17:00 PM peak volume : 524 Peak hour factor : 0.91

Data File : D0403023.PRN
Station : 000000000086
Identification : 100039122100 Interval : 15 minutes
Start date : Apr 3, 07 Start time : 00:00
Stop date : Apr 5, 07 Stop time : 24:00
City/Town : BRANDON County : HILLSBOROUGH
Location : FALKENBURG RD 1.2M N OF EAGLE PALM DR.

Apr 5 Northbound Volume for Lane 1

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	14	4	3	2	0	5	24	74	87	67	25	37
30	1	0	3	4	0	6	27	123	65	34	27	28
45	2	5	4	4	3	10	48	141	81	30	22	32
00	4	4	1	0	6	14	60	106	73	39	29	38
Hr Total	21	13	11	10	9	35	159	444	306	170	103	135

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	27	40	40	87	65	67	51	36	27	17	11	19
30	45	32	39	59	51	63	45	36	17	17	14	11
45	38	27	51	67	50	53	36	37	14	19	9	28
00	38	59	66	63	59	61	37	26	21	17	18	10
Hr Total	148	158	196	276	225	244	169	135	79	70	52	68

24 Hour Total : 3236
AM peak hour begins : 07:15 AM peak volume : 457 Peak hour factor : 0.81
PM peak hour begins : 14:45 PM peak volume : 279 Peak hour factor : 0.80

Apr 5 Southbound Volume for Lane 2

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	15	7	2	2	1	10	24	75	54	76	25	37
30	6	3	4	0	2	5	23	76	41	39	32	19
45	11	5	4	1	5	11	50	78	59	32	25	28
00	4	2	5	1	10	14	62	81	59	22	32	38
Hr Total	36	17	15	4	18	40	159	310	213	169	114	122

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	35	36	49	55	81	57	66	68	30	24	20	13
30	35	28	54	54	66	61	49	32	19	38	18	13
45	34	48	81	43	58	71	51	34	30	22	24	10
00	37	40	57	35	55	65	38	29	27	24	13	19
Hr Total	141	152	241	187	260	254	204	163	106	108	75	55

24 Hour Total : 3163
AM peak hour begins : 07:00 AM peak volume : 310 Peak hour factor : 0.96

PM peak hour begins : 17:15 PM peak volume : 263 Peak hour factor : 0.93
****

HNTB Corporation
5110 Eisenhower Blvd. Tampa Fl.
Volume Report with 24 Hour Totals

Data File : D0403023.PRN
Station : 000000000086
Identification : 100039122100 Interval : 15 minutes
Start date : Apr 3, 07 Start time : 00:00
Stop date : Apr 5, 07 Stop time : 24:00
City/Town : BRANDON County : HILLSBOROUGH
Location : FALKENBURG RD 1.2M N OF EAGLE PALM DR.

Apr 5 Total Volume for All Lanes

End Time	00	01	02	03	04	05	06	07	08	09	10	11
15	29	11	5	4	1	15	48	149	141	143	50	74
30	7	3	7	4	2	11	50	199	106	73	59	47
45	13	10	8	5	8	21	98	219	140	62	47	60
00	8	6	6	1	16	28	122	187	132	61	61	76
Hr Total	57	30	26	14	27	75	318	754	519	339	217	257

End Time	12	13	14	15	16	17	18	19	20	21	22	23
15	62	76	89	142	146	124	117	104	57	41	31	32
30	80	60	93	113	117	124	94	68	36	55	32	24
45	72	75	132	110	108	124	87	71	44	41	33	38
00	75	99	123	98	114	126	75	55	48	41	31	29
Hr Total	289	310	437	463	485	498	373	298	185	178	127	123

24 Hour Total : 6399
AM peak hour begins : 07:00 AM peak volume : 754 Peak hour factor : 0.86
PM peak hour begins : 14:30 PM peak volume : 510 Peak hour factor : 0.90

US 301 btwn Wes Kearney Rd. & Falkenburg Rd.

Day	Vehicle Type	Total Traffic	Total No.	Percentage of Total Vehicles
Day 1		33,006		
	1 Motorcycles		232	0.70%
	2 Cars		22,694	68.76%
	3 2A-4T		6,436	19.50%
	4 Buses		270	0.82%
	5 2A-SU		977	2.96%
	6 3A-SU		508	1.54%
	7 4A-SU		236	0.72%
	8 4A-ST		283	0.86%
	9 5A-ST		1,094	3.31%
	10 6A-ST		124	0.38%
	11 5A-MT		15	0.05%
	12 6A-MT		1	0.00%
	13 7A-MT		23	0.07%
	15 Unclassified		113	0.34%
Day 2		33,002		
	1 Motorcycles		332	1.01%
	2 Cars		23,025	69.77%
	3 2A-4T		6,322	19.16%
	4 Buses		296	0.90%
	5 2A-SU		856	2.59%
	6 3A-SU		374	1.13%
	7 4A-SU		237	0.72%
	8 4A-ST		257	0.78%
	9 5A-ST		1,062	3.22%
	10 6A-ST		110	0.33%
	11 5A-MT		13	0.04%
	12 6A-MT		1	0.00%
	13 7A-MT		31	0.09%
	15 Unclassified		86	0.26%
Day 3		34,246		
	1 Motorcycles		411	1.20%
	2 Cars		23,778	69.43%
	3 2A-4T		6,183	18.05%
	4 Buses		279	0.81%
	5 2A-SU		938	2.74%
	6 3A-SU		648	1.89%
	7 4A-SU		237	0.69%
	8 4A-ST		265	0.77%
	9 5A-ST		1,203	3.51%
	10 6A-ST		147	0.43%
	11 5A-MT		21	0.06%
	12 6A-MT		3	0.01%
	13 7A-MT		34	0.10%
	15 Unclassified		99	0.29%

Appendix D
Signal Timing Sheets

HILLSBOROUGH COUNTY TRAFFIC ENGINEERING

SIGNAL TIMING SHEET

Location : US 301 @ Falkenburg Rd

Intersection # Mist # 332 **System:** US_301

Node # **File Name:** Falkenburg_Rd

Flash	
Max II	ON WITH COORDINATION

MOVEMENT	Ø	MIN	EXT	CLR	RED	MAX I	MAX II	WLK	FDW	RECALL	LOCK/CNA
NBLT	1	7	3.0	4.5	1.0	15	30				LOCK
SB	2	20	4.0	4.5	2.2	75	65	4		MIN	Coord/CNA
EBLT	3	7	3.0	4.5	1.0	20	30				
WB	4	10	3.0	4.5	2.0	20	60				
SBLT	5	7	3.0	4.5	1.0	15	30				LOCK
NB	6	20	4.0	4.5	2.2	75	65	4		MIN	Coord/CNA
WBLT	7	7	3.0	4.5	1.0	20	30				
EB	8	10	3.0	4.5	2.0	20	60				

Overlap Calls

OLA = Ø N/A

OLB = Ø N/A

OLC = Ø N/A

OLD = Ø N/A

Comments:

*** Set all Perms to 0 - 5 Seconds ***

* Confirmed controller settings 02/23/00 REW 02/23/00

**Enable CKT 56 - WRM, found under Time Clock CKT Mode

**Recall Ø2 & Ø6 WRM, found under Memory/Recall/CNA

Prepared By: Robt. Wood Date: Approved By: Richard Miller, P.E. Date:

Reviewed By: Greg Bassett Date: Implemented By: Date:

File:G:\TS\Systems\US_301\Falkenburg_Rd Date of Print: 05/18/07

HILLSBOROUGH COUNTY TRAFFIC ENGINEERING

Location : US 301 @ Falkenburg Rd
Intersection # Mist # 332

Ø # Movement
Ø1= NBLT
Ø2= SB
Ø3= EBLT
Ø4= WB
Ø5= SBLT
Ø6= NB
Ø7= WBLT
Ø8= EB
OLA= Ø N/A
OLB= Ø N/A
OLC= Ø N/A
OLD= Ø N/A

Day Plan # 1

Day	Time	Cycle	Split	Offset
M-F	00:00	CKT	13	OFF
M-F	06:00	CKT	13	ON
M-F	06:00	1	1	1
M-F	10:00	2	1	1
M-F	15:00	1	2	2
M-F	19:30	2	1	1
M-F	21:00	CKT	13	OFF

Day Plan # 2

Day	Time	Cycle	Split	Offset
S-S	00:00	CKT	13	OFF
S-S	08:00	CKT	13	ON
S-S	08:00	2	1	1
S-S	21:00	CKT	13	OFF

Cycle Lengths

1	2	3	4	5
140	100			

Offsets

SECS	Cycle 1	Cycle 2	Cycle 3	Cycle 4	Cycle 5
Off 1	20	6			
Off 2	29				
Off 3					
%	Cycle 1	Cycle 2	Cycle 3	Cycle 4	Cycle 5
Off 1	14%	6%			
Off 2	21%				
Off 3					

Phase Splits

	CYCLE 1=	140			CYCLE 2=	100			CYCLE 3=				CYCLE 4=				CYCLE 5=			
Ø	SPLIT 1		SPLIT 2		SPLIT 1		SPLIT 2		SPLIT 1		SPLIT 2		SPLIT 1		SPLIT 2		SPLIT 1		SPLIT 2	
	%	sec	%	sec	%	sec	%	sec	%	sec	%	sec	%	sec	%	sec	%	sec	%	sec
1	11%	15.0	11%	15.4	15%	15.0														
2	58%	81.6	58%	80.9	50%	50.0														
3	16%	22.4	11%	15.0	18%	18.0														
4	15%	21.0	21%	28.7	17%	17.0														
5	11%	15.0	11%	15.0	15%	15.0														
6	58%	80.9	58%	81.6	50%	50.0														
7	11%	14.7	16%	22.4	18%	18.0														
8	21%	29.4	15%	21.0	17%	17.0														

Force Offs

	CYCLE 1				CYCLE 2				CYCLE 3				CYCLE 4				CYCLE 5			
Ø	SPLIT 1		SPLIT 2		SPLIT 1		SPLIT 2		SPLIT 1		SPLIT 2		SPLIT 1		SPLIT 2		SPLIT 1		SPLIT 2	
	%	sec	%	sec	%	sec	%	sec	%	sec	%	sec	%	sec	%	sec	%	sec	%	sec
1	43%	60	43%	60	51%	51														
2	0%	0	0%	0	0%	0														
3	17%	24	12%	16	19%	19														
4	31%	44	31%	44	35%	35														
5	43%	60	43%	60	51%	51														
6	0%	0	0%	0	0%	0														
7	11%	16	17%	24	19%	19														
8	32%	44	31%	44	35%	35														

HILLSBOROUGH COUNTY TRAFFIC ENGINEERING

PHASE(Ø) TIMING SHEET

Flash	See Dayplan Schedules
Max II	ON WITH COORDINATION

Location : US 301 @ Lumsden Rd/Causeway Blvd

Intersection # Mist # 48 **System:** US_301

Node # **File Name:** Causeway_Blvd

MOVEMENT	Ø	MIN	EXT	CLR	RED	MAX I	MAX II	WLK	FDW	RECALL	Mem. On/Off/CNA
NBLT	1	7	4.0	4.7	1.0	19	25				LOCK
SB Coord Ø	2	15	4.0	4.7	1.3	40	65	4		MIN	CNA
EBLT	3	7	4.0	4.7		19	15				
WB	4	10	4.0	4.7	1.8	30	50				
SBLT	5	7	6.5	4.7	1.0	19	50				LOCK
NB Coord Ø	6	15	4.0	4.7	1.3	40	65	4		MIN	CNA
WBLT	7	7	4.0	4.7		19	25				
EB	8	10	4.0	4.7	1.8	30	50				

Comments:

	Initials	Date
* * * Set all Perms to 0-5 Seconds/ * * * Enable CKT 56 - WRM / Recall Ø2 & Ø6 WRM		
* * * Confirmed controller timings 05/01/98	REW	05/01/98

Overlap	Calls
OLA =	Ø N/A
OLB =	Ø N/A
OLC =	Ø N/A
OLD =	Ø N/A

Prepared By: H. Cook Date: 04/21/03

Reviewed By: Date:

Approved By: Date:

Implemented By: Date:

File: G:\TS\Systems\US_301\Causeway_Blvd Date of Print: 05/18/07 @ 10:28

HILLSBOROUGH COUNTY TRAFFIC ENGINEERING

COORDINATION TIME SHEET

Location : US 301 @ Lumsden Rd/Causeway Blvd
Intersection # Mist # 48

Ø # Movement
Ø1= NBLT
Ø2= SB
Ø3= EBLT
Ø4= WB
Ø5= SBLT
Ø6= NB
Ø7= WBLT
Ø8= EB
OLA= Ø N/A
OLB= Ø N/A
OLC= Ø N/A
OLD= Ø N/A

Day Plan # 1				
Day	Time	Cycle	Split	Offset
M-F	00:00	CKT	13	OFF
M-F	06:00	CKT	13	ON
M-F	06:00	1	1	1
M-F	10:00	2	1	1
M-F	15:00	1	2	2
M-F	19:30	2	1	1
M-F	21:00	CKT	13	OFF

Day Plan # 2				
Day	Time	Cycle	Split	Offset
SAT	00:00	CKT	13	OFF
SAT	08:00	CKT	13	ON
SAT	08:00	2	1	1
SAT	21:00	CKT	13	OFF

Day Plan # 3				
Day	Time	Cycle	Split	Offset
SUN	00:00	CKT	13	OFF
SUN	07:00	CKT	13	ON
SUN	07:00	1	1	1
SUN	10:00	2	1	1
SUN	21:00	CKT	13	OFF

Cycle Lengths				
1	2	3	4	5
140	100			

Offsets					
SECS	Cycle 1	Cycle 2	Cycle 3	Cycle 4	Cycle 5
Off 1	36	60			
Off 2	2				
Off 3					
%	Cycle 1	Cycle 2	Cycle 3	Cycle 4	Cycle 5
Off 1	26%	60%			
Off 2	1%				
Off 3					

Phase Splits

	CYCLE 1=	140			CYCLE 2=	100			CYCLE 3=				CYCLE 4=				CYCLE 5=			
Ø	SPLIT 1		SPLIT 2		SPLIT 1		SPLIT 2		SPLIT 1		SPLIT 2		SPLIT 1		SPLIT 2		SPLIT 1		SPLIT 2	
	%	sec	%	sec	%	sec	%	sec	%	sec	%	sec	%	sec	%	sec	%	sec	%	sec
1	19%	26.6	14%	19.6	23%	23.0														
2	36%	50.4	44%	61.6	30%	30.0														
3	9%	12.6	13%	18.2	17%	17.0														
4	36%	50.4	29%	40.6	30%	30.0														
5	12%	16.8	38%	53.2	17%	17.0														
6	43%	60.2	20%	28.0	36%	36.0														
7	9%	12.6	16%	22.4	22%	22.0														
8	36%	50.4	26%	36.4	25%	25.0														

Force Offs

	CYCLE 1				CYCLE 2				CYCLE 3				CYCLE 4				CYCLE 5			
Ø	SPLIT 1		SPLIT 2		SPLIT 1		SPLIT 2		SPLIT 1		SPLIT 2		SPLIT 1		SPLIT 2		SPLIT 1		SPLIT 2	
	%	sec	%	sec	%	sec	%	sec	%	sec	%	sec	%	sec	%	sec	%	sec	%	sec
1	64%	90	56%	79	70%	70														
2	0%	0	0%	0	0%	0														
3	10%	14	14%	20	18%	18														
4	45%	63	42%	58	47%	47														
5	57%	80	80%	112	64%	64														
6	0%	0	0%	0	0%	0														
7	10%	14	17%	24	23%	23														
8	45%	63	42%	58	47%	47														

Appendix E
Intersection Analysis Worksheets

Project Description:

SECTION NO:	US 301	PREPARED BY:	KHA
FM NO.:		FILE:	
PROJECT LIMITS:	Causeway Blvd to Falkenburg Rd	DATE:	5/6/2008
DESIGN YEAR:	2008		
INTERSECTION:	US 301 & Falkenburg Rd		

NOTES:

K & D factors based upon average of 2004, 2005 and 2006 FTI CD publication using count stations #100030 and #105259

Historical AADTs:

	YEAR	NORTH LEG AADT		EAST LEG AADT		SOUTH LEG AADT		WEST LEG AADT
Actual AADT:	2007	36,961		11,633		43,010		6,126
Actual AADT:	2025	51,743		22,758		58,992		13,128

Growth Rates:

	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
2008 Model to 2025 Model GR =	2.67%	2.67%	2.67%	2.67%
2008 to 2030 Extrapolated Model GR =	2.42%	2.42%	2.42%	2.42%
Recommended Growth Rate:	**2.67%**	**2.67%**	**2.67%**	**2.67%**

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years
2 = Linear Growth Throughout All Years
3 = Blend of Compound First Ten Years, Linear Thereafter

			NORTH LEG		EAST LEG		SOUTH LEG		WEST LEG	
		YEAR	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT	FACTOR	AADT
			2		**2**		**2**		**2**	
		2007		36,961		11,633		43,010		6,126
NO. YEARS	18	2025	1.481	54,700	1.481	17,200	1.481	63,700	1.481	9,100
NO. YEARS	23	2030	1.614	59,700	1.614	18,800	1.614	69,400	1.614	9,900

Percent Turns Calculated From Base Year TMCs:

TURN STUDY		FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			
A.M.	2-Way Pk Hr Vol:	2,500			1,020			2,410			1,266			
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	TOTAL
7:15-8:15	212	645	26	64	240	144	280	1,173	88	80	266	380	3,598
% TURNS:	24%	73%	3%	14%	54%	32%	18%	76%	6%	11%	37%	52%	
P.M.	2-Way Pk Hr Vol:	2,973			1,321			3,700			812			
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	TOTAL
4:45-5:45	117	1,415	62	37	199	529	385	1,163	170	38	109	179	4,403
% TURNS:	7.3%	88.7%	3.8%	4.8%	26.0%	69.1%	22.4%	67.6%	9.8%	11.6%	33.4%	54.9%	

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: US 301
FM NO.: 0
PROJECT LIMITS: Causeway Blvd to Falkenburg Rd
DESIGN YEAR: 2008
INTERSECTION: US 301 & Falkenburg Rd
PREPARED BY: KHA
FILE: 0

DATE: 5/20/2008
NOTES: K & D factors based upon average of 2004, 2005 and 2006 FTI CD publication using count stations #100030 and #105259
0
0

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	FROM NORTH	FROM EAST	FROM SOUTH	FROM WEST
24 HR EST. AADT	2007	36,961	11,633	43,010	6,126
24 HR EST. AADT	2025	54,700	17,200	63,700	9,100
24 HR EST. AADT	2030	59,700	18,800	69,400	9,900

K & D FACTORS:

		AM	PM	AM	PM	AM	PM	AM	PM
2007	APPROACH K FACTOR	9.24%	9.24%	9.24%	9.24%	9.24%	9.24%	9.24%	9.24%
2025	Approach K30 factor	9.24%	9.24%	9.24%	9.24%	9.24%	9.24%	9.24%	9.24%
2030	Approach K30 factor	9.24%	9.24%	9.24%	9.24%	9.24%	9.24%	9.24%	9.24%
		AM	PM	AM	PM	AM	PM	AM	PM
2007	APPROACH D FACTOR	44.94%	55.06%	44.94%	55.06%	55.06%	44.94%	55.06%	44.94%
2025	Approach D30 Factor	44.94%	55.06%	44.94%	55.06%	55.06%	44.94%	55.06%	44.94%
2030	Approach D30 Factor	44.94%	55.06%	44.94%	55.06%	55.06%	44.94%	55.06%	44.94%

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
A.M. DESIGN HR. TURNS		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
2007	EST. TURNS	368	1,120	45	69	258	155	396	1,665	125	34	114	163
2025	EST. TURNS	545	1,658	66	101	382	229	587	2,466	185	51	169	242
2030	EST. TURNS	595	1,810	72	111	418	251	639	2,687	201	55	184	263
P.M. DESIGN HR. TURNS													
2007	EST. TURNS	137	1,668	71	28	154	409	400	1,207	175	30	85	140
2025	EST. TURNS	203	2,468	106	42	228	605	593	1,788	259	44	126	207
2030	EST. TURNS	222	2,694	115	46	249	661	646	1,948	282	48	137	226

Project Description:

SECTION NO:	US 301	PREPARED BY:	KHA
FM NO.:		FILE:	
PROJECT LIMITS:	Causeway Blvd to Falkenburg Rd	DATE:	5/6/2008
DESIGN YEAR:	2008		
INTERSECTION:	US 301 & Causeway Blvd		

NOTES:

K & D factors based upon average of 2004, 2005 and 2006 information from FTI CD publication using count stations #100030 and #105259

Historical AADTs:

	YEAR	NORTH LEG AADT		EAST LEG AADT		SOUTH LEG AADT		WEST LEG AADT
Actual AADT:	2007	41,870		28,857		36,961		22,803
Actual AADT:	2025	49,145		25,041		51,743		40,202

Growth Rates:

	NORTH LEG	EAST LEG	SOUTH LEG	WEST LEG
2008 Model to 2025 Model GR=	2.67%	2.67%	2.67%	2.67%
2008 Model to 2030 Extrapolated Model GR =	2.42%	2.42%	2.42%	2.42%
Recommended Growth Rate:	**2.67%**	**2.67%**	**2.67%**	**2.67%**

Choose Methodology for Calculating Growth Factor on Each Leg (Input 1, 2 or 3)

1 = Compound Growth Throughout All Years
2 = Linear Growth Throughout All Years
3 = Blend of Compound First Ten Years, Linear Thereafter

		YEAR	NORTH LEG FACTOR	NORTH LEG AADT	EAST LEG FACTOR	EAST LEG AADT	SOUTH LEG FACTOR	SOUTH LEG AADT	WEST LEG FACTOR	WEST LEG AADT
			2		2		2		2	
		2007		41,870		28,857		36,961		22,803
NO. YEARS	18	2025	1.481	62,000	1.481	42,700	1.481	54,700	1.481	33,800
NO. YEARS	23	2030	1.614	67,600	1.614	46,600	1.614	59,700	1.614	36,800

Percent Turns Calculated From Base Year TMCs:

TURN STUDY		FROM NORTH LEG (Southbound)			FROM EAST LEG (Westbound)			FROM SOUTH LEG (Northbound)			FROM WEST LEG (Eastbound)			
A.M.	2-Way Pk Hr Vol:	2,875			1,768			2,202			1,441			
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	TOTAL
7:15-8:15	133	514	217	592	492	58	48	1,273	177	132	361	146	4,143
% TURNS:	15.3%	59.4%	25.1%	51.8%	43.0%	5.0%	3.2%	84.9%	11.8%	20.6%	56.4%	22.8%	
P.M.	2-Way Pk Hr Vol:	3,120			2,024			2,881			1,613			
	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	TOTAL
4:45-5:45	50	1,565	575	93	422	221	59	693	188	155	654	144	4,819
% TURNS:	2.2%	71.4%	26.2%	12.6%	57.3%	30.0%	6.2%	73.7%	20.0%	16.2%	68.6%	15.1%	

DESIGN HOUR TURNS CALCULATIONS

SECTION NO: US 301
FM NO.: 0
PROJECT LIMITS: Causeway Blvd to Falkenburg Rd
DESIGN YEAR: 2008
INTERSECTION: US 301 & Causeway Blvd
PREPARED BY: KHA
FILE: 0

DATE: 5/20/2008
NOTES: K & D factors based upon average of 2004, 2005 and 2006 information from FTI CD publication using count stations #100030 and #105259
0
0

ESTIMATED TWO-WAY 24 HOUR AADT FOR EACH LEG OF THE INTERSECTION:

	YEAR	FROM NORTH	FROM EAST	FROM SOUTH	FROM WEST
24 HR EST. AADT	2007	41,870	28,857	36,961	22,803
24 HR EST. AADT	2025	62,000	42,700	54,700	33,800
24 HR EST. AADT	2030	67,600	46,600	59,700	36,800

K & D FACTORS:

		AM	PM	AM	PM	AM	PM	AM	PM
2007	APPROACH K FACTOR	9.24%	9.24%	9.24%	9.24%	9.24%	9.24%	9.24%	9.24%
2025	Approach K30 factor	9.24%	9.24%	9.24%	9.24%	9.24%	9.24%	9.24%	9.24%
2030	Approach K30 factor	9.24%	9.24%	9.24%	9.24%	9.24%	9.24%	9.24%	9.24%
		AM	PM	AM	PM	AM	PM	AM	PM
2007	APPROACH D FACTOR	44.94%	55.06%	55.06%	44.94%	55.06%	44.94%	44.94%	55.06%
2025	Approach D30 Factor	44.94%	55.06%	55.06%	44.94%	55.06%	44.94%	44.94%	55.06%
2030	Approach D30 Factor	44.94%	55.06%	55.06%	44.94%	55.06%	44.94%	44.94%	55.06%

		NORTH LEG			EAST LEG			SOUTH LEG			WEST LEG		
A.M. DESIGN HR. TURNS		RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT	RIGHT	THRU	LEFT
2007	EST. TURNS	266	1,033	436	760	631	73	60	1,596	222	195	534	216
2025	EST. TURNS	394	1,529	646	1,125	934	109	89	2,363	328	289	792	320
2030	EST. TURNS	429	1,667	705	1,228	1,019	119	97	2,579	358	315	862	348
P.M. DESIGN HR. TURNS													
2007	EST. TURNS	47	1,521	558	151	687	359	95	1,131	307	188	796	175
2025	EST. TURNS	69	2,252	826	223	1,016	532	141	1,674	454	279	1,180	260
2030	EST. TURNS	76	2,456	901	244	1,109	581	154	1,827	496	303	1,284	283

Appendix F
Synchro Output

2007 Existing Conditions

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	0.91		0.97	0.95	1.00
Frt	1.00	0.96		1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	3397		1770	3539	1583	1770	5058		3433	3539	1583
Flt Permitted	0.24	1.00		0.19	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	453	3397		348	3539	1583	1770	5058		3433	3539	1583
Volume (vph)	216	534	195	73	631	760	222	1596	60	436	1033	266
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	225	556	203	76	657	792	231	1662	62	454	1076	277
RTOR Reduction (vph)	0	27	0	0	0	133	0	3	0	0	0	137
Lane Group Flow (vph)	225	732	0	76	657	659	231	1721	0	454	1076	140
Turn Type	pm+pt			pm+pt		Perm	Prot			Prot		Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8			4		4						2
Actuated Green, G (s)	51.9	44.0		51.7	43.9	43.9	20.2	54.2		11.1	45.1	45.1
Effective Green, g (s)	55.1	46.5		54.9	46.4	46.4	21.9	56.2		12.8	47.1	47.1
Actuated g/C Ratio	0.39	0.33		0.39	0.33	0.33	0.16	0.40		0.09	0.34	0.34
Clearance Time (s)	4.7	6.5		4.7	6.5	6.5	5.7	6.0		5.7	6.0	6.0
Vehicle Extension (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		6.5	4.0	4.0
Lane Grp Cap (vph)	259	1128		223	1173	525	277	2030		314	1191	533
v/s Ratio Prot	c0.05	0.22		0.02	0.19		c0.13	0.34		c0.13	c0.30	
v/s Ratio Perm	0.29			0.11		c0.42						0.09
v/c Ratio	0.87	0.65		0.34	0.56	1.26	0.83	0.85		1.45	0.90	0.26
Uniform Delay, d1	36.7	39.8		29.1	38.4	46.8	57.3	38.0		63.6	44.3	33.8
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.02	1.20		1.00	1.00	1.00
Incremental Delay, d2	25.8	1.5		1.2	0.7	129.7	6.6	1.4		217.8	11.2	1.2
Delay (s)	62.5	41.3		30.3	39.2	176.5	65.0	47.0		281.4	55.5	35.0
Level of Service	E	D		C	D	F	E	D		F	E	C
Approach Delay (s)		46.1			110.1			49.1			109.1	
Approach LOS		D			F			D			F	

Intersection Summary			
HCM Average Control Delay	80.8	HCM Level of Service	F
HCM Volume to Capacity ratio	1.07		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	101.2%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95		0.97	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1583	3433	3427		3433	3539	1583	1770	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1583	3433	3427		3433	3539	1583	1770	3539	1583
Volume (vph)	163	114	34	155	258	69	125	1665	396	45	1120	368
Peak-hour factor, PHF	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Adj. Flow (vph)	204	142	42	194	322	86	156	2081	495	56	1400	460
RTOR Reduction (vph)	0	0	35	0	17	0	0	0	122	0	0	168
Lane Group Flow (vph)	204	142	7	194	391	0	156	2081	373	56	1400	292
Turn Type	Prot		Perm	Prot			Prot		Perm	Prot		Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8						6			2
Actuated Green, G (s)	13.4	21.9	21.9	9.2	17.7		9.3	77.4	77.4	7.3	75.4	75.4
Effective Green, g (s)	14.9	24.4	24.4	10.7	20.2		10.8	80.1	80.1	8.8	78.1	78.1
Actuated g/C Ratio	0.11	0.17	0.17	0.08	0.14		0.08	0.57	0.57	0.06	0.56	0.56
Clearance Time (s)	5.5	6.5	6.5	5.5	6.5		5.5	6.7	6.7	5.5	6.7	6.7
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	4.0	4.0	3.0	4.0	4.0
Lane Grp Cap (vph)	365	617	276	262	494		265	2025	906	111	1974	883
v/s Ratio Prot	c0.06	0.04		c0.06	c0.11		c0.05	c0.59		0.03	0.40	
v/s Ratio Perm			0.00						0.24			0.18
v/c Ratio	0.56	0.23	0.03	0.74	0.79		0.59	1.03	0.41	0.50	0.71	0.33
Uniform Delay, d1	59.4	49.7	47.9	63.3	57.9		62.5	30.0	16.8	63.5	22.6	16.8
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	0.87	1.19	2.74
Incremental Delay, d2	1.9	0.2	0.0	10.7	8.4		3.3	27.4	1.4	2.9	1.8	0.8
Delay (s)	61.3	49.9	48.0	74.0	66.3		65.8	57.4	18.2	58.2	28.7	46.9
Level of Service	E	D	D	E	E		E	E	B	E	C	D
Approach Delay (s)		55.7			68.8			50.8			33.9	
Approach LOS		E			E			D			C	

Intersection Summary			
HCM Average Control Delay	47.3	HCM Level of Service	D
HCM Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	78.7%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Arterial Level of Service: NB US 301

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Falkenburg Road	I	50	27.0	53.6	80.6	0.27	12.1	F
Causeway Boulevard	I	50	38.7	47.2	85.9	0.54	22.5	D
Total	I		65.7	100.8	166.5	0.81	17.5	E

Arterial Level of Service: SB US 301

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Causeway Boulevard	I	50	40.5	56.1	96.6	0.52	19.3	E
Falkenburg Road	I	50	38.7	29.4	68.1	0.54	28.4	C
Total	I		79.2	85.5	164.7	1.06	23.1	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	0.91		0.97	0.95	1.00
Frt	1.00	0.97		1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	3438		1770	3539	1583	1770	5026		3433	3539	1583
Flt Permitted	0.16	1.00		0.11	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	299	3438		205	3539	1583	1770	5026		3433	3539	1583
Volume (vph)	175	796	188	359	687	151	307	1131	95	558	1521	47
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	182	829	196	374	716	157	320	1178	99	581	1584	49
RTOR Reduction (vph)	0	15	0	0	0	116	0	6	0	0	0	16
Lane Group Flow (vph)	182	1010	0	374	716	41	320	1271	0	581	1584	33
Turn Type	pm+pt			pm+pt		Perm	Prot			Prot		Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8			4		4						2
Actuated Green, G (s)	43.0	29.9		52.2	34.5	34.5	13.9	36.7		32.8	55.6	55.6
Effective Green, g (s)	46.2	32.4		54.8	37.0	37.0	15.6	38.7		34.5	57.6	57.6
Actuated g/C Ratio	0.33	0.23		0.39	0.26	0.26	0.11	0.28		0.25	0.41	0.41
Clearance Time (s)	4.7	6.5		4.7	6.5	6.5	5.7	6.0		5.7	6.0	6.0
Vehicle Extension (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		6.5	4.0	4.0
Lane Grp Cap (vph)	244	796		286	935	418	197	1389		846	1456	651
v/s Ratio Prot	0.07	0.29		c0.17	0.20		c0.18	0.25		0.17	c0.45	
v/s Ratio Perm	0.17			c0.34		0.03						0.02
v/c Ratio	0.75	1.27		1.31	0.77	0.10	1.62	0.92		0.69	1.09	0.05
Uniform Delay, d1	36.7	53.8		63.0	47.5	38.9	62.2	49.1		47.8	41.2	24.8
Progression Factor	1.00	1.00		1.00	1.00	1.00	0.86	0.85		1.00	1.00	1.00
Incremental Delay, d2	12.4	131.1		161.4	4.0	0.1	295.9	7.7		3.8	51.3	0.1
Delay (s)	49.1	184.9		224.4	51.5	39.1	349.4	49.6		51.6	92.5	24.9
Level of Service	D	F		F	D	D	F	D		D	F	C
Approach Delay (s)		164.4			101.8			109.7			80.3	
Approach LOS		F			F			F			F	

Intersection Summary			
HCM Average Control Delay	108.3	HCM Level of Service	F
HCM Volume to Capacity ratio	1.23		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	120.3%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95		0.97	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1583	3433	3457		3433	3539	1583	1770	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1583	3433	3457		3433	3539	1583	1770	3539	1583
Volume (vph)	140	85	30	409	154	28	175	1207	400	71	1668	137
Peak-hour factor, PHF	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Adj. Flow (vph)	175	106	38	511	192	35	219	1509	500	89	2085	171
RTOR Reduction (vph)	0	0	34	0	11	0	0	0	171	0	0	43
Lane Group Flow (vph)	175	106	4	511	216	0	219	1509	329	89	2085	128
Turn Type	Prot		Perm	Prot			Prot		Perm	Prot		Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8						6			2
Actuated Green, G (s)	9.4	10.5	10.5	16.9	18.0		13.1	77.0	77.0	11.4	75.3	75.3
Effective Green, g (s)	10.9	13.0	13.0	18.4	20.5		14.6	79.7	79.7	12.9	78.0	78.0
Actuated g/C Ratio	0.08	0.09	0.09	0.13	0.15		0.10	0.57	0.57	0.09	0.56	0.56
Clearance Time (s)	5.5	6.5	6.5	5.5	6.5		5.5	6.7	6.7	5.5	6.7	6.7
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	4.0	4.0	3.0	4.0	4.0
Lane Grp Cap (vph)	267	329	147	451	506		358	2015	901	163	1972	882
v/s Ratio Prot	0.05	0.03		c0.15	c0.06		c0.06	0.43		0.05	c0.59	
v/s Ratio Perm			0.00						0.21			0.08
v/c Ratio	0.66	0.32	0.02	1.13	0.43		0.61	0.75	0.36	0.55	1.06	0.14
Uniform Delay, d1	62.7	59.4	57.7	60.8	54.4		60.0	22.6	16.4	60.8	31.0	14.9
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.21	0.84	0.36
Incremental Delay, d2	5.7	0.6	0.1	84.1	0.6		3.1	2.6	1.1	0.3	27.2	0.0
Delay (s)	68.4	60.0	57.8	144.9	55.0		63.1	25.2	17.5	73.7	53.3	5.4
Level of Service	E	E	E	F	D		E	C	B	E	D	A
Approach Delay (s)		64.3			117.2			27.2			50.5	
Approach LOS		E			F			C			D	

Intersection Summary			
HCM Average Control Delay	50.8	HCM Level of Service	D
HCM Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	85.3%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Arterial Level of Service: NB US 301

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Falkenburg Road	I	50	25.0	26.0	51.0	0.25	17.6	E
Causeway Boulevard	I	50	38.7	50.0	88.7	0.54	21.8	D
Total	I		63.7	76.0	139.7	0.79	20.3	E

Arterial Level of Service: SB US 301

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Causeway Boulevard	I	50	40.8	90.5	131.3	0.52	14.4	F
Falkenburg Road	I	50	38.7	53.9	92.6	0.54	20.9	E
Total	I		79.5	144.4	223.9	1.06	17.1	E

2030 Build Conditions

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	0.91		0.97	0.95	1.00
Frt	1.00	0.96		1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	3397		1770	3539	1583	1770	5058		3433	3539	1583
Flt Permitted	0.09	1.00		0.09	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	161	3397		161	3539	1583	1770	5058		3433	3539	1583
Volume (vph)	348	862	315	119	1019	1228	358	2579	97	705	1667	429
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	378	937	342	129	1108	1335	389	2803	105	766	1812	466
RTOR Reduction (vph)	0	27	0	0	0	120	0	3	0	0	0	98
Lane Group Flow (vph)	378	1252	0	129	1108	1215	389	2905	0	766	1812	368
Turn Type	pm+pt			pm+pt		Perm	Prot			Prot		Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8			4		4						2
Actuated Green, G (s)	51.8	43.9		51.8	43.9	43.9	20.9	54.2		11.1	44.4	44.4
Effective Green, g (s)	55.0	46.4		55.0	46.4	46.4	22.6	56.2		12.8	46.4	46.4
Actuated g/C Ratio	0.39	0.33		0.39	0.33	0.33	0.16	0.40		0.09	0.33	0.33
Clearance Time (s)	4.7	6.5		4.7	6.5	6.5	5.7	6.0		5.7	6.0	6.0
Vehicle Extension (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		6.5	4.0	4.0
Lane Grp Cap (vph)	162	1126		162	1173	525	286	2030		314	1173	525
v/s Ratio Prot	c0.14	0.37		0.05	0.31		c0.22	0.57		c0.22	c0.51	
v/s Ratio Perm	c0.77			0.26		0.77						0.23
v/c Ratio	2.33	1.11		0.80	0.94	2.31	1.36	1.43		2.44	1.54	0.70
Uniform Delay, d1	35.5	46.8		66.5	45.5	46.8	58.7	41.9		63.6	46.8	40.8
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.25		1.00	1.00	1.00
Incremental Delay, d2	618.9	63.1		24.2	15.0	597.1	164.2	194.2		657.3	249.4	7.6
Delay (s)	654.3	109.9		90.8	60.5	643.9	223.0	246.5		720.9	296.2	48.4
Level of Service	F	F		F	E	F	F	F		F	F	D
Approach Delay (s)		234.1			364.8			243.7			365.2	
Approach LOS		F			F			F			F	

Intersection Summary			
HCM Average Control Delay	306.7	HCM Level of Service	F
HCM Volume to Capacity ratio	1.96		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	157.3%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95		0.97	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1583	3433	3427		3433	3539	1583	1770	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1583	3433	3427		3433	3539	1583	1770	3539	1583
Volume (vph)	263	184	55	251	418	111	201	2687	639	72	1810	595
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	286	200	60	273	454	121	218	2921	695	78	1967	647
RTOR Reduction (vph)	0	0	49	0	17	0	0	0	127	0	0	160
Lane Group Flow (vph)	286	200	11	273	558	0	218	2921	568	78	1967	487
Turn Type	Prot		Perm	Prot			Prot		Perm	Prot		Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8						6			2
Actuated Green, G (s)	15.6	22.9	22.9	9.2	16.5		9.5	74.7	74.7	9.0	74.2	74.2
Effective Green, g (s)	17.1	25.4	25.4	10.7	19.0		11.0	77.4	77.4	10.5	76.9	76.9
Actuated g/C Ratio	0.12	0.18	0.18	0.08	0.14		0.08	0.55	0.55	0.08	0.55	0.55
Clearance Time (s)	5.5	6.5	6.5	5.5	6.5		5.5	6.7	6.7	5.5	6.7	6.7
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	4.0	4.0	3.0	4.0	4.0
Lane Grp Cap (vph)	419	642	287	262	465		270	1957	875	133	1944	870
v/s Ratio Prot	c0.08	0.06		c0.08	c0.16		c0.06	c0.83		0.04	0.56	
v/s Ratio Perm			0.01						0.36			0.31
v/c Ratio	0.68	0.31	0.04	1.04	1.20		0.81	1.49	0.65	0.59	1.01	0.56
Uniform Delay, d1	58.9	49.7	47.2	64.6	60.5		63.5	31.3	21.8	62.6	31.5	20.5
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	0.87	1.35	2.04
Incremental Delay, d2	4.5	0.3	0.1	67.0	108.9		16.0	224.4	3.7	0.6	9.4	0.2
Delay (s)	63.4	50.0	47.3	131.6	169.4		79.5	255.7	25.5	55.1	52.1	42.1
Level of Service	E	D	D	F	F		E	F	C	E	D	D
Approach Delay (s)		56.7			157.2			204.0			49.8	
Approach LOS		E			F			F			D	

Intersection Summary			
HCM Average Control Delay	136.4	HCM Level of Service	F
HCM Volume to Capacity ratio	1.26		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	116.0%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Arterial Level of Service: NB US 301

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Falkenburg Road	I	50	27.0	252.0	279.0	0.27	3.5	F
Causeway Boulevard	I	50	38.7	231.7	270.4	0.54	7.2	F
Total	I		65.7	483.7	549.4	0.81	5.3	F

Arterial Level of Service: SB US 301

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Causeway Boulevard	I	50	40.5	282.7	323.2	0.52	5.8	F
Falkenburg Road	I	50	38.7	50.9	89.6	0.54	21.6	D
Total	I		79.2	333.6	412.8	1.06	9.2	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	0.95	1.00	1.00	0.91		0.97	0.95	1.00
Frt	1.00	0.97		1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1770	3438		1770	3539	1583	1770	5026		3433	3539	1583
Flt Permitted	0.12	1.00		0.11	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	230	3438		205	3539	1583	1770	5026		3433	3539	1583
Volume (vph)	283	1284	303	581	1109	244	496	1827	154	901	2456	76
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	308	1396	329	632	1205	265	539	1986	167	979	2670	83
RTOR Reduction (vph)	0	15	0	0	0	118	0	7	0	0	0	16
Lane Group Flow (vph)	308	1710	0	632	1205	147	539	2146	0	979	2670	67
Turn Type	pm+pt			pm+pt		Perm	Prot			Prot		Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8			4		4						2
Actuated Green, G (s)	43.4	29.9		51.8	34.1	34.1	13.9	23.0		46.5	55.6	55.6
Effective Green, g (s)	46.6	32.4		54.8	36.6	36.6	15.6	25.0		48.2	57.6	57.6
Actuated g/C Ratio	0.33	0.23		0.39	0.26	0.26	0.11	0.18		0.34	0.41	0.41
Clearance Time (s)	4.7	6.5		4.7	6.5	6.5	5.7	6.0		5.7	6.0	6.0
Vehicle Extension (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		6.5	4.0	4.0
Lane Grp Cap (vph)	233	796		286	925	414	197	898		1182	1456	651
v/s Ratio Prot	0.13	0.50		c0.29	0.34		c0.30	c0.43		0.29	c0.75	
v/s Ratio Perm	0.31			c0.58		0.09						0.04
v/c Ratio	1.32	2.15		2.21	1.30	0.35	2.74	2.39		0.83	1.83	0.10
Uniform Delay, d1	40.0	53.8		63.0	51.7	42.1	62.2	57.5		42.1	41.2	25.3
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.03	0.80		1.00	1.00	1.00
Incremental Delay, d2	171.6	521.1		555.7	144.1	0.7	786.1	626.8		5.9	377.9	0.3
Delay (s)	211.6	574.9		618.7	195.8	42.8	850.5	672.6		48.0	419.1	25.6
Level of Service	F	F		F	F	D	F	F		D	F	C
Approach Delay (s)		519.9			303.7			708.2			313.0	
Approach LOS		F			F			F			F	

Intersection Summary			
HCM Average Control Delay	451.7	HCM Level of Service	F
HCM Volume to Capacity ratio	2.22		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	186.1%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95		0.97	0.95	1.00	1.00	0.95	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1583	3433	3457		3433	3539	1583	1770	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1583	3433	3457		3433	3539	1583	1770	3539	1583
Volume (vph)	226	137	48	661	249	46	282	1948	646	115	2694	222
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	246	149	52	718	271	50	307	2117	702	125	2928	241
RTOR Reduction (vph)	0	0	47	0	11	0	0	0	177	0	0	44
Lane Group Flow (vph)	246	149	5	718	310	0	307	2117	525	125	2928	197
Turn Type	Prot		Perm	Prot			Prot		Perm	Prot		Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8						6			2
Actuated Green, G (s)	9.5	11.6	11.6	16.9	19.0		13.1	75.1	75.1	12.2	74.2	74.2
Effective Green, g (s)	11.0	14.1	14.1	18.4	21.5		14.6	77.8	77.8	13.7	76.9	76.9
Actuated g/C Ratio	0.08	0.10	0.10	0.13	0.15		0.10	0.56	0.56	0.10	0.55	0.55
Clearance Time (s)	5.5	6.5	6.5	5.5	6.5		5.5	6.7	6.7	5.5	6.7	6.7
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	4.0	4.0	3.0	4.0	4.0
Lane Grp Cap (vph)	270	356	159	451	531		358	1967	880	173	1944	870
v/s Ratio Prot	0.07	0.04		c0.21	c0.09		c0.09	0.60		0.07	c0.83	
v/s Ratio Perm			0.00						0.33			0.12
v/c Ratio	0.91	0.42	0.03	1.59	0.58		0.86	1.08	0.60	0.72	1.51	0.23
Uniform Delay, d1	64.0	59.1	56.8	60.8	55.1		61.7	31.1	20.7	61.3	31.5	16.2
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.21	0.82	0.36
Incremental Delay, d2	32.3	0.8	0.1	276.7	1.6		18.0	44.3	3.0	1.4	228.0	0.1
Delay (s)	96.4	59.9	56.9	337.5	56.7		79.6	75.4	23.7	75.6	254.0	5.9
Level of Service	F	E	E	F	E		E	E	C	E	F	A
Approach Delay (s)		79.6			250.8			64.2			229.1	
Approach LOS		E			F			E			F	

Intersection Summary			
HCM Average Control Delay	158.3	HCM Level of Service	F
HCM Volume to Capacity ratio	1.31		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	123.0%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Arterial Level of Service: NB US 301

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Falkenburg Road	I	50	25.0	75.2	100.2	0.25	9.0	F
Causeway Boulevard	I	50	38.7	645.7	684.4	0.54	2.8	F
Total	I		63.7	720.9	784.6	0.79	3.6	F

Arterial Level of Service: SB US 301

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Causeway Boulevard	I	50	40.8	405.0	445.8	0.52	4.2	F
Falkenburg Road	I	50	38.7	252.9	291.6	0.54	6.6	F
Total	I		79.5	657.9	737.4	1.06	5.2	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.91	1.00	0.94	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	5085	1583	4990	5085	1583
Flt Permitted	0.09	1.00	1.00	0.10	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	312	3539	1583	358	3539	1583	3433	5085	1583	4990	5085	1583
Volume (vph)	348	862	315	119	1019	1228	358	2579	97	705	1667	429
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	378	937	342	129	1108	1335	389	2803	105	766	1812	466
RTOR Reduction (vph)	0	0	179	0	0	120	0	0	54	0	0	97
Lane Group Flow (vph)	378	937	163	129	1108	1215	389	2803	51	766	1812	369
Turn Type	pm+pt		Perm	pm+pt		Perm	Prot		Perm	Prot		Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8		8	4		4			6			2
Actuated Green, G (s)	51.8	43.9	43.9	51.8	43.9	43.9	19.9	54.2	54.2	11.1	45.4	45.4
Effective Green, g (s)	55.0	46.4	46.4	55.0	46.4	46.4	21.6	56.2	56.2	12.8	47.4	47.4
Actuated g/C Ratio	0.39	0.33	0.33	0.39	0.33	0.33	0.15	0.40	0.40	0.09	0.34	0.34
Clearance Time (s)	4.7	6.5	6.5	4.7	6.5	6.5	5.7	6.0	6.0	5.7	6.0	6.0
Vehicle Extension (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	6.5	4.0	4.0
Lane Grp Cap (vph)	314	1173	525	330	1173	525	530	2041	635	456	1722	536
v/s Ratio Prot	c0.07	0.26		0.02	0.31		0.11	c0.55		c0.15	0.36	
v/s Ratio Perm	0.40		0.10	0.13		c0.77			0.03			0.23
v/c Ratio	1.20	0.80	0.31	0.39	0.94	2.31	0.73	1.37	0.08	1.68	1.05	0.69
Uniform Delay, d1	35.4	42.6	34.9	30.8	45.5	46.8	56.5	41.9	25.9	63.6	46.3	39.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.24	2.48	1.00	1.00	1.00
Incremental Delay, d2	118.0	4.1	0.5	1.0	15.0	597.1	0.5	168.3	0.0	315.4	36.9	7.1
Delay (s)	153.5	46.7	35.3	31.8	60.5	643.9	57.1	220.2	64.2	379.0	83.2	47.0
Level of Service	F	D	D	C	E	F	E	F	E	F	F	D
Approach Delay (s)		68.7			361.9			196.0			152.1	
Approach LOS		E			F			F			F	

Intersection Summary			
HCM Average Control Delay	203.8	HCM Level of Service	F
HCM Volume to Capacity ratio	1.75		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	145.8%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95		0.97	0.91	1.00	1.00	0.91	1.00
Frt	1.00	1.00	0.85	1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1583	3433	3427		3433	5085	1583	1770	5085	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1583	3433	3427		3433	5085	1583	1770	5085	1583
Volume (vph)	263	184	55	251	418	111	201	2687	639	72	1810	595
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	286	200	60	273	454	121	218	2921	695	78	1967	647
RTOR Reduction (vph)	0	0	49	0	17	0	0	0	182	0	0	160
Lane Group Flow (vph)	286	200	11	273	558	0	218	2921	513	78	1967	487
Turn Type	Prot		Perm	Prot			Prot		Perm	Prot		Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8						6			2
Actuated Green, G (s)	15.6	22.9	22.9	9.2	16.5		9.5	74.7	74.7	9.0	74.2	74.2
Effective Green, g (s)	17.1	25.4	25.4	10.7	19.0		11.0	77.4	77.4	10.5	76.9	76.9
Actuated g/C Ratio	0.12	0.18	0.18	0.08	0.14		0.08	0.55	0.55	0.08	0.55	0.55
Clearance Time (s)	5.5	6.5	6.5	5.5	6.5		5.5	6.7	6.7	5.5	6.7	6.7
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	4.0	4.0	3.0	4.0	4.0
Lane Grp Cap (vph)	419	642	287	262	465		270	2811	875	133	2793	870
v/s Ratio Prot	c0.08	0.06		c0.08	c0.16		c0.06	c0.57		0.04	0.39	
v/s Ratio Perm			0.01						0.32			0.31
v/c Ratio	0.68	0.31	0.04	1.04	1.20		0.81	1.04	0.59	0.59	0.70	0.56
Uniform Delay, d1	58.9	49.7	47.2	64.6	60.5		63.5	31.3	20.7	62.6	23.2	20.5
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	0.84	1.30	2.10
Incremental Delay, d2	4.5	0.3	0.1	67.0	108.9		16.0	28.2	2.9	3.8	0.9	1.5
Delay (s)	63.4	50.0	47.3	131.6	169.4		79.5	59.5	23.6	56.3	31.0	44.6
Level of Service	E	D	D	F	F		E	E	C	E	C	D
Approach Delay (s)		56.7			157.2			54.1			35.0	
Approach LOS		E			F			D			D	

Intersection Summary			
HCM Average Control Delay	58.9	HCM Level of Service	E
HCM Volume to Capacity ratio	0.99		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	93.7%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Arterial Level of Service: NB US 301

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Falkenburg Road	I	50	27.2	59.4	86.6	0.27	11.3	F
Causeway Boulevard	I	50	38.7	207.7	246.4	0.54	7.9	F
Total	I		65.9	267.1	333.0	0.81	8.8	F

Arterial Level of Service: SB US 301

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Causeway Boulevard	I	50	40.5	81.6	122.1	0.52	15.3	F
Falkenburg Road	I	50	38.7	31.3	70.0	0.54	27.7	C
Total	I		79.2	112.9	192.1	1.06	19.8	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.91	1.00	0.94	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	5085	1583	4990	5085	1583
Flt Permitted	0.12	1.00	1.00	0.11	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	446	3539	1583	397	3539	1583	3433	5085	1583	4990	5085	1583
Volume (vph)	283	1284	303	581	1109	244	496	1827	154	901	2456	76
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	308	1396	329	632	1205	265	539	1986	167	979	2670	83
RTOR Reduction (vph)	0	0	151	0	0	118	0	0	115	0	0	46
Lane Group Flow (vph)	308	1396	178	632	1205	147	539	1986	52	979	2670	37
Turn Type	pm+pt		Perm	pm+pt		Perm	Prot		Perm	Prot		Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8		8	4		4			6			2
Actuated Green, G (s)	43.0	29.9	29.9	52.2	34.5	34.5	13.9	28.2	28.2	41.3	55.6	55.6
Effective Green, g (s)	46.2	32.4	32.4	54.8	37.0	37.0	15.6	30.2	30.2	43.0	57.6	57.6
Actuated g/C Ratio	0.33	0.23	0.23	0.39	0.26	0.26	0.11	0.22	0.22	0.31	0.41	0.41
Clearance Time (s)	4.7	6.5	6.5	4.7	6.5	6.5	5.7	6.0	6.0	5.7	6.0	6.0
Vehicle Extension (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	6.5	4.0	4.0
Lane Grp Cap (vph)	442	819	366	554	935	418	383	1097	341	1533	2092	651
v/s Ratio Prot	0.07	c0.39		c0.15	0.34		c0.16	c0.39		0.20	c0.53	
v/s Ratio Perm	0.16		0.11	0.30		0.09			0.03			0.02
v/c Ratio	0.70	1.70	0.49	1.14	1.29	0.35	1.41	1.81	0.15	0.64	1.28	0.06
Uniform Delay, d1	38.3	53.8	46.6	63.0	51.5	41.8	62.2	54.9	44.5	41.8	41.2	24.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.86	0.89	1.78	1.00	1.00	1.00
Incremental Delay, d2	5.1	322.3	1.4	83.4	138.0	0.7	194.3	367.3	0.7	1.6	128.2	0.2
Delay (s)	43.4	376.1	48.0	146.3	189.5	42.5	248.1	416.0	80.1	43.4	169.4	25.0
Level of Service	D	F	D	F	F	D	F	F	F	D	F	C
Approach Delay (s)		272.6			158.0			361.5			133.1	
Approach LOS		F			F			F			F	

Intersection Summary			
HCM Average Control Delay	223.2	HCM Level of Service	F
HCM Volume to Capacity ratio	1.54		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	127.0%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95		0.97	0.91	1.00	1.00	0.91	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1583	3433	3457		3433	5085	1583	1770	5085	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1583	3433	3457		3433	5085	1583	1770	5085	1583
Volume (vph)	226	137	48	661	249	46	282	1948	646	115	2694	222
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	246	149	52	718	271	50	307	2117	702	125	2928	241
RTOR Reduction (vph)	0	0	47	0	11	0	0	0	212	0	0	64
Lane Group Flow (vph)	246	149	5	718	310	0	307	2117	490	125	2928	177
Turn Type	Prot		Perm	Prot			Prot		Perm	Prot		Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8						6			2
Actuated Green, G (s)	9.5	11.6	11.6	16.9	19.0		13.1	75.1	75.1	12.2	74.2	74.2
Effective Green, g (s)	11.0	14.1	14.1	18.4	21.5		14.6	77.8	77.8	13.7	76.9	76.9
Actuated g/C Ratio	0.08	0.10	0.10	0.13	0.15		0.10	0.56	0.56	0.10	0.55	0.55
Clearance Time (s)	5.5	6.5	6.5	5.5	6.5		5.5	6.7	6.7	5.5	6.7	6.7
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	4.0	4.0	3.0	4.0	4.0
Lane Grp Cap (vph)	270	356	159	451	531		358	2826	880	173	2793	870
v/s Ratio Prot	0.07	0.04		c0.21	c0.09		c0.09	0.42		0.07	c0.58	
v/s Ratio Perm			0.00						0.31			0.11
v/c Ratio	0.91	0.42	0.03	1.59	0.58		0.86	0.75	0.56	0.72	1.05	0.20
Uniform Delay, d1	64.0	59.1	56.8	60.8	55.1		61.7	23.7	20.0	61.3	31.5	16.0
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.23	0.77	0.44
Incremental Delay, d2	32.3	0.8	0.1	276.7	1.6		18.0	1.9	2.5	1.4	22.9	0.0
Delay (s)	96.4	59.9	56.9	337.5	56.7		79.6	25.5	22.5	76.5	47.4	7.0
Level of Service	F	E	E	F	E		E	C	C	E	D	A
Approach Delay (s)		79.6			250.8			30.2			45.5	
Approach LOS		E			F			C			D	

Intersection Summary			
HCM Average Control Delay	68.4	HCM Level of Service	E
HCM Volume to Capacity ratio	1.03		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	100.6%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Arterial Level of Service: NB US 301

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Falkenburg Road	I	50	27.5	25.9	53.4	0.27	18.5	E
Causeway Boulevard	I	50	38.7	397.9	436.6	0.54	4.4	F
Total	I		66.2	423.8	490.0	0.81	6.0	F

Arterial Level of Service: SB US 301

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Causeway Boulevard	I	50	37.9	163.6	201.5	0.53	9.4	F
Falkenburg Road	I	50	38.7	48.0	86.7	0.54	22.3	D
Total	I		76.6	211.6	288.2	1.06	13.3	F

2030 Build Conditions with Improvements

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.94	0.86	0.88	0.94	0.86	0.76	0.94	0.86	1.00	0.94	0.86	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	4990	6408	2787	4990	6408	3610	4990	6408	1583	4990	6408	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	4990	6408	2787	4990	6408	3610	4990	6408	1583	4990	6408	1583
Volume (vph)	348	862	315	119	1019	1228	358	2579	97	705	1667	429
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	378	937	342	129	1108	1335	389	2803	105	766	1812	466
RTOR Reduction (vph)	0	0	11	0	0	1	0	0	1	0	0	2
Lane Group Flow (vph)	378	937	331	129	1108	1334	389	2803	104	766	1812	464
Turn Type	Prot		pm+ov	Prot		pt+ov	Prot		pt+ov	Prot		pm+ov
Protected Phases	3	8	1	7	4	4 5	1	6	6 7	5	2	3
Permitted Phases			8									2
Actuated Green, G (s)	10.9	28.4	56.3	7.0	24.5	51.8	27.9	60.9	73.9	20.8	53.8	64.7
Effective Green, g (s)	11.6	30.9	60.5	7.7	27.0	53.5	29.6	62.9	74.6	22.5	55.8	67.4
Actuated g/C Ratio	0.08	0.22	0.43	0.06	0.19	0.38	0.21	0.45	0.53	0.16	0.40	0.48
Clearance Time (s)	4.7	6.5	5.7	4.7	6.5		5.7	6.0		5.7	6.0	4.7
Vehicle Extension (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		6.5	4.0	4.0
Lane Grp Cap (vph)	413	1414	1204	274	1236	1380	1055	2879	844	802	2554	762
v/s Ratio Prot	c0.08	c0.15	0.06	0.03	0.17	c0.37	0.08	c0.44	0.07	0.15	0.28	0.05
v/s Ratio Perm			0.06									0.24
v/c Ratio	0.92	0.66	0.28	0.47	0.90	0.97	0.37	0.97	0.12	0.96	0.71	0.61
Uniform Delay, d1	63.7	49.8	25.6	64.2	55.1	42.4	47.2	37.7	16.3	58.2	35.3	26.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.58	0.43	0.26	1.00	1.00	1.00
Incremental Delay, d2	24.9	1.3	0.2	1.7	8.9	16.9	0.1	6.7	0.0	22.3	1.7	1.6
Delay (s)	88.6	51.1	25.8	65.9	64.1	59.3	27.7	23.0	4.2	80.5	37.0	28.2
Level of Service	F	D	C	E	E	E	C	C	A	F	D	C
Approach Delay (s)		54.4			61.7			23.0			46.6	
Approach LOS		D			E			C			D	

Intersection Summary			
HCM Average Control Delay	44.1	HCM Level of Service	D
HCM Volume to Capacity ratio	0.99		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	85.5%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95		0.97	0.86	1.00	1.00	0.86	1.00
Frt	1.00	1.00	0.85	1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1583	3433	3427		3433	6408	1583	1770	6408	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1583	3433	3427		3433	6408	1583	1770	6408	1583
Volume (vph)	263	184	55	251	418	111	201	2687	639	72	1810	595
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	286	200	60	273	454	121	218	2921	695	78	1967	647
RTOR Reduction (vph)	0	0	53	0	17	0	0	0	229	0	0	187
Lane Group Flow (vph)	286	200	7	273	558	0	218	2921	466	78	1967	460
Turn Type	Prot		Perm	Prot			Prot		Perm	Prot		Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8						6			2
Actuated Green, G (s)	13.3	13.1	13.1	25.0	24.8		12.6	69.2	69.2	8.5	65.1	65.1
Effective Green, g (s)	14.8	15.6	15.6	26.5	27.3		14.1	71.9	71.9	10.0	67.8	67.8
Actuated g/C Ratio	0.11	0.11	0.11	0.19	0.20		0.10	0.51	0.51	0.07	0.48	0.48
Clearance Time (s)	5.5	6.5	6.5	5.5	6.5		5.5	6.7	6.7	5.5	6.7	6.7
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	4.0	4.0	3.0	4.0	4.0
Lane Grp Cap (vph)	363	394	176	650	668		346	3291	813	126	3103	767
v/s Ratio Prot	c0.08	0.06		0.08	c0.16		0.06	c0.46		0.04	c0.31	
v/s Ratio Perm			0.00						0.29			0.29
v/c Ratio	0.79	0.51	0.04	0.42	0.84		0.63	0.89	0.57	0.62	0.63	0.60
Uniform Delay, d1	61.1	58.6	55.5	50.0	54.2		60.4	30.4	23.5	63.1	26.9	26.2
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	0.70	0.57	0.50
Incremental Delay, d2	10.8	1.0	0.1	0.4	8.9		3.7	4.0	2.9	7.5	0.9	3.0
Delay (s)	71.9	59.6	55.6	50.4	63.1		64.2	34.4	26.4	51.5	16.0	16.0
Level of Service	E	E	E	D	E		E	C	C	D	B	B
Approach Delay (s)		65.6			59.0			34.7			17.0	
Approach LOS		E			E			C			B	

Intersection Summary			
HCM Average Control Delay	33.4	HCM Level of Service	C
HCM Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	80.7%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Arterial Level of Service: NB US 301

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Falkenburg Road	I	50	27.3	34.9	62.2	0.27	15.8	F
Causeway Boulevard	I	50	38.7	23.8	62.5	0.54	31.0	C
Total	I		66.0	58.7	124.7	0.81	23.4	D

Arterial Level of Service: SB US 301

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Causeway Boulevard	I	50	24.7	36.6	61.3	0.25	14.5	F
Falkenburg Road	I	50	38.7	16.3	55.0	0.54	35.2	B
Total	I		63.4	52.9	116.3	0.78	24.3	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.94	0.86	0.88	0.94	0.86	0.76	0.94	0.86	1.00	0.94	0.86	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	4990	6408	2787	4990	6408	3610	4990	6408	1583	4990	6408	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	4990	6408	2787	4990	6408	3610	4990	6408	1583	4990	6408	1583
Volume (vph)	283	1284	303	581	1109	244	496	1827	154	901	2456	76
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	308	1396	329	632	1205	265	539	1986	167	979	2670	83
RTOR Reduction (vph)	0	0	1	0	0	5	0	0	1	0	0	0
Lane Group Flow (vph)	308	1396	328	632	1205	260	539	1986	166	979	2670	83
Turn Type	Prot		pt+ov	Prot		pt+ov	Prot		pm+ov	Prot		pm+ov
Protected Phases	3	8	8 1	7	4	4 5	1	6	7	5	2	3
Permitted Phases									6			2
Actuated Green, G (s)	12.7	28.5	42.2	17.3	33.1	66.5	13.7	44.4	61.7	26.9	57.6	70.3
Effective Green, g (s)	13.4	31.0	46.4	18.0	35.6	68.2	15.4	46.4	64.4	28.6	59.6	73.0
Actuated g/C Ratio	0.10	0.22	0.33	0.13	0.25	0.49	0.11	0.33	0.46	0.20	0.43	0.52
Clearance Time (s)	4.7	6.5		4.7	6.5		5.7	6.0	4.7	5.7	6.0	4.7
Vehicle Extension (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	6.5	4.0	4.0
Lane Grp Cap (vph)	478	1419	924	642	1629	1759	549	2124	773	1019	2728	825
v/s Ratio Prot	0.06	c0.22	0.12	c0.13	0.19	0.07	0.11	c0.31	0.03	0.20	c0.42	0.01
v/s Ratio Perm									0.08			0.04
v/c Ratio	0.64	0.98	0.36	0.98	0.74	0.15	0.98	0.94	0.22	0.96	0.98	0.10
Uniform Delay, d1	61.0	54.2	35.5	60.9	47.9	19.8	62.2	45.3	22.7	55.1	39.6	16.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.60	0.45	0.21	1.00	1.00	1.00
Incremental Delay, d2	3.3	20.0	0.3	31.4	1.9	0.1	29.1	7.5	0.1	20.0	12.9	0.1
Delay (s)	64.3	74.2	35.8	92.3	49.9	19.9	66.3	28.0	5.0	75.1	52.5	17.0
Level of Service	E	E	D	F	D	B	E	C	A	E	D	B
Approach Delay (s)		66.5			58.8			34.3			57.6	
Approach LOS		E			E			C			E	

Intersection Summary			
HCM Average Control Delay	53.6	HCM Level of Service	D
HCM Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	88.0%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95		0.97	0.86	1.00	1.00	0.86	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1583	3433	3457		3433	6408	1583	1770	6408	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1583	3433	3457		3433	6408	1583	1770	6408	1583
Volume (vph)	226	137	48	661	249	46	282	1948	646	115	2694	222
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	246	149	52	718	271	50	307	2117	702	125	2928	241
RTOR Reduction (vph)	0	0	47	0	11	0	0	0	323	0	0	80
Lane Group Flow (vph)	246	149	5	718	310	0	307	2117	379	125	2928	161
Turn Type	Prot		Perm	Prot			Prot		Perm	Prot		Perm
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases			8						6			2
Actuated Green, G (s)	22.1	10.0	10.0	29.5	17.4		12.5	59.5	59.5	16.8	63.8	63.8
Effective Green, g (s)	23.6	12.5	12.5	31.0	19.9		14.0	62.2	62.2	18.3	66.5	66.5
Actuated g/C Ratio	0.17	0.09	0.09	0.22	0.14		0.10	0.44	0.44	0.13	0.48	0.48
Clearance Time (s)	5.5	6.5	6.5	5.5	6.5		5.5	6.7	6.7	5.5	6.7	6.7
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	4.0	4.0	3.0	4.0	4.0
Lane Grp Cap (vph)	579	316	141	760	491		343	2847	703	231	3044	752
v/s Ratio Prot	c0.07	0.04		c0.21	0.09		c0.09	0.33		0.07	c0.46	
v/s Ratio Perm			0.00						0.24			0.10
v/c Ratio	0.42	0.47	0.03	0.94	0.63		0.90	0.74	0.54	0.54	0.96	0.21
Uniform Delay, d1	52.1	60.6	58.2	53.7	56.6		62.3	32.3	28.4	56.9	35.5	21.5
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	0.86	0.76	1.05
Incremental Delay, d2	0.5	1.1	0.1	20.2	2.6		24.3	1.8	3.0	1.0	4.4	0.2
Delay (s)	52.6	61.7	58.3	73.9	59.2		86.6	34.1	31.4	49.9	31.3	22.7
Level of Service	D	E	E	E	E		F	C	C	D	C	C
Approach Delay (s)		56.3			69.3			38.6			31.4	
Approach LOS		E			E			D			C	

Intersection Summary			
HCM Average Control Delay	40.7	HCM Level of Service	D
HCM Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	87.6%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Arterial Level of Service: NB US 301

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Falkenburg Road	I	50	28.4	34.3	62.7	0.30	17.2	E
Causeway Boulevard	I	50	38.7	28.6	67.3	0.54	28.8	C
Total	I		67.1	62.9	130.0	0.84	23.2	D

Arterial Level of Service: SB US 301

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Causeway Boulevard	I	50	24.7	52.5	77.2	0.25	11.5	F
Falkenburg Road	I	50	38.7	31.7	70.4	0.54	27.5	C
Total	I		63.4	84.2	147.6	0.78	19.1	E

Appendix G
Turn Lane Length Analysis

TURN LANE CALCULATIONS

Calculations based upon the Red Time Formula

$L = (V)(DHV)(1-g/C)(\%HV+1)(F) / [(3600/C)(N)]$

Intersection:	Causeway Blvd & US 301
Scenario:	2030 Total Traffic Scenario
Date of Analysis:	6/16/2008
Analyst:	KHA

GENERAL INFORMATION	
Time of Day:	AM Peak Hour
Approach:	Eastbound
Traffic Control:	Signalized Intersection
Geometric Conditions:	Rural Conditions
Turn Lane Type:	Left-Turn Lane
Number of Lanes:	3
Design Speed:	50 Miles per Hour

SIGNALIZED INPUT PARAMETERS	
Turning Traffic Volume:	348 vph
Cycle Length:	140 sec
Peak Factor:	2
g/C:	0.16
% Heavy Vehicles:	0.0851

SIGNALIZED TURN LANE CALCULATIONS	
Turning Traffic Volume (DHV):	348 vph
Cycle Length (C):	140 sec
Vehicle Length (V):	25 feet
g/C:	0.16
Percent Heavy Vehicles (%HV):	8.51 percent
Peak Factor (F):	2
Number of Lanes (N):	3
Peak Storage Length (L):	205.6 feet
Minimum Storage Length:	25 feet
Required Design Storage per Lane:	225 feet
Total Deceleration Distance:	290 feet
Total Turn Lane Length (incl. Taper):	515 feet

TURN LANE CALCULATION RESULTS	
Design Storage Length:	225 feet
Total Deceleration Distance:	290 feet
Total Turn Lane Length (incl. Taper):	515 feet

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TURN LANE CALCULATIONS

Calculations based upon the Red Time Formula

$L = (V)(DHV)(1-g/C)(\%HV+1)(F) / [(3600/C)(N)]$

Intersection:	Causeway Blvd & US 301
Scenario:	2030 Total Traffic Scenario
Date of Analysis:	6/16/2008
Analyst:	KHA

GENERAL INFORMATION	
Time of Day:	AM Peak Hour
Approach:	Eastbound
Traffic Control:	Signalized Intersection
Geometric Conditions:	Rural Conditions
Turn Lane Type:	Right-Turn Lane
Number of Lanes:	2
Design Speed:	50 Miles per Hour

SIGNALIZED INPUT PARAMETERS	
Turning Traffic Volume:	315 vph
Cycle Length:	140 sec
Peak Factor:	2
g/C:	0.45
% Heavy Vehicles:	0.0851

SIGNALIZED TURN LANE CALCULATIONS	
Turning Traffic Volume (DHV):	315 vph
Cycle Length (C):	140 sec
Vehicle Length (V):	25 feet
g/C:	0.45
Percent Heavy Vehicles (%HV):	8.51 percent
Peak Factor (F):	2
Number of Lanes (N):	2
Peak Storage Length (L):	182.8 feet
Minimum Storage Length:	0 feet
Required Design Storage per Lane:	200 feet
Total Deceleration Distance:	290 feet
Total Turn Lane Length (incl. Taper):	490 feet

TURN LANE CALCULATION RESULTS	
Design Storage Length:	200 feet
Total Deceleration Distance:	290 feet
Total Turn Lane Length (incl. Taper):	490 feet

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TURN LANE CALCULATIONS

Calculations based upon the Red Time Formula

L = (V) (DHV) (1-g/C) (%HV+1) (F) / [(3600/C) (N)]

Intersection:	Causeway Blvd & US 301
Scenario:	2030 Total Traffic Scenario
Date of Analysis:	6/16/2008
Analyst:	KHA

GENERAL INFORMATION	
Time of Day:	PM Peak Hour
Approach:	Westbound
Traffic Control:	Signalized Intersection
Geometric Conditions:	Rural Conditions
Turn Lane Type:	Left-Turn Lane
Number of Lanes:	3
Design Speed:	50 Miles per Hour

SIGNALIZED INPUT PARAMETERS	
Turning Traffic Volume:	581 vph
Cycle Length:	140 sec
Peak Factor:	2
g/C:	0.13
% Heavy Vehicles:	0.0851

SIGNALIZED TURN LANE CALCULATIONS	
Turning Traffic Volume (DHV):	581 vph
Cycle Length (C):	140 sec
Vehicle Length (V):	25 feet
g/C:	0.13
Percent Heavy Vehicles (%HV):	8.51 percent
Peak Factor (F):	2
Number of Lanes (N):	3
Peak Storage Length (L):	355.5 feet
Minimum Storage Length:	25 feet
Required Design Storage per Lane:	375 feet
Total Deceleration Distance:	290 feet
Total Turn Lane Length (incl. Taper):	665 feet

TURN LANE CALCULATION RESULTS	
Design Storage Length:	375 feet
Total Deceleration Distance:	290 feet
Total Turn Lane Length (incl. Taper):	665 feet

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TURN LANE CALCULATIONS

Calculations based upon the Red Time Formula

$L = (V)(DHV)(1-g/C)(\%HV+1)(F) / [(3600/C)(N)]$

Intersection:	Causeway Blvd & US 301
Scenario:	2030 Total Traffic Scenario
Date of Analysis:	6/16/2008
Analyst:	KHA

GENERAL INFORMATION	
Time of Day:	AM Peak Hour
Approach:	Westbound
Traffic Control:	Signalized Intersection
Geometric Conditions:	Rural Conditions
Turn Lane Type:	Right-Turn Lane
Number of Lanes:	3
Design Speed:	50 Miles per Hour

SIGNALIZED INPUT PARAMETERS	
Turning Traffic Volume:	1228 vph
Cycle Length:	140 sec
Peak Factor:	2
g/C:	0.34
% Heavy Vehicles:	0.0851

SIGNALIZED TURN LANE CALCULATIONS	
Turning Traffic Volume (DHV):	1228 vph
Cycle Length (C):	140 sec
Vehicle Length (V):	25 feet
g/C:	0.34
Percent Heavy Vehicles (%HV):	8.51 percent
Peak Factor (F):	2
Number of Lanes (N):	3
Peak Storage Length (L):	570 feet
Minimum Storage Length:	0 feet
Required Design Storage per Lane:	575 feet
Total Deceleration Distance:	290 feet
Total Turn Lane Length (incl. Taper):	865 feet

TURN LANE CALCULATION RESULTS	
Design Storage Length:	575 feet
Total Deceleration Distance:	290 feet
Total Turn Lane Length (incl. Taper):	865 feet

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TURN LANE CALCULATIONS

Calculations based upon the Red Time Formula

$L = (V)(DHV)(1-g/C)(\%HV+1)(F) / [(3600/C)(N)]$

Intersection:	Causeway Blvd & US 301
Scenario:	2030 Total Traffic Scenario
Date of Analysis:	6/16/2008
Analyst:	KHA

GENERAL INFORMATION	
Time of Day:	PM Peak Hour
Approach:	Northbound
Traffic Control:	Signalized Intersection
Geometric Conditions:	Rural Conditions
Turn Lane Type:	Left-Turn Lane
Number of Lanes:	3
Design Speed:	55 Miles per Hour

SIGNALIZED INPUT PARAMETERS	
Turning Traffic Volume:	496 vph
Cycle Length:	140 sec
Peak Factor:	2
g/C:	0.11
% Heavy Vehicles:	0.0851

SIGNALIZED TURN LANE CALCULATIONS	
Turning Traffic Volume (DHV):	496 vph
Cycle Length (C):	140 sec
Vehicle Length (V):	25 feet
g/C:	0.11
Percent Heavy Vehicles (%HV):	8.51 percent
Peak Factor (F):	2
Number of Lanes (N):	3
Peak Storage Length (L):	310.5 feet
Minimum Storage Length:	25 feet
Required Design Storage per Lane:	325 feet
Total Deceleration Distance:	350 feet
Total Turn Lane Length (incl. Taper):	675 feet

TURN LANE CALCULATION RESULTS	
Design Storage Length:	325 feet
Total Deceleration Distance:	350 feet
Total Turn Lane Length (incl. Taper):	675 feet

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TURN LANE CALCULATIONS

Calculations based upon the Red Time Formula

$L = (V)(DHV)(1-g/C)(\%HV+1)(F) / [(3600/C)(N)]$

Intersection:	Causeway Blvd & US 301
Scenario:	2030 Total Traffic Scenario
Date of Analysis:	6/16/2008
Analyst:	KHA

GENERAL INFORMATION	
Time of Day:	PM Peak Hour
Approach:	Northbound
Traffic Control:	Signalized Intersection
Geometric Conditions:	Rural Conditions
Turn Lane Type:	Right-Turn Lane
Number of Lanes:	1
Design Speed:	55 Miles per Hour

SIGNALIZED INPUT PARAMETERS	
Turning Traffic Volume:	154 vph
Cycle Length:	140 sec
Peak Factor:	2
g/C:	0.49
% Heavy Vehicles:	0.0851

SIGNALIZED TURN LANE CALCULATIONS	
Turning Traffic Volume (DHV):	154 vph
Cycle Length (C):	140 sec
Vehicle Length (V):	25 feet
g/C:	0.49
Percent Heavy Vehicles (%HV):	8.51 percent
Peak Factor (F):	2
Number of Lanes (N):	1
Peak Storage Length (L):	165.7 feet
Minimum Storage Length:	0 feet
Required Design Storage per Lane:	175 feet
Total Deceleration Distance:	350 feet
Total Turn Lane Length (incl. Taper):	525 feet

TURN LANE CALCULATION RESULTS	
Design Storage Length:	175 feet
Total Deceleration Distance:	350 feet
Total Turn Lane Length (incl. Taper):	525 feet

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TURN LANE CALCULATIONS

Calculations based upon the Red Time Formula

L = (V) (DHV) (1-g/C) (%HV+1) (F) / [(3600/C) (N)]

Intersection:	Causeway Blvd & US 301
Scenario:	2030 Total Traffic Scenario
Date of Analysis:	6/16/2008
Analyst:	KHA

GENERAL INFORMATION	
Time of Day:	PM Peak Hour
Approach:	Southbound
Traffic Control:	Signalized Intersection
Geometric Conditions:	Rural Conditions
Turn Lane Type:	Left-Turn Lane
Number of Lanes:	3
Design Speed:	55 Miles per Hour

SIGNALIZED INPUT PARAMETERS	
Turning Traffic Volume:	901 vph
Cycle Length:	140 sec
Peak Factor:	2
g/C:	0.2
% Heavy Vehicles:	0.0851

SIGNALIZED TURN LANE CALCULATIONS	
Turning Traffic Volume (DHV):	901 vph
Cycle Length (C):	140 sec
Vehicle Length (V):	25 feet
g/C:	0.2
Percent Heavy Vehicles (%HV):	8.51 percent
Peak Factor (F):	2
Number of Lanes (N):	3
Peak Storage Length (L):	506.9 feet
Minimum Storage Length:	25 feet
Required Design Storage per Lane:	525 feet
Total Deceleration Distance:	350 feet
Total Turn Lane Length (incl. Taper):	875 feet

TURN LANE CALCULATION RESULTS	
Design Storage Length:	525 feet
Total Deceleration Distance:	350 feet
Total Turn Lane Length (incl. Taper):	875 feet

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TURN LANE CALCULATIONS

Calculations based upon the Red Time Formula

L = (V) (DHV) (1-g/C) (%HV+1) (F) / [(3600/C) (N)]

Intersection:	Causeway Blvd & US 301
Scenario:	2030 Total Traffic Scenario
Date of Analysis:	6/16/2008
Analyst:	KHA

GENERAL INFORMATION	
Time of Day:	AM Peak Hour
Approach:	Southbound
Traffic Control:	Signalized Intersection
Geometric Conditions:	Rural Conditions
Turn Lane Type:	Right-Turn Lane
Number of Lanes:	1
Design Speed:	55 Miles per Hour

SIGNALIZED INPUT PARAMETERS	
Turning Traffic Volume:	429 vph
Cycle Length:	140 sec
Peak Factor:	2
g/C:	0.48
% Heavy Vehicles:	0.0851

SIGNALIZED TURN LANE CALCULATIONS	
Turning Traffic Volume (DHV):	429 vph
Cycle Length (C):	140 sec
Vehicle Length (V):	25 feet
g/C:	0.48
Percent Heavy Vehicles (%HV):	8.51 percent
Peak Factor (F):	2
Number of Lanes (N):	1
Peak Storage Length (L):	470.7 feet
Minimum Storage Length:	0 feet
Required Design Storage per Lane:	475 feet
Total Deceleration Distance:	350 feet
Total Turn Lane Length (incl. Taper):	825 feet

TURN LANE CALCULATION RESULTS	
Design Storage Length:	475 feet
Total Deceleration Distance:	350 feet
Total Turn Lane Length (incl. Taper):	825 feet

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TURN LANE CALCULATIONS

Calculations based upon the Red Time Formula

$L = (V)(DHV)(1-g/C)(\%HV+1)(F) / [(3600/C)(N)]$

Intersection:	Falkenburg Road & US 301
Scenario:	2030 Total Traffic Scenario
Date of Analysis:	6/16/2008
Analyst:	KHA

GENERAL INFORMATION	
Time of Day:	AM Peak Hour
Approach:	Eastbound
Traffic Control:	Signalized Intersection
Geometric Conditions:	Rural Conditions
Turn Lane Type:	Left-Turn Lane
Number of Lanes:	2
Design Speed:	50 Miles per Hour

SIGNALIZED INPUT PARAMETERS	
Turning Traffic Volume:	263 vph
Cycle Length:	140 sec
Peak Factor:	2
g/C:	0.11
% Heavy Vehicles:	0.085

SIGNALIZED TURN LANE CALCULATIONS	
Turning Traffic Volume (DHV):	263 vph
Cycle Length (C):	140 sec
Vehicle Length (V):	25 feet
g/C:	0.11
Percent Heavy Vehicles (%HV):	8.5 percent
Peak Factor (F):	2
Number of Lanes (N):	2
Peak Storage Length (L):	246.9 feet
Minimum Storage Length:	25 feet
Required Design Storage per Lane:	250 feet
Total Deceleration Distance:	290 feet
Total Turn Lane Length (incl. Taper):	540 feet

TURN LANE CALCULATION RESULTS	
Design Storage Length:	250 feet
Total Deceleration Distance:	290 feet
Total Turn Lane Length (incl. Taper):	540 feet

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TURN LANE CALCULATIONS

Calculations based upon the Red Time Formula

L = (V) (DHV) (1-g/C) (%HV+1) (F) / [(3600/C) (N)]

Intersection:	Falkenburg Road & US 301
Scenario:	2030 Total Traffic Scenario
Date of Analysis:	6/16/2008
Analyst:	KHA

GENERAL INFORMATION	
Time of Day:	AM Peak Hour
Approach:	Eastbound
Traffic Control:	Signalized Intersection
Geometric Conditions:	Rural Conditions
Turn Lane Type:	Right-Turn Lane
Number of Lanes:	1
Design Speed:	50 Miles per Hour

SIGNALIZED INPUT PARAMETERS	
Turning Traffic Volume:	55 vph
Cycle Length:	140 sec
Peak Factor:	2
g/C:	0.11
% Heavy Vehicles:	0.0851

SIGNALIZED TURN LANE CALCULATIONS	
Turning Traffic Volume (DHV):	55 vph
Cycle Length (C):	140 sec
Vehicle Length (V):	25 feet
g/C:	0.11
Percent Heavy Vehicles (%HV):	8.51 percent
Peak Factor (F):	2
Number of Lanes (N):	1
Peak Storage Length (L):	103.3 feet
Minimum Storage Length:	0 feet
Required Design Storage per Lane:	125 feet
Total Deceleration Distance:	290 feet
Total Turn Lane Length (incl. Taper):	415 feet

TURN LANE CALCULATION RESULTS	
Design Storage Length:	125 feet
Total Deceleration Distance:	290 feet
Total Turn Lane Length (incl. Taper):	415 feet

H:\048805-Centex Homes\007 - 301 SEIR\Traffic\DTM & PER (revised 2-20-08)\Revised 3-18-08\[ttm_Figur

TURN LANE CALCULATIONS

Calculations based upon the Red Time Formula

L = (V) (DHV) (1-g/C) (%HV+1) (F) / [(3600/C) (N)]

Intersection:	Falkenburg Road & US 301
Scenario:	2030 Total Traffic Scenario
Date of Analysis:	6/16/2008
Analyst:	KHA

GENERAL INFORMATION	
Time of Day:	PM Peak Hour
Approach:	Westbound
Traffic Control:	Signalized Intersection
Geometric Conditions:	Rural Conditions
Turn Lane Type:	Left-Turn Lane
Number of Lanes:	2
Design Speed:	50 Miles per Hour

SIGNALIZED INPUT PARAMETERS	
Turning Traffic Volume:	661 vph
Cycle Length:	140 sec
Peak Factor:	2
g/C:	0.22
% Heavy Vehicles:	0.0851

SIGNALIZED TURN LANE CALCULATIONS	
Turning Traffic Volume (DHV):	661 vph
Cycle Length (C):	140 sec
Vehicle Length (V):	25 feet
g/C:	0.22
Percent Heavy Vehicles (%HV):	8.51 percent
Peak Factor (F):	2
Number of Lanes (N):	2
Peak Storage Length (L):	543.9 feet
Minimum Storage Length:	25 feet
Required Design Storage per Lane:	550 feet
Total Deceleration Distance:	290 feet
Total Turn Lane Length (incl. Taper):	840 feet

TURN LANE CALCULATION RESULTS	
Design Storage Length:	550 feet
Total Deceleration Distance:	290 feet
Total Turn Lane Length (incl. Taper):	840 feet

H:\048805-Centex Homes\007 - 301 SEIR\Traffic\DTM & PER (revised 2-20-08)\Revised 3-18-08\[ttm_Figure

TURN LANE CALCULATIONS

Calculations based upon the Red Time Formula

L = (V) (DHV) (1-g/C) (%HV+1) (F) / [(3600/C) (N)]

Intersection:	Falkenburg Road & US 301
Scenario:	2030 Total Traffic Scenario
Date of Analysis:	6/16/2008
Analyst:	KHA

GENERAL INFORMATION	
Time of Day:	PM Peak Hour
Approach:	Northbound
Traffic Control:	Signalized Intersection
Geometric Conditions:	Rural Conditions
Turn Lane Type:	Left-Turn Lane
Number of Lanes:	2
Design Speed:	55 Miles per Hour

SIGNALIZED INPUT PARAMETERS	
Turning Traffic Volume:	282 vph
Cycle Length:	140 sec
Peak Factor:	2
g/C:	0.1
% Heavy Vehicles:	0.0851

SIGNALIZED TURN LANE CALCULATIONS	
Turning Traffic Volume (DHV):	282 vph
Cycle Length (C):	140 sec
Vehicle Length (V):	25 feet
g/C:	0.1
Percent Heavy Vehicles (%HV):	8.51 percent
Peak Factor (F):	2
Number of Lanes (N):	2
Peak Storage Length (L):	267.7 feet
Minimum Storage Length:	25 feet
Required Design Storage per Lane:	275 feet
Total Deceleration Distance:	350 feet
Total Turn Lane Length (incl. Taper):	625 feet

TURN LANE CALCULATION RESULTS	
Design Storage Length:	275 feet
Total Deceleration Distance:	350 feet
Total Turn Lane Length (incl. Taper):	625 feet

H:\048805-Centex Homes\007 - 301 SEIR\Traffic\DTM & PER (revised 2-20-08)\Revised 3-18-08\[ttm_Figur

TURN LANE CALCULATIONS

Calculations based upon the Red Time Formula

L = (V) (DHV) (1-g/C) (%HV+1) (F) / [(3600/C) (N)]

Intersection:	Falkenburg Road & US 301
Scenario:	2030 Total Traffic Scenario
Date of Analysis:	6/16/2008
Analyst:	KHA

GENERAL INFORMATION	
Time of Day:	PM Peak Hour
Approach:	Northbound
Traffic Control:	Signalized Intersection
Geometric Conditions:	Rural Conditions
Turn Lane Type:	Right-Turn Lane
Number of Lanes:	1
Design Speed:	55 Miles per Hour

SIGNALIZED INPUT PARAMETERS	
Turning Traffic Volume:	646 vph
Cycle Length:	140 sec
Peak Factor:	2
g/C:	0.44
% Heavy Vehicles:	0.0851

SIGNALIZED TURN LANE CALCULATIONS	
Turning Traffic Volume (DHV):	646 vph
Cycle Length (C):	140 sec
Vehicle Length (V):	25 feet
g/C:	0.44
Percent Heavy Vehicles (%HV):	8.51 percent
Peak Factor (F):	2
Number of Lanes (N):	1
Peak Storage Length (L):	763.3 feet
Minimum Storage Length:	0 feet
Required Design Storage per Lane:	775 feet
Total Deceleration Distance:	350 feet
Total Turn Lane Length (incl. Taper):	1125 feet

TURN LANE CALCULATION RESULTS	
Design Storage Length:	775 feet
Total Deceleration Distance:	350 feet
Total Turn Lane Length (incl. Taper):	1125 feet

H:\048805-Centex Homes\007 - 301 SEIR\Traffic\DTM & PER (revised 2-20-08)\Revised 3-18-08\[ttm_Figur

TURN LANE CALCULATIONS

Calculations based upon the Red Time Formula

L = (V) (DHV) (1-g/C) (%HV+1) (F) / [(3600/C) (N)]

Intersection:	Falkenburg Road & US 301
Scenario:	2030 Total Traffic Scenario
Date of Analysis:	6/16/2008
Analyst:	KHA

GENERAL INFORMATION	
Time of Day:	PM Peak Hour
Approach:	Southbound
Traffic Control:	Signalized Intersection
Geometric Conditions:	Rural Conditions
Turn Lane Type:	Left-Turn Lane
Number of Lanes:	1
Design Speed:	55 Miles per Hour

SIGNALIZED INPUT PARAMETERS	
Turning Traffic Volume:	115 vph
Cycle Length:	140 sec
Peak Factor:	2
g/C:	0.13
% Heavy Vehicles:	0.0851

SIGNALIZED TURN LANE CALCULATIONS	
Turning Traffic Volume (DHV):	115 vph
Cycle Length (C):	140 sec
Vehicle Length (V):	25 feet
g/C:	0.13
Percent Heavy Vehicles (%HV):	8.51 percent
Peak Factor (F):	2
Number of Lanes (N):	1
Peak Storage Length (L):	211.1 feet
Minimum Storage Length:	25 feet
Required Design Storage per Lane:	225 feet
Total Deceleration Distance:	350 feet
Total Turn Lane Length (incl. Taper):	575 feet

TURN LANE CALCULATION RESULTS	
Design Storage Length:	225 feet
Total Deceleration Distance:	350 feet
Total Turn Lane Length (incl. Taper):	575 feet

H:\048805-Centex Homes\007 - 301 SEIR\Traffic\DTM & PER (revised 2-20-08)\Revised 3-18-08\[ttm_Figur

TURN LANE CALCULATIONS

Calculations based upon the Red Time Formula

L = (V) (DHV) (1-g/C) (%HV+1) (F) / [(3600/C) (N)]

Intersection:	Falkenburg Road & US 301
Scenario:	2030 Total Traffic Scenario
Date of Analysis:	6/16/2008
Analyst:	KHA

GENERAL INFORMATION	
Time of Day:	AM Peak Hour
Approach:	Southbound
Traffic Control:	Signalized Intersection
Geometric Conditions:	Rural Conditions
Turn Lane Type:	Right-Turn Lane
Number of Lanes:	1
Design Speed:	55 Miles per Hour

SIGNALIZED INPUT PARAMETERS	
Turning Traffic Volume:	595 vph
Cycle Length:	140 sec
Peak Factor:	2
g/C:	0.48
% Heavy Vehicles:	0.0851

SIGNALIZED TURN LANE CALCULATIONS	
Turning Traffic Volume (DHV):	595 vph
Cycle Length (C):	140 sec
Vehicle Length (V):	25 feet
g/C:	0.48
Percent Heavy Vehicles (%HV):	8.51 percent
Peak Factor (F):	2
Number of Lanes (N):	1
Peak Storage Length (L):	652.8 feet
Minimum Storage Length:	0 feet
Required Design Storage per Lane:	675 feet
Total Deceleration Distance:	350 feet
Total Turn Lane Length (incl. Taper):	1025 feet

TURN LANE CALCULATION RESULTS	
Design Storage Length:	675 feet
Total Deceleration Distance:	350 feet
Total Turn Lane Length (incl. Taper):	1025 feet

H:\048805-Centex Homes\007 - 301 SEIR\Traffic\DTM & PER (revised 2-20-08)\Revised 3-18-08\[ttm_Figure

Appendix H
FDOT Crash Data

CRASH NUMBER: THE 9 DIGIT CRASH REPORT NUMBER

ROADWAY ID: THE 8 DIGIT NUMBER THAT IDENTIFIES THE PART OF THE STATE ROAD SYSTEM ON WHICH THE CRASH HAS OCCURRED

COUNTY: THE FIRST TWO DIGITS OF THE ROADWAY ID ARE THE NUMERIC D.O.T. CODE FOR COUNTY

SECTION: THE THIRD, FOURTH AND FIFTH DIGITS OF THE ROADWAY ID ARE THE SECTION OF THE STATE ROAD SYSTEM, WITHIN COUNTY, ON WHICH THE CRASH OCCURRED

SUBSECTION: THE SIXTH, SEVENTH AND EIGHTH DIGITS OF THE ROADWAY ID IDENTIFY THE SUBDIVISION OF THE PRIMARY SECTION ON WHICH THE CRASH OCCURRED

MILEPOST: THE MILEPOST IDENTIFIES THE EXACT POINT ON THE ROADWAY ID WHERE THE CRASH HAS OCCURRED

NEAREST NODE: THE NEAREST NODE IS THE CLOSEST NODE (A DEFINED POINT ON THE STATE ROAD SYSTEM) TO THE LOCATION OF THE CRASH

STATE ROAD: THE STATE ROAD IS THE ROUTE NUMBER ASSIGNED TO THE ROADWAY ID

AVERAGE DAILY TRAFFIC: THE AVERAGE NUMBER OF VECHICLES PER DAY PASSING THE MILE POINT WHERE CRASHES OCCURRED

YEAR: THE YEAR IN WHICH THE CRASH OCCURRED (FINAL TWO DIGITS)

MONTH: THE MONTH OF THE CRASH

DAY: THE DAY OF THE MONTH ON WHICH THE CRASH OCCURRED

HOUR: THE TIME AT WHICH THE CRASH OCCURRED, MILITARY TIME

CRASH RATE CLASS CATEGORY: THIS FIVE-LETTER/NUMBER CODE IS A COMBINATION OF RURAL/URBAN/ SUBURBAN CLASSIFICATION, NUMBER OF LANES, DIVIDED/UNDIVIDED CODE, TYPE OF MEDIAN AND SUBSECTION TYPE. FOR THOSE NOT OTHERWISE DEFINED BELOW:

- A FIRST LETTER "U" MEANS "URBAN" (CURB & GUTTER), "S" MEANS "SUBURBAN", (OPEN DRAINAGE INSIDE CITY OR URBAN AREA), "R" MEANS RURAL (OPEN DRAINAGE OUTSIDE CITY OR URBAN AREA).
- AFTER THE HYPHEN (-) THE NUMBER GIVES THE NUMBER OF THRU LANES: "2" MEANS 2-3, "4" MEANS 4-5, "6" MEANS 6 OR MORE.
- THE LETTER IN THE 4TH POSITION DISTINGUISHES DIVIDED ("D") FROM UNDIVIDED ("UN")
- THE LETTER IN THE FINAL POSITION INDICATES THE TYPE OF MEDIAN: "R" FOR RAISED, "P" FOR PAINTED AND "UN" FOR NOT DIVIDED.
- "INT" MEANS INTERSTATE
- "TOL" MEANS TOLL ROAD
- "OLA" MEANS OTHER LIMITED ACCESS
- "RAMP" MEANS RAMP
- "1WAY" MEANS ONE WAY
- "UNKN" MEANS UNKNOWN

ALC INV: ALCOHOL INVOLVED CODE, COMBINED CRASH-LEVEL CODE FOR ALL OF DRIVERS AND PEDESTRIANS INVOLVED IN CRASH

- 0 - NONE
- 1 - ALCOHOL INVOLVED
- 2 - DRUGS INVOLVED
- 3 - ALCOHOL AND DRUGS
- 4 - UNDETERMINED

HARMFUL EVENT 1: FIRST HARMFUL EVENT FOR FAULT/1ST VEHICLE AS REPORTED BY OFFICER

- 00 - UNKNOWN/NOT CODED
- 01 - REAR-END
- 02 - HEAD-ON
- 03 - ANGLE
- 04 - LEFT-TURN
- 05 - RIGHT-TURN
- 06 - SIDESWIPE
- 07 - BACKED INTO
- 08 - COLL. W/ PARKED CAR
- 09 - COLL. W/ MV ON ROADWAY
- 10 - COLL. W/ PEDESTRIAN
- 11 - COLL. W/ BICYCLE
- 12 - COLL. W/ BICYCLE (BIKE LANE)
- 13 - COLLISION WITH MOPED
- 14 - COLLISION WITH TRAIN
- 15 - COLLISION WITH ANIMAL
- 16 - HIT SIGN/SIGN POST
- 17 - UTILITY/LIGHT POLE
- 18 - HIT GUARDRAIL
- 19 - HIT FENCE
- 20 - HIT CONC. BARRIER WALL
- 21 - HIT BRIDGE/PIER/ ABUTMENT/RAIL
- 22 - HIT TREE/SHRUBBERY
- 23 - COLL. W/CONSTRUCTION BARRICADE/SIGN
- 24 - COLL. W/TRAFFIC GATE
- 25 - COLL. W/CRASH ATTENUATORS
- 26 - COLL. W/FIXED OBJECT ABOVE ROAD
- 27 - HIT OTHER FIXED OBJECT
- 28 - COLL. W/MOVEABLE OBJECT ON ROAD
- 29 - RAN IN DITCH/CULVERT
- 30 - RAN OFF RD INTO WATER
- 31 - OVERTURNED
- 32 - OCCUPANT FELL FROM VEH
- 33 - JACKKNIFED
- 34 - FIRE
- 35 - EXPLOSION
- 36 - DOWNHILL RUNAWAY
- 37 - CARGO LOSS OR SHIFT
- 38 - SEPARATION OF UNITS
- 39 - MEDIAN CROSSOVER
- 77 - ALL OTHER (EXPLAIN)

LIGHTING: LIGHTING CONDITIONS AT TIME OF CRASH, AS REPORTED BY OFFICER

- 01 - DAYLIGHT 02 - DUSK
- 03 - DAWN
- 04 - DARK (STREET LIGHT)
- 05 - DARK (NO STREET LIGHT)
- 88 - UNKNOWN

WEATHER : WEATHER CONDITIONS AT TIME OF CRASH, AS REPORTED BY OFFICER

- 01 - CLEAR 02 - CLOUDY
- 03 - RAIN 04 - FOG
- 77 - ALL OTHER 88 - UNKNOWN

RD SURF: ROAD SURFACE CONDITIONS AT TIME OF CRASH, AS REPORTED BY OFFICER

- 01 - DRY 02 - WET
- 03 - SLIPPERY 04 - ICY
- 77 - ALL OTHER 88 - UNKNOWN

TRAFFIC CONTROL: TRAFFIC CONTROL AT SITE OF CRASH, AS REPORTED BY OFFICER

- 00 - UNKNOWN/NOT CODED
- 01 - NO CONTROL
- 02 - SPECIAL SPEED ZONE
- 03 - SPEED CONTROL SIGN
- 04 - SCHOOL ZONE
- 05 - TRAFFIC SIGNAL
- 06 - STOP SIGN
- 07 - YIELD SIGN
- 08 - FLASHING LIGHT
- 09 - RAILROAD SIGNAL
- 10 - OFFICER/GUARD/FLAGMAN
- 11 - POSTED NO U-TURN
- 12 - NO PASSING ZONE
- 77 - ALL OTHER

ROAD CONDTNS: ROAD CONDITIONS AT TIME AND LOCATION OF CRASH, AS REPORTED BY OFFICER

- 00 - UNKNOWN/NOT CODED
- 01 - NO DEFECTS
- 02 - OBSTRUCTION W/ WARNING
- 03 - OBSTRUCTION WO WARNING
- 04 - ROAD UNDER REPAIR/ CONSTRUCTION
- 05 - LOOSE SURFACE MATERIAL
- 06 - SHLDR - SOFT/LOW/HIGH
- 07 - HOLES/RUTS/UNSAFE PAVED EDGES
- 08 - STANDING WATER
- 09 - WORN/POLISHED RD SURF
- 77 - ALL OTHER (EXPLAIN)

SITE LOCATION: D.O.T. SITE LOCATION AS CODED BY SAFETY OFFICE

- 01 - NOT AT INTERSECTION/ RRXING/BRIDGE
- 02 - AT INTERSECTION
- 03 - INFLUENCED BY INTERSECTION
- 04 - DRIVEWAY ACCESS
- 05 - RAILROAD CROSSING
- 06 - BRIDGE
- 07 - ENTRANCE RAMP
- 08 - EXIT RAMP
- 09 - PARKING LOT (PUBLIC)
- 10 - PARKING LOT (PRIVT)
- 11 - PRIVATE PROPERTY
- 12 - TOLL BOOTH
- 13 - PUBLIC BUS STOP ZONE
- 77 ALL OTHER

ROAD SD: SIDE OF ROAD, AS REPORTED BY FLORIDA DEPT OF TRANSPORTATION SAFETY OFFICE FOR FIRST POINT OF IMPACT IN CRASH
- E - END OF STATE ROAD
- I - INTERSECTION
- L - LEFT
- M - MEDIAN
- R - RIGHT
- S - SIDE ROAD RIGHT
- T - SIDE ROAD LEFT
- U - UNKNOWN

ACC LN #: ACCIDENT LANE LOCATION, AS REPORTED BY FLORIDA DEPT OF TRANSPORTATION SAFETY OFFICE FOR FIRST POINT OF IMPACT IN CRASH
- A - ACCEL/MERGE LANE
- B - TOLL PLAZAS
- C - CROSSWALK
- E - END OF STATE ROAD
- H - ISLAND AREA
- K - SERVICE/ACCESS ROAD
- L - LEFT TURN LANE
- M - MEDIAN
- P - PARKING LANE
- R - RIGHT TURN LANE
- S - SIDE OF THE ROAD
- T - CONTINUOUS TURN LANE (CENTER)
- U - UNKNOWN
- V - BICYCLE LANE
- X - RAMP
- 1 - 9 THROUGH-LANE (NUMBERED FROM CENTER)

VEHICLE TYPE 1 OR 2: VEHICLE TYPE FOR FIRST OR SECOND VEHICLE, AS REPORTED BY THE OFFICER
- 00 - UNKNOWN/NOT CODED
- 01 - AUTOMOBILE
- 02 - PASSENGER VAN
- 03 - PICKUP/LIGHT TRUCK (2 REAR TIRES)
- 04 - MEDIUM TRUCK (4 REAR TIRES)
- 05 - HEAVY TRUCK (2 OR MORE REAR AXLES)
- 06 - TRUCK TRACTOR (CAB)
- 07 - MOTOR HOME (RV)
- 08 - BUS (DRIVR + 9-15 PASS)
- 09 - BUS (DRIVR + > 15 PASS)
- 10 - BICYCLE
- 11 - MOTORCYCLE
- 12 - MOPED
- 13 - ALL TERRAIN VEHICLE
- 14 - TRAIN
- 15 - LOW SPEED VEHICLE
- 77 - OTHER

VEHICLE USE 1 OR 2: VEHICLE USE FOR FIRST OR SECOND VEHICLE, AS REPORTED BY THE OFFCER
- 00 - N/A
- 01 - PRIVATE TRANSPORTATION
- 02 - COMMERCIAL PASSENGERS
- 03 - COMMERCIAL CARGO
- 04 - PUBLIC TRANSPORTATION
- 05 - PUBLIC SCHOOL BUS
- 06 - PRIVATE SCHOOL BUS
- 07 - AMBULANCE
- 08 - LAW ENFORCEMENT
- 09 - FIRE/RESCUE
- 10 - MILITARY
- 11 - OTHER GOVERNMENT
- 12 - DUMP
- 13 - CONCRETE MIXER
- 14 - GARBAGE OR REFUSE
- 15 - CARGO VAN
- 77 - OTHER
- 88 - UNKNOWN/DUMMY RECORD

VEHICLE MOVMNT 1 OR 2: VEHICLE MOVEMENT FOR FIRST OR SECOND VEHICLE, AS REPORTED BY THE OFFICER
- 01 - STRAIGHT AHEAD
- 02 - SLOWING/STOPPED/STALLED
- 03 - MAKING LEFT TURN
- 04 - BACKING
- 05 - MAKING RIGHT TURN
- 06 - CHANGING LANES
- 07 - ENTRNG/LVNG PRKING SPCE
- 08 - PROPERLY PARKED
- 09 - IMPROPERLY PARKED
- 10 - MAKING U-TURN
- 11 - PASSING
- 12 - DRIVERLESS/RUNAWAY VEH
- 77 - ALL OTHERS
- 88 - UNKNOWN

VEH DIR1 OR DIR 2: VEHICLE DIRECTION FOR FIRST OR SECOND VEHICLE, AS REPORTED BY THE OFFICER
- E - EAST N - NORTH
- S - SOUTH U - UNKNOWN
- W - WEST

POINT OF IMPACT 1 OR 2: POINT OF IMPACT FOR FIRST OR SECOND VEHICLE, AS REPORTED BY THE OFFICER
- 00 - NOT APPLICABLE
- 01 - FRONT END
- 02 - RIGHT FRONT CORNER
- 03 - RIGHT FRONT QUTR PANEL
- 04 - RIGHT FRONT DOOR
- 05 - RIGHT REAR DOOR
- 06 - RIGHT REAR QUTR PANEL
- 07 - RIGHT REAR CORNER
- 08 - REAR END
- 09 - LEFT REAR CORNER
- 10 - LEFT REAR QUTR PANEL
- 11 - LEFT REAR DOOR
- 12 - LEFT FRONT DOOR
- 13 - LEFT FRONT QUTR PANEL
- 14 - LEFT FRONT CORNER
- 15 - HOOD
- 16 - ROOF
- 17 - TRUNK
- 18 - UNDERCARRIAGE
- 19 - OVERTURN
- 20 - WINDSHIELD
- 21 - TRAILER
- 88 - UNKNOWN

CONTRIB CAUSE 1 OR 2: DRIVER CONTRIBUTING CAUSE FOR FIRST OR SECOND VEHICLE DRIVER, AS REPORTED BY THE OFFICER
- 00 - UNKNOWN/NOT CODED
- 01 - NO IMPROPER DRVNG/ACT
- 02 - CARELESS DRIVING
- 03 - FAILED TO YIELD
- 04 - IMPROPER BACKING
- 05 - IMPROPER LANE CHANGE
- 06 - IMPROPER TURN
- 07 - ALCHOL-UNDER INFL
- 08 - DRUGS-UNDER INFLUENCE
- 09 - ALC & DRUGS-UNDER INFL
- 10 - FOLLOWED TOO CLOSELY
- 11 - DISREGARDED TRAFF SGNL
- 12 - EXCEEDED SAFE SPD LMT
- 13 - DISREGARDED STOP SIGN
- 14 - FAILED TO MAINTAIN EQUIPMENT/VEHICLE
- 15 - IMPROPER PASSING
- 16 - DROVE LEFT OF CENTER
- 17 - EXCEED STATED SPD LMT
- 18 - OBSTRUCTING TRAFFIC
- 19 - IMPROPER LOAD
- 20 - DISREGARDED OTHER TRAFFIC CONTROL
- 21 - DRIVING WRONG SIDE/WAY
- 22 - FLEEING POLICE
- 23 - VEHICLE MODIFIED
- 24 - DRIVER DISTRACTION
- 77 - ALL OTHER (EXPLAIN)

DRIVER/PED AGE 1 OR 2: DRIVER OR PEDESTRIAN AGE FOR FORM SECTION 1 OR 2, AS REPORTED BY THE OFFICER

\# VEHCLS: TOTAL NUMBER OF VEHICLES INVOLVED IN THE CRASH. IF THE NUMBER IS HIGHER THAN 9 THEN THIS FIELD WILL DISPLAY AN ASTERISK (*).

\# KILLED: TOTAL NUMBER OF FATALITIES AS A RESULT OF THE CRASH. IF THE NUMBER IS HIGHER THAN 9 THEN THIS FIELD WILL DISPLAY AN ASTERISK (*).

NUMBER INJURED: TOTAL NUMBER OF INJURIES AS A RESULT OF THE CRASH. IF THE NUMBER IS HIGHER THAN 99 THEN THIS FIELD WILL DISPLAY ASTERISKS(**).

Y: THE "Y" THAT SOMETIMES APPEARS BETWEEN THE COLUMNS FOR CRASH NUMBER AND ROADWAY ID, IS A FLAG THAT IDENTIFIES CRASHES THAT ARE ON OTHER SR'S OR ON NON-MAINTAINED SIDE ROADS. THESE CRASHES ARE OCCURRING WITHIN 250 FEET OF THE QUERIED SR AND ARE CLASSIFIED AS INFLUENCED CRASHES. CRASHES ON OTHER ROADWAYS WHICH ARE AT THE INTERSECTION WITH THE QUERIED SR WILL ALWAYS BE REPORTED AND WILL NOT SHOW THIS FLAG.

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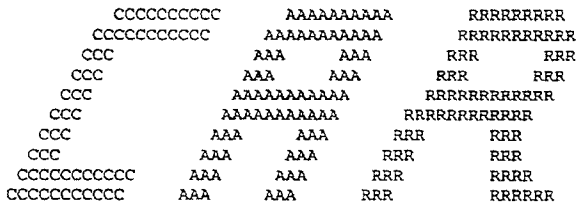

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C R A S H R E P O R T I N G S Y S T E M

N O T I C E: THE INFORMATION CONTAINED IN THIS DOCUMENT (REPORT, SCHEDULE, LIST, OR DATA) HAS BEEN COMPILED FROM INFORMATION COLLECTED FOR THE PURPOSE OF IDENTIFYING, EVALUATING, OR PLANNING SAFETY ENHANCEMENTS. THIS PRODUCT IDENTIFIES INFORMATION USED FOR THE PURPOSE OF DEVELOPING HIGHWAY SAFETY CONSTRUCTION IMPROVEMENT PROJECTS WHICH MAY BE IMPLEMENTED UTILIZING FEDERAL-AID HIGHWAY FUNDS. ANY DOCUMENT DISPLAYING THIS NOTICE SHALL BE USED ONLY FOR THOSE PURPOSES DEEMED APPROPRIATE BY THE FLORIDA DEPARTMENT OF TRANSPORTATION. SEE TITLE 23, UNITED STATES CODE, SECTION 409.

```
I/O NAME: ..............  CARI113
PROGRAM ID: ............  CARPJ13
REPORT NUMBER: .........  01
RUN CLASS: .............  A
MESSAGE CLASS: .........  Q
PRINTER DEST: ..........  LOCAL
# COPIES: ..............  01
ACCOUNT #: .............  5585404
SUBMIT W/HOLD? .........  N
USERID: ................  KNKHALS
DETAIL SORT ORDER: .....  1 - SORT BY ROADWAY, MILE POINT
PRINT SEGMENTS? ........  Y
PRINT INTERSECTIONS? ....  N
SUMMARY FORMAT: ........  2 - TOP LINE ALL BREAKS
OVERRIDE VALUES:
 MAX # OF BREAKS: ......  06
 CRASH RATE CATEGORY: ...
 AVERAGE DAILY TRAFFIC:..
 # OF LEGS: ............
```

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1
0
 REPORT...CARPJ13-01                         FLORIDA - DEPARTMENT OF TRANSPORTATION                                    PAGE NO:        1
   DATE...08/01/2006                         C A R - CRASH ANALYSIS REPORTING SYSTEM                                   USERID:   KNKHALS
   TIME...16:17:06                      CRASH DATA DETAIL AND EXTRACT FOR STATE-MAINTAINED ROADS                       I/O....   CARO213

 COMMENT:                                  1 - SORT BY ROADWAY, MILE POINT
   FROM: 01/01/2001 TO 12/31/2005                                 RAMPS INCL
   FROM CO/SEC/SUB: 10 010 000          MP: 020.100                INFL INCL
   TO   CO/SEC/SUB: 10 010 000          MP: 020.700               CR/OS INCL

   C       ROADWYID   M      N    S    ADT    Y  M  D  H  CRCC  A H  L W R T  R  SL R A V  V  VM V PI CC D  V  V  V  V PI CC D  # # N
   R N     C S   S    I      EN   TR   VAR    E  O  A  O  RALA  L AE I E D RC OC IO O C ET EU EO E OM OA RA ET EU EM E OM OA RA     UI
   A U     O E   E    L      AO   AO   EIA    A  N  Y  U  ATAT  C RV G A    AO AO TC A C HY HS HV H IP NU IG HY HS HO H IP NU IG V K MN
   S M     U C  SC    E      RD   TA   RLF    R  T     R  SESE    ME H T S FN DN EA D   IP IE IM    NA TS VE IP IE IV    NA TS VE E I BJ
   H B     N T  UT    P      EE   ED   AYF       H        H SG  I FN T H U FT  D  T    L CE C  CN D TC RE /  CE C  C  D TC RE /  H L EU
     E     T I  BI    O      S         G I                   O  N UT I E R IR  T  I S N L  L1 LT I  T I  P1 L  L2 L2 I  T I  P2 C L RR
     R     Y O   O    S      T         E C                   R  V L  N R F CO  N  O D   E1 E  E  R O  B1 E  E2 E  E  R O  B2 E  L E  E
             N   N    T                                      Y    1 G     L  S  N  #        1 1 F1    D              2 F2    D  S D  D
**********************************************************************************************************************************
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REPORT...CARPJ13-01                      FLORIDA - DEPARTMENT OF TRANSPORTATION                                    PAGE NO:        2
  DATE...08/01/2006                      C A R - CRASH ANALYSIS REPORTING SYSTEM                                   USERID:   KNKHALS
  TIME...16:17:06                 CRASH DATA DETAIL AND EXTRACT FOR STATE-MAINTAINED ROADS                         I/O....   CARO213

COMMENT:                                  1 - SORT BY ROADWAY, MILE POINT
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 R N     C S   S   I     EN   TR  VAR   E  O  A  O  RALA  L AE I E D RC OC IO O C ET EU EO E OM OA RA ET EU EM E OM OA RA     UI
 A U     O E   E   L     AO   AO  EIA   A  N  Y  U  ATAT  C RV G A   AO AO TC A C HY HS HV H IP NU IG HY HS HO H IP NU IG V K MN
 S M     U C   SC  E     RD   TA  RLF   R  T     R  SESE    ME H T S FN DN EA D   IP IE IM   NA TS VE IP IE IV   NA TS VE E I BJ
 H B     N T   UT  P     EE   ED  AYF      H        H SG  I FN T H U FT  D  T   L CE C  CN D TC RE /  CE C  C  D TC RE /  H L EU
   E     T I   BI  O     S        G I                  O  N UT I E R IR  T  I S N L  L1 LT I  T I  P1 L  L2 L2 I  T I  P2 C L RR
   R     Y O   O   S     T        E C                  R  V L  N R F CO  N  O D   E1 E  E  R O  B1 E  E2 E  E  R O  B2 E  L E  E
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 REPORT...CARPJ13-01                               FLORIDA - DEPARTMENT OF TRANSPORTATION                                      PAGE NO:      3
   DATE...08/01/2006                              C A R - CRASH ANALYSIS REPORTING SYSTEM                                      USERID:  KNKHALS
   TIME...16:17:06                        CRASH DATA DETAIL AND EXTRACT FOR STATE-MAINTAINED ROADS                             I/O....  CARO213

 COMMENT:                                            1 - SORT BY ROADWAY, MILE POINT
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  R N       C S   S     I      EN   TR  VAR   E  O  A  O  RALA  L AE I E D RC OC IO O C ET EU EO E OM OA RA ET EU EM E OM OA RA     UI
  A U       O E   E     L      AO   AO  EIA   A  N  Y  U  ATAT  C RV G A   AO AO TC A C HY HS HV H IP NU IG HY HS HO H IP NU IG V K MN
  S M       U C  SC     E      RD   TA  RLF   R  T     R  SESE    ME H T S FN DN EA D    IP IE IM   NA TS VE IP IE IV   NA TS VE E I BJ
  H B       N T  UT     P      EE   ED  AYF      H        H SG  I FN T H U PT  D  T   L CE C  CN D TC RE / CE C  C  D TC RE / H L EU
    E       T I  BI     O      S         G I                 O  N UT I E R IR  T  I S N L  L1 LT I  T I  P1 L  L2 L2 I  T I  P2 C L RR
    R       Y O   O     S      T         E C                 R  V L  N R P CO  N  O D   E1 E  E  R O  B1 E  E2 E  E  R O  B2 E  L E  E
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 REPORT...CARPJ13-01                          FLORIDA - DEPARTMENT OF TRANSPORTATION                              PAGE NO:      4
   DATE...08/01/2006                          C A R - CRASH ANALYSIS REPORTING SYSTEM                             USERID:  KNKHALS
   TIME...16:17:06                     CRASH DATA DETAIL AND EXTRACT FOR STATE-MAINTAINED ROADS                   I/O....  CARO213

 COMMENT:                                    1 - SORT BY ROADWAY, MILE POINT
   FROM: 01/01/2001 TO 12/31/2005                                      RAMPS INCL
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   R N      C S   S     I      EN    TR    VAR   E  O  A  O  RALA  L AE I E D RC OC IO O C ET EU EO E OM OA RA ET EU EM E OM OA RA    UI
   A U      O E   E     L      AO    AO    EIA   A  N  Y  U  ATAT  C RV G A    AO AO TC A C HY HS HV H IP NU IG HY HS HO H IP NU IG V K MN
   S M      U C   SC    E      RD    TA    RLF   R  T     R  SESE    ME H T S FN DN EA D    IP IE IM    NA TS VE IP IE IV    NA TS VE E I BJ
   H B      N T   UT    P      EE    ED    AYF      H        H SG  I FN T H U FT  D  T    L CE C  CN D TC RE /  CE C  C  D TC RE /  H L EU
     E      T I   BI    O      S           G I                  O  N UT I E R IR  T  I S N L  L1 LT I  T I  P1 L  L2 L2 I  T I  P2 C L RR
     R      Y O    O    S      T           E C                  R  V L  N R F CO  N  O D    E1 E  E  R O  B1 E  E2 E  E  R O  B2 E  L E  E
              N    N    T                                       Y     1 G        L  S  N    #          1 1 F1    D              2 F2    D  S D  D
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  REPORT...CARPJ13-01                                 FLORIDA - DEPARTMENT OF TRANSPORTATION                                  PAGE NO:      5
    DATE...08/01/2006                                  C A R - CRASH ANALYSIS REPORTING SYSTEM                                 USERID:  KNKHALS
    TIME...16:17:06                             CRASH DATA DETAIL AND EXTRACT FOR STATE-MAINTAINED ROADS                       I/O....  CARO213
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    FROM: 01/01/2001 TO 12/31/2005                                         RAMPS INCL
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    TO    CO/SEC/SUB: 10 010 000                       MP: 020.700          CR/OS INCL

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   R N    C S   S    I      EN    TR   VAR   E  O  A  O  RALA  L AE I E D RC OC IO O C ET EU EO E OM OA RA ET EU EM E OM OA RA    UI
   A U    O E   E    L      AO    AO   EIA   A  N  Y  U  ATAT  C RV G A   AO AO TC A C HY HS HV H IP NU IG HY HS HO H IP NU IG V K MN
   S M    U C   SC   E      RD    TA   RLF   R  T     R  SESE    ME H T S FN DN EA D   IP IE IM   NA TS VE IP IE IV   NA TS VE E I BJ
   H B    N T   UT   P      EE    ED   AYF      H        H SG  I FN T H U FT  D  T   L CE C  CN D TC RE / CE C  C  D TC RE / H L EU
     E    T I   BI   O      S          G I                  O  N UT I E R IR  T  I S N L  L1 LT I  T I  P1 L  L2 L2 I  T I  P2 C L RR
     R    Y O   O    S      T          E C                  R  V L  N R F CO  N  O D   E1 E  E  R O  B1 E  E2 E  E  R O  B2 E L E  E
            N   N    T                                      Y    1 G    L  S  N   *           1 1 F1    D            2 F2    D S D  D
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  REPORT...CARPJ13-01                                    FLORIDA - DEPARTMENT OF TRANSPORTATION                                    PAGE NO:       6
    DATE...08/01/2006                                    C A R - CRASH ANALYSIS REPORTING SYSTEM                                   USERID:   KNKHALS
    TIME...16:17:06                               CRASH DATA DETAIL AND EXTRACT FOR STATE-MAINTAINED ROADS                         I/O....   CARO213

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   R N       C S   S     I       EN    TR    VAR    E  O  A  O  RALA  L AE I E D RC OC IO O C ET EU EO E OM OA RA ET EU EM E OM OA RA     UI
   A U       O E   E     L       AO    AO    EIA    A  N  Y  U  ATAT  C RV G A   AO AO TC A C HY HS HV H IP NU IG HY HS HO H IP NU IG V K MN
   S M       U C   SC    E       RD    TA    RLF    R  T     R  SESE    ME H T S FN DN EA D    IP IE IM    NA TS VE IP IE IV    NA TS VE E I BJ
   H B       N T   UT    P       EE    ED    AYF       H        H SG  I FN T H U FT  D  T    L CE C  CN D TC RE / CE C  C  D TC RE /  H L EU
     E       T I   BI    O       S           G I                    O N UT I E R IR  T  I S N L  L1 LT I  T I P1 L  L2 L2 I  T I P2 C L RR
     R       Y O   O     S       T           E C                    R V L  N R P CO  N  O D    E1 E  E R O B1 E  E2 E  E R O B2 E L E E
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 REPORT...CARPJ13-01                        FLORIDA - DEPARTMENT OF TRANSPORTATION                              PAGE NO:      7
   DATE...08/01/2006                        C A R - CRASH ANALYSIS REPORTING SYSTEM                             USERID:  KNKHALS
   TIME...16:17:06                 CRASH DATA DETAIL AND EXTRACT FOR STATE-MAINTAINED ROADS                     I/O....  CARO213

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  R N     C S   S     I        EN    TR    VAR   E  O  A  O  RALA  L AE I E D RC OC IO O C ET EU EO E OM OA RA ET EU EM E OM OA RA     UI
  A U     O E   E     L        AO    AO    EIA   A  N  Y  U  ATAT  C RV G A   AO AO TC A C HY HS HV H IP NU IG HY HS HO H IP NU IG V K MN
  S M     U C  SC     E        RD    TA    RLF   R  T     R  SESE    ME H T S FN DN EA D   IP IE IM   NA TS VE IP IE IV   NA TS VE E I BJ
  H B     N T  UT     P        EE    ED    AYF      H        H SG  I FN T H U FT  D  T   L CE C  CN D TC RE / CE C  C  D TC RE /  H L EU
    E     T I  BI     O        S           G I                  O  N UT I E R IR  T  I S N L  L1 LT I  T I  P1 L  L2 L2 I  T I  P2 C L RR
    R     Y O   O     S        T           E C                  R  V L  N R F CO  N  O D   E1 E  E R O  B1 E  E2 E  E R O  B2 E  L E  E
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732074320 10010000 20.652 4129   43 037000 05 04 25 06 S-4DR 0 01 3 1 1 05 01 02 S R 03 00 02 W 00 02 00 01 01 02 W 08 00 23 2 0 00
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730656820 10010000 20.652 4129   43 037000 05 05 22 00 S-4DR 0 03 4 1 1 05 01 02 L 2 01 01 01 S 01 11 41 01 01 01 E 12 00 20 3 0 01
044709640 10010000 20.652 4129   43 037000 05 07 24 19 S-4DR 0 04 2 3 2 05 01 02 I M 03 04 03 E 02 06 00 01 01 03 E 11 00 29 2 0 00
732082070 10010000 20.652 4129   43 037000 05 07 25 14 S-4DR 0 03 1 1 1 05 01 02 I M 01 01 03 W 02 03 21 02 01 01 E 01 00 43 2 0 01
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  REPORT...CARPJ13-01                               FLORIDA - DEPARTMENT OF TRANSPORTATION                                          PAGE NO:        8
    DATE...08/01/2006                                C A R - CRASH ANALYSIS REPORTING SYSTEM                                        USERID:   KNKHALS
    TIME...16:17:06                            CRASH DATA DETAIL AND EXTRACT FOR STATE-MAINTAINED ROADS                             I/O....   CARO213

  COMMENT:                                            1 - SORT BY ROADWAY, MILE POINT
    FROM: 01/01/2001 TO 12/31/2005                                         RAMPS INCL
    FROM CO/SEC/SUB: 10 010 000                      MP: 020.100            INFL INCL
    TO    CO/SEC/SUB: 10 010 000                      MP: 020.700           CR/OS INCL

   C       ROADWYID     M       N     S    ADT   Y  M  D  H  CRCC  A H  L W R T  R  SL R A V  V  VM V PI CC D  V  V  V  V PI CC D  # # N
   R N     C S   S      I       EN    TR   VAR   E  O  A  O  RALA  L AE I E D RC OC IO O C ET EU EO E OM OA RA ET EU EM E OM OA RA     UI
   A U     O E   E      L       AO    AO   EIA   A  N  Y  U  ATAT  C RV G A    AO AO TC A C HY HS HV H IP NU IG HY HS HO H IP NU IG V K MN
   S M     U C   SC     E       RD    TA   RLF   R  T     R  SESE    ME H T S FN DN EA D   IP IE IM   NA TS VE IP IE IV   NA TS VE E I BJ
   H B     N T   UT     P       EE    ED   AYF      H        H SG  I FN T H U FT  D  T   L CE C  CN D TC RE /  CE C  C  D TC RE /  H L EU
     E     T I   BI     O       S          G I                  O  N UT I E R IR  T  I S N L  L1 LT I  T I  P1 L  L2 L2 I  T I  P2 C L RR
     R     Y O    O     S       T          E C                  R  V L  N R F CO  N  O D   E1 E  E  R O  B1 E  E2 E  E  R O  B2 E  L E  E
             N    N     T                                       Y    1 G     L  S  N   #       1 1 F1    D                 2 F2    D  S D  D
*************************************************************************************************************************************************
702019410 10010000 20.652 4129    43 037000 05 07 26 07 S-4DR 0 03 1 1 1 05 01 04 R 1 01 01 03 N 14 03 70 11 01 01 E 01 00 36 2 0 01
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700861610 10010000 20.652 4129    43 037000 05 08 19 07 S-4DR 0 06 1 1 1 05 01 02 L 2 01 01 06 S 06 05 00 77 03 01 N 14 00 42 2 0 00
737586290 10010000 20.652 4129    43 037000 05 08 24 17 S-4DR 0 77 1 1 1 05 01 02 R 3 01 01 77    09 77 00 01 01 77 N 09 00 72 2 0 01
727046720 10010000 20.652 4129    43 037000 05 09 06 06 S-4DR 0 01 4 1 1 05 01 02 S R 02 01 05 W 01 02 32 01 01 02 W 08 00 37 2 0 00
737551080 10010000 20.652 4129    43 037000 05 09 11 16 S-4DR 0 06 1 2 1 05 01 02 I M 02 01 03 S 03 05 72 01 01 03 S 10 00 39 2 0 00
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752887610 10010000 20.652 4129    43 037000 05 11 17 14 S-4DR 0 03 1 1 1 05 01 02 I M 01 01 01 W 14 11 71 05 03 03 N 21 00 27 2 0 01
752887880 10010000 20.652 4129    43 037000 05 12 11 14 S-4DR 0 01 1 3 3 05 08 02 L 2 01 01 01 S 01 10 72 03 01 02 S 08 00 65 2 0 00
730671080 10010000 20.652 4129    43 037000 05 12 18 04 S-4DR 0 01 4 2 2 05 01 02 S 3 02 01 01 W 01 02 32 01 01 02 W 08 00 22 2 0 02
749058810 10010000 20.654 4129    43 038000 03 11 30 02 S-4DR 0 01 4 1 1 05 01 01 L 2 01 00 01 S 01 02 00 01 01 02 S 08 00 35 2 0 00
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728931100 10010000 20.661 4129    43 038000 03 12 06 17 S-4DR 0 01 2 1 1 12 01 03 L 1 01 01 01 S 08 03 45 06 03 02 S 01 00 61 2 0 00
762655290 10010000 20.661 4129    43 037000 05 07 17 17 S-4DR 0 01 1 3 2 01 01 02 L 3 00 00 01 S 00 10 00 01 01 01 S 08 00 33 2 0 01
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700856480 10010000 20.671 4129    43 038000 03 09 03 16 S-6DR 0 01 1 3 2 01 01 01 L 2 03 01 01 S 01 02 25 01 01 02 S 08 00 49 2 0 00
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REPORT...CARPJ13-01
DATE...08/01/2006
TIME...16:17:06
COMMENT:
FROM: 01/01/2001 TO 12/31/2005
FROM CO/SEC/SUB: 10 010 000
TO CO/SEC/SUB: 10 010 000

FLORIDA - DEPARTMENT OF TRANSPORTATION
C A R - CRASH ANALYSIS REPORTING SYSTEM
CRASH DATA DETAIL AND EXTRACT FOR STATE-MAINTAINED ROADS
1 - SORT BY ROADWAY, MILE POINT
MP: 020.100
MP: 020.700
RAMPS INCL
INFL INCL
CR/OS INCL

FOR YEAR	FATAL CRASH STATISTICS			INJURY CRASH STATS		PROPERTY DAMAGE ONLY	TOTALS			INFLUENCE CRASHES OCCURRING ON INTERSECTING RDWYS	
	CRASHES	FATALITIES	INJURIES	CRASHES	INJURIES	CRASHES	CRASHES	FATALITIES	INJURIES	AT INT.	INFL AREA
2001	0	0	0	24	51	22	46	0	51	9	7
2002	0	0	0	21	36	26	47	0	36	19	5
2003	0	0	0	29	56	24	53	0	56	17	2
2004	0	0	0	27	42	33	60	0	42	22	7
2005	0	0	0	38	59	50	88	0	59	27	8
TOTAL	0	0	0	139	244	155	294	0	244	94	29

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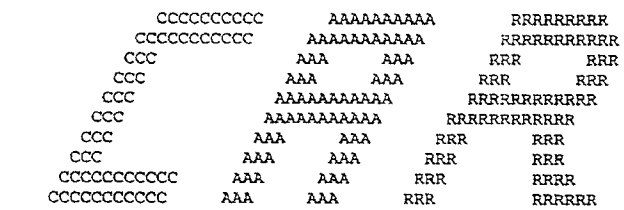
REPORT...CARPJ13-01
DATE...08/01/2006
TIME...16:17:06

FLORIDA - DEPARTMENT OF TRANSPORTATION
C A R - CRASH ANALYSIS REPORTING SYSTEM
CRASH DATA DETAIL AND EXTRACT FOR STATE-MAINTAINED ROADS
*** REPORT TOTALS ***

CUMULATIVE TOTALS FOR ALL LOCATIONS SUBMITTED - OVERLAPPING OR INTERSECTING LOCATIONS MAY RESULT IN CRASHES COUNTED MORE THAN ONCE

FOR YEAR	FATAL CRASH STATISTICS			INJURY CRASH STATS		PROPERTY DAMAGE ONLY	TOTALS			INFLUENCE CRASHES OCCURRING ON INTERSECTING RDWYS	
	CRASHES	FATALITIES	INJURIES	CRASHES	INJURIES	CRASHES	CRASHES	FATALITIES	INJURIES	AT INT.	INFL AREA
2001	0	0	0	24	51	22	46	0	51	9	7
2002	0	0	0	21	36	26	47	0	36	19	5
2003	0	0	0	29	56	24	53	0	56	17	2
2004	0	0	0	27	42	33	60	0	42	22	7
2005	0	0	0	38	59	50	88	0	59	27	8
TOTAL	0	0	0	139	244	155	294	0	244	94	29

□



C R A S H R E P O R T I N G S Y S T E M

N O T I C E: THE INFORMATION CONTAINED IN THIS DOCUMENT (REPORT, SCHEDULE, LIST, OR DATA) HAS BEEN COMPILED FROM INFORMATION COLLECTED FOR THE PURPOSE OF IDENTIFYING, EVALUATING, OR PLANNING SAFETY ENHANCEMENTS. THIS PRODUCT IDENTIFIES INFORMATION USED FOR THE PURPOSE OF DEVELOPING HIGHWAY SAFETY CONSTRUCTION IMPROVEMENT PROJECTS WHICH MAY BE IMPLEMENTED UTILIZING FEDERAL-AID HIGHWAY FUNDS. ANY DOCUMENT DISPLAYING THIS NOTICE SHALL BE USED ONLY FOR THOSE PURPOSES DEEMED APPROPRIATE BY THE FLORIDA DEPARTMENT OF TRANSPORTATION. SEE TITLE 23, UNITED STATES CODE, SECTION 409.

```
I/O NAME: ..............  CAR0112
PROGRAM ID: ............  CARPJ12
REPORT NUMBER: .........  01
RUN CLASS: .............  A
MESSAGE CLASS: .........  Q
PRINTER DEST: ..........  LOCAL
# COPIES: ..............  01
ACCOUNT #: .............  5585404
SUBMIT W/HOLD? .........  N
USERID: ................  KNKHALS
DETAIL SORT ORDER: .....  1 - COUNTY, ON-ROAD, INTERSECTING ROAD, DIR,DIST, DATE, CRASH RPT#
PRINT SEGMENTS? ........  Y
PRINT INTERSECTIONS? ....  N
SUMMARY FORMAT: ........  2 - TOP LINE ALL BREAKS
OVERRIDE VALUES:
 MAX # OF BREAKS: ......  06
 CRASH RATE CATEGORY: ...
 AVERAGE DAILY TRAFFIC:..
 # OF LEGS: .............
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REPORT..CARPJ12-1 — FLORIDA - DEPARTMENT OF TRANSPORTATION — PAGE NO 1
DATE....2006-08-01 — (CAR) CRASH ANALYSIS REPORTING SYSTEM
TIME....16:17:14:6 — CRASH LOCATION SUMMARY FOR STATE ROADS — I/O... CAR0112
COMMENT: — *** SEGMENT RATES SELECTED *** FORMAT: 2 - TOP LINE ALL BREAKS

FROM: 01/01/2001 TO 12/31/2005 — RAMPS INCL — OVERRIDE VALUES: MAX # OF BREAKS => 6
FROM CO/SEC/SUB: 10 010 000 — MP: 020.100 — INFL INCL — CRASH RATE CATEGORY =>
TO CO/SEC/SUB: 10 010 000 — MP: 020.700 — CR/OS INCL — AVG DAILY TRAFFIC =>

DST	CO	SEC	SUB	BEG-MP	END-MP	ROUTE	ID	LENGTH	CATG	CRASHES	ADT	ACTUAL	AVERAGE	%CONF	#FTL	#INJ	#PDO	ECON LOSS
07	10	010	000	20.100	20.142	SR	43	0.042	33	4	34500	1.512	2.088	18.10	0	6	1	$ 302,796
07	10	010	000	20.142	20.662	SR	43	0.520	23	279	34706	8.466	1.453	99.99	0	231	147	$ 28,129,617
07	10	010	000	20.662	20.700	SR	43	0.038	33	11	36600	4.331	2.088	99.50	0	7	7	$ 832,689
07	10	010	000	20.100	20.700	SR	43	0.600	23	294	34812	7.708	1.453	99.99	0	244	155	$ 29,641,962

REPORT..CARPJ12-1
DATE....2006-08-01
TIME....16:17:14:6
COMMENT:
FROM: 01/01/2001 TO 12/31/2005
FROM CO/SEC/SUB: 10 010 000 MP: 020.100
TO CO/SEC/SUB: 10 010 000 MP: 020.700

FLORIDA - DEPARTMENT OF TRANSPORTATION
(CAR) CRASH ANALYSIS REPORTING SYSTEM
CRASH LOCATION SUMMARY FOR STATE ROADS
*** SEGMENT RATES SELECTED *** FORMAT: 2 - TOP LINE ALL BREAKS
RAMPS INCL OVERRIDE VALUES: MAX # OF BREAKS => 6
INFL INCL CRASH RATE CATEGORY =>
CR/OS INCL AVG DAILY TRAFFIC =>

DST	CO	SEC	SUB	BEG-MP	END-MP	ROUTE ID	LENGTH	CATG	CRASHES	ADT	ACTUAL AVERAGE	%CONF	#FTL	#INJ	#PDO	ECON LOSS
07	10	010	000	20.100	20.700	SR 43	0.600	23	294	34812	7.708	1.453	99.99	0	244	155 $ 29,641,962

CRASHES PER MONTH

10	JANUARY	20	FEBRUARY	21	MARCH	24	APRIL	19	MAY	24	JUNE
29	JULY	26	AUGUST	29	SEPTEMBER	33	OCTOBER	25	NOVEMBER	34	DECEMBER

NUMBER OF CRASHES PER HARMFUL EVENT 1ST

#	%	CATEGORY DESCRIPTION
	0.00	UNKNOWN/NOT CODED
139	47.27	COLL. W/MV IN TRANS. REAR-END
8	2.72	COLL. W/MV IN TRANS. HEAD-ON
72	24.48	COLL. W/MV IN TRANS. ANGLE
28	9.52	COLL. W/MV IN TRANS. LFT-TURN
5	1.70	COLL. W/MV IN TRANS. RGT-TURN
19	6.46	COLL. W/MV IN TRANS. SIDESWIP
1	0.34	COLL. W/MV IN TRANS. BAKD INTO
	0.00	COLL. W/PARKED CAR
3	1.02	COLLISION WITH MV ON ROADWAY
1	0.34	COLL. W/ PEDESTRIAN
	0.00	COLL. W/ BICYCLE
	0.00	COLL. W/ BICYCLE (BIKE LANE)
1	0.34	COLL. W/ MOPED
	0.00	COLL. W/ TRAIN
	0.00	COLL. W/ ANIMAL
1	0.34	MV HIT SIGN/SIGN POST
3	1.02	MV HIT UTILITY POLE/LIGHT POLE
	0.00	MV HIT GUARDRAIL
	0.00	MV HIT FENCE
	0.00	MV HIT CONCRETE BARRIER WALL
	0.00	MV HIT BRDGE/PIER/ABUTMNT/RAIL
	0.00	MV HIT TREE/SHRUBBERY
	0.00	COLL. W/CONSTRCTN BARRICDE/SGN
	0.00	COLL. W/TRAFFIC GATE
	0.00	COLL. W/CRASH ATTENUATORS
	0.00	COLL. W/FIXED OBJCT ABOVE ROAD
	0.00	MV HIT OTHER FIXED OBJECT
2	0.68	COLL. W/MOVEABLE OBJCT ON ROAD
	0.00	MV RAN INTO DITCH/CULVERT
	0.00	RAN OFF ROAD INTO WATER
2	0.68	OVERTURNED
	0.00	OCCUPANT FELL FROM VEHICLE
1	0.34	TRACTOR/TRAILER JACKNIFED
	0.00	FIRE
	0.00	EXPLOSION
	0.00	DOWNHILL RUNAWAY
	0.00	CARGO LOSS OR SHIFT
	0.00	SEPARATION OF UNITS
	0.00	MEDIAN CROSSOVER
8	2.72	ALL OTHER (EXPLAIN)

CRASHES PER DAY AND HOUR

	MON	TUE	WED	THU	FRI	SAT	SUN	TOT	%
** AM **									
MIDNT - 1:59				2	4	2	2	10	3.40
2:00 - 3:59	1			1		1	6	9	3.06
4:00 - 5:59		2	1	3	1		1	8	2.72
6:00 - 7:59	15	8	11	6	6	1	1	48	16.32
8:00 - 9:59	4	6	7	5	7	1	5	35	11.90
10:00 - 11:59	4	5	2	1	3	4	1	20	6.80
AM TOTAL	24	21	21	18	21	9	16	130	44.21
** PM **									
NOON - 1:59	5	3	4	2	4	5	1	24	8.16
2:00 - 3:59	4	3	3	5	5	7	1	28	9.52
4:00 - 5:59	3	7	8	7	8	2	5	40	13.60
6:00 - 7:59	3	3	5	7	10	2	3	33	11.22
8:00 - 9:59	4	2	2	4	3	4	5	24	8.16
10:00 - 11:59	1	1	4	1	2	2	4	15	5.10
PM TOTAL	20	19	26	26	32	22	19	164	55.78
UNKNOWN									0.00
** TOTAL **	44	40	47	44	53	31	35	294	100.00
** % **	14.96	13.60	15.98	14.96	18.02	10.54	11.90	100.00	

CRASHES BY LIGHTING CONDITION

TOTAL	%	DESCRIPTION	TOTAL	%	DESCRIPTION
195	66.32	DAYLIGHT	68	23.12	DARK (STREET LIGHT)
14	4.76	DUSK	12	4.08	DARK (NO STREET LIGHT)
5	1.70	DAWN	0	0.00	UNKNOWN

CRASHES BY ROAD SURFACE CONDITION

TOTAL	%	DESCRIPTION	TOTAL	%	DESCRIPTION
219	74.48	DRY	65	22.10	WET
8	2.72	SLIPPERY	0	0.00	ICY
2	0.68	ALL OTHER	0	0.00	UNKNOWN

CRASHES BY WEATHER CONDITION

TOTAL	%	DESCRIPTION	TOTAL	%	DESCRIPTION
195	66.32	CLEAR	47	15.98	CLOUDY
50	17.00	RAIN	1	0.34	FOG
1	0.34	ALL OTHER	0	0.00	UNKNOWN

REPORT..CARPJ12-1 | FLORIDA - DEPARTMENT OF TRANSPORTATION | PAGE NO 3
DATE....2006-08-01 | (CAR) CRASH ANALYSIS REPORTING SYSTEM
TIME....16:17:14:6 | CRASH LOCATION SUMMARY FOR STATE ROADS | I/O... CARO112
COMMENT: | *** SEGMENT RATES SELECTED *** FORMAT: 2 - TOP LINE ALL BREAKS
FROM: 01/01/2001 TO 12/31/2005 | RAMPS INCL | OVERRIDE VALUES: MAX # OF BREAKS => 6
FROM CO/SEC/SUB: 10 010 000 MP: 020.100 | INFL INCL | CRASH RATE CATEGORY =>
TO CO/SEC/SUB: 10 010 000 MP: 020.700 | CR/OS INCL | AVG DAILY TRAFFIC =>

DST	CO	SEC	SUB	BEG-MP	END-MP	ROUTE	ID	LENGTH	CATG	CRASHES	ADT	ACTUAL AVERAGE	%CONF	#FTL	#INJ	#PDO	ECON LOSS
07	10	010	000	20.100	20.700	SR	43	0.600	23	294	34812	7.708	1.453	99.99	0	244	155 $ 29,641,962

TRAFFICWAY CHARACTER (PER CRASH)

TOTAL	%	DESCRIPTION
285	96.93	STRAIGHT-LEVEL
5	1.70	STRAIGHT-UPGRADE/DOWNGRADE
4	1.36	CURVE-LEVEL
0	0.00	CURVE-UPGRADE/DOWNGRADE

DIRECTION OF TRAVEL (PER VEHICLE)

TOTAL	%	DESCRIPTION	%	DESCRIPTION
119	18.59	EAST	186	29.06 NORTH
140	21.87	SOUTH	0	0.00 UNNWN
186	29.06	WEST		

ROAD CONDITIONS AT TIME OF CRASH (PER CRASH)

1ST	%	2ND	%	DESCRIPTION
0	0.00	291	98.97	UNKNOWN/NOT CODED
291	98.97	0	0.00	NO DEFECTS
0	0.00	0	0.00	OBSTRUCTION WITH WARNING
0	0.00	0	0.00	OBSTRUCTION WITHOUT WARNING
1	0.34	0	0.00	ROAD UNDER REPAIR/CONSTRUCTI
0	0.00	0	0.00	LOOSE SURFACE MATERIALS
0	0.00	0	0.00	SHOULDERS SOFT/LOW/HIGH
0	0.00	0	0.00	HOLES/RUTS/UNSAFE PAVED EDGE
1	0.34	0	0.00	STANDING WATER
0	0.00	0	0.00	WORN/POLISHED/ROAD SURFACE
1	0.34	0	0.00	ALL OTHER(EXPLAIN)

VISION OBSTRUCTED (PER CRASH)

1ST	%	2ND	%	DESCRIPTION
0	0.00	291	98.97	UNKNOWN/NOT CODED
270	91.83	0	0.00	VISION NOT OBSCURED
9	3.06	0	0.00	INCLEMENT WEATHER
9	3.06	0	0.00	PARKED/STOPPED VEHICLE
0	0.00	0	0.00	TREES/CROPS/BUSHES
0	0.00	0	0.00	LOAD ON VEHICLE
0	0.00	0	0.00	BUILDING/FIXED OBJECT
0	0.00	0	0.00	SIGNS/BILLBOARDS
0	0.00	0	0.00	FOG
0	0.00	0	0.00	SMOKE
0	0.00	0	0.00	GLARE
3	1.02	0	0.00	ALL OTHER (EXPLAIN)

SITE LOCATION (PER CRASH)

TOTAL	%	DESCRIPTION
53	18.02	NOT AT INTERSECTION/RRX/BRIDGE
200	68.02	AT INTERSECTION
27	9.18	INFLUENCED BY INTERSECTION
14	4.76	DRIVEWAY ACCESS
0	0.00	RAILROAD CROSSING
0	0.00	BRIDGE
0	0.00	ENTRANCE RAMP
0	0.00	EXIT RAMP
0	0.00	PARKING LOT/TRAFFIC WAY
0	0.00	PARKING LOT AISLE OR STALL
0	0.00	PRIVATE PROPERTY
0	0.00	TOLL BOOTH
0	0.00	PUBLIC BUS STOP ZONE
0	0.00	ALL OTHER

TRAFFIC CONTROL (PER CRASH)

1ST	%	2ND	%	DESCRIPTION
0	0.00	256	87.07	NOT APPLICABLE
66	22.44	0	0.00	NO CONTROL
0	0.00	0	0.00	SPECIAL SPEED ZONE
37	12.58	22	7.48	SPEED CONTROL SIGN
1	0.34	0	0.00	SCHOOL ZONE
178	60.54	8	2.72	TRAFFIC SIGNAL
4	1.36	0	0.00	STOP SIGN
5	1.70	7	2.38	YIELD SIGN
0	0.00	0	0.00	FLASHING LIGHT
0	0.00	0	0.00	RAILROAD SIGNAL
0	0.00	1	0.34	OFFICER/GUARD/FLAGMAN
0	0.00	0	0.00	POSTED NO U-TURN
2	0.68	0	0.00	NO PASSING ZONE
1	0.34	0	0.00	ALL OTHER

SIDE OF ROAD (PER CRASH)

TOTAL	%	DESCRIPTION	TOTAL	%	DESCRIPTION
0	0.00	END OF ST RD	21	7.14	INTERSECTION
112	38.09	LEFT	1	0.34	MEDIAN
120	40.81	RIGHT	33	11.22	SIDE RD RIGH
7	2.38	SIDE RD LEFT	0	0.00	UNKNOWN

ALCOHOL/DRUG USE (PER DRIVER/PEDESTRIAN)

TOTAL	%	DESCRIPTION
32	5.00	UNKNOWN/NOT CODED
592	92.50	NOT DRINKING OR USING DRUGS
7	1.09	ALCOHOL-UNDER INFLUENCE
0	0.00	DRUGS-UNDER INFLUENCE
1	0.15	ALCOHOL & DRUGS-UNDER INFLUEN
6	0.93	HAD BEEN DRINKING
3	0.46	PENDING BAC TEST RESULTS

WORK AREA (PER VEHICLE/PEDESTRIAN)

TOTAL	%	DESCRIPTION	TOTAL	%	DESCRIPTION
514	80.31	NONE	18	2.81	NEARBY
7	1.09	ENTERED			

1

REPORT..CARPJ12-1 — FLORIDA - DEPARTMENT OF TRANSPORTATION — PAGE NO 4
DATE....2006-08-01 — (CAR) CRASH ANALYSIS REPORTING SYSTEM
TIME....16:17:14:6 — CRASH LOCATION SUMMARY FOR STATE ROADS — I/O... CARO112
COMMENT: — *** SEGMENT RATES SELECTED *** FORMAT: 2 - TOP LINE ALL BREAKS
FROM: 01/01/2001 TO 12/31/2005 — RAMPS INCL — OVERRIDE VALUES: MAX # OF BREAKS => 6
FROM CO/SEC/SUB: 10 010 000 — MP: 020.100 — INFL INCL — CRASH RATE CATEGORY =>
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DST	CO	SEC	SUB	BEG-MP	END-MP	ROUTE ID	LENGTH	CATG	CRASHES	ADT	ACTUAL AVERAGE	%CONF	#FTL	#INJ	#PDO	ECON LOSS
07	10	010	000	20.100	20.700	SR 43	0.600	23	294	34812	7.708	1.453	99.99	0	244	155 $ 29,641,962

VEHICLE MOVEMENT (PER VEHICLE)

TOTAL	%	DESCRIPTION
294	45.93	STRAIGHT AHEAD
192	30.00	SLOWING/STOPPED/STALLED
77	12.03	MAKING LEFT TURN
1	0.15	BACKING
38	5.93	MAKING RIGHT TURN
24	3.75	CHANGING LANES
0	0.00	ENTERING/LEAVING PARKING SPACE
3	0.46	PROPERLY PARKED
0	0.00	IMPROPERLY PARKED
5	0.78	MAKING U-TURN
1	0.15	PASSING
0	0.00	DRIVERLESS OR RUNAWAY VEH.
5	0.78	ALL OTHERS
0	0.00	UNKNOWN

CONTRIBUTING CAUSES - VEHICLE

1ST	%	2ND	%	DESCRIPTION
620	96.87	0	0.00	NO DEFECTS
6	0.93	0	0.00	DEFECTIVE BRAKES
2	0.31	0	0.00	WORN/SMOOTH TIRES
0	0.00	0	0.00	DEFECTIVE/IMPROPER LIGHTS
0	0.00	0	0.00	PUNCTURE/BLOWOUT
0	0.00	0	0.00	STEERING MECH.
0	0.00	0	0.00	WINDSHIELD WIPERS
0	0.00	0	0.00	EQUIPMENT/VEHCILE DEFECT
11	1.71	0	0.00	ALL OTHER
0	0.00	0	0.00	UNKNOWN

VEHICLE SPEED (BEFORE CRASH)

TOTAL	%	DESCRIPTION	TOTAL	%	DESCRIPTION
0	0.00	UNKNOWN	59	9.21	41-50
128	20.00	STOPPED	12	1.87	51-60
55	8.59	0-5	0	0.00	61-70
56	8.75	6-10	1	0.15	71-80
46	7.18	11-15	0	0.00	81-90
41	6.40	16-20	0	0.00	91-100
53	8.28	21-30	127	19.84	100+
60	9.37	31-40	2	0.31	PARKED

RESIDENCE (DRIVER AND PEDESTRIAN)

TOTAL	%	DESCRIPTION
537	83.90	CNTY OF CR
49	7.65	ELSEWHERE
21	3.28	NON-RES
1	0.15	FOREIGN
33	5.15	UNKNOWN

SAFETY EQUIPMENT IN USE (PER PERSON)

1ST	%	2ND	%	DESCRIPTION
32	3.53	442	48.89	UNKNOWN
56	6.19	0	0.00	NOT IN USE
800	88.49	1	0.11	SEAT BELT/SHOULDER HARNESS
9	0.99	8	0.88	CHILD RESTRAINT
0	0.00	98	10.84	AIR BAG - DEPLOYED
1	0.11	354	39.15	AIR BAG - NOT DEPLOYED
5	0.55	0	0.00	SAFETY HELMENT
1	0.11	1	0.11	EYE PROTECTION
0	0.00	0	0.00	OTHER

CONTRIBUTING CAUSES - DRIVER/PEDESTRIAN

1ST	2ND	3RD	DESCRIPTION
1	615	632	UNKNOWN/NOT CODED
344	0	0	NO IMPROPER DRIVING/ACTION
135	2	0	CARELESS DRIVING
55	1	1	FAILED TO YEILD RIGHT OF WAY
1	0	0	IMPROPER BACKING
19	2	0	IMPROPER LANE CHANGE
11	1	1	IMPROPER TURN
2	2	0	ALCOHOL-UNDER INFLUENCE
0	0	0	DRUGS-UNDER INFLUENCE
0	0	0	ALCOHOL DRUGS-UNDER INFLUENC
15	2	0	FOLLOWED TOO CLOSELY
20	5	0	DISREGARDED TRAFFIC SIGNAL
0	2	1	EXCEEDED SAFE SPEED LIMIT
0	0	0	DISREGARDED STOP SIGN
4	1	0	FAILED TO MAINTAIN EQUIP/VEH
1	0	1	IMPROPER PASSING
0	0	0	DROVE LEFT OF CENTER
0	0	0	EXCEEDED STATED SPEED LIMIT
0	0	0	OBSTRUCTING TRAFFIC
1	0	0	IMPROPER LOAD
0	0	0	DISREGARDED OTHER TRAFFIC CO
1	0	0	DRIVING WRONG SIDE/WAY
0	0	0	FLEEING POLICE
0	0	0	VEHICLE MODIFIED
1	4	0	DRIVER DISTRACTION
30	0	1	ALL OTHER (EXPLAIN)

TOTAL # OF VEHICLES: 640 — TOTAL # OF DRIVERS: 640 — TOTAL # OF PEDESTRIANS: 1
TOTAL # OF PERSONS (PEDESTRIANS, DRIVERS, PASSENGERS): 904

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0

REPORT...CARPJ12-01
DATE...08/01/2006
TIME...16:17:18
COMMENT:
FROM: 01/01/2001 TO 12/31/2005
FROM CO/SEC/SUB: 10 010 000
TO CO/SEC/SUB: 10 010 000

FLORIDA - DEPARTMENT OF TRANSPORTATION
C A R - CRASH ANALYSIS REPORTING SYSTEM
CRASH DATA DETAIL AND EXTRACT FOR STATE-MAINTAINED ROADS

MP: 020.100
MP: 020.700

RAMPS INCL
INFL INCL
CR/OS INCL

FOR YEAR	FATAL CRASH STATISTICS			INJURY CRASH STATS		PROPERTY DAMAGE ONLY	TOTALS			INFLUENCE CRASHES OCCURRING ON INTERSECTING RDWYS	
	CRASHES	FATALITIES	INJURIES	CRASHES	INJURIES	CRASHES	CRASHES	FATALITIES	INJURIES	AT INT.	INFL AREA
2001	0	0	0	24	51	22	46	0	51	9	7
2002	0	0	0	21	36	26	47	0	36	19	5
2003	0	0	0	29	56	24	53	0	56	17	2
2004	0	0	0	27	42	33	60	0	42	22	7
2005	0	0	0	38	59	50	88	0	59	27	8
TOTAL	0	0	0	139	244	155	294	0	244	94	29

1

0

REPORT...CARPJ12-01
DATE...08/01/2006
TIME...16:17:18

FLORIDA - DEPARTMENT OF TRANSPORTATION
C A R - CRASH ANALYSIS REPORTING SYSTEM
CRASH DATA DETAIL AND EXTRACT FOR STATE-MAINTAINED ROADS
*** REPORT TOTALS ***

CUMULATIVE TOTALS FOR ALL LOCATIONS SUBMITTED - OVERLAPPING OR INTERSECTING LOCATIONS MAY RESULT IN CRASHES COUNTED MORE THAN ONCE

FOR YEAR	FATAL CRASH STATISTICS			INJURY CRASH STATS		PROPERTY DAMAGE ONLY	TOTALS			INFLUENCE CRASHES OCCURRING ON INTERSECTING RDWYS	
	CRASHES	FATALITIES	INJURIES	CRASHES	INJURIES	CRASHES	CRASHES	FATALITIES	INJURIES	AT INT.	INFL AREA
2001	0	0	0	24	51	22	46	0	51	9	7
2002	0	0	0	21	36	26	47	0	36	19	5
2003	0	0	0	29	56	24	53	0	56	17	2
2004	0	0	0	27	42	33	60	0	42	22	7
2005	0	0	0	38	59	50	88	0	59	27	8
TOTAL	0	0	0	139	244	155	294	0	244	94	29

□